

VOTE 9

DEPARTMENT OF ROADS AND TRANSPORT

To be appropriated by vote in 2018/19	R 7 713 818 000
Responsible Executing Authority	MEC for Roads and Transport
Administering Department	Department of Roads and Transport
Accounting Officer	Head of Department

1. OVERVIEW

The mandate of the Gauteng Department of Roads and Transport (GDRT) is to provide an integrated transport system that is reliable, accessible, safe, affordable, and has a broad range of socio-economic effects. The Department also contributes to the provincial outcome of providing an environmentally sustainable road infrastructure that is inclusive of increased accessibility and efficiency, employment creation and social inclusion of all citizens of the province.

Vision

A modern integrated, efficient and sustainable transport and roads infrastructure system in Gauteng.

Mission

To facilitate and provide an integrated transport system that:

- Is reliable accessible, safe, and affordable;
- Promotes socio-economic development in Gauteng;
- Is environmentally sustainable; and
- Supports industrialisation and radical socio-economic transformation.

Strategic Goals

- A modern integrated public transport system that provides customer-centric transport services;
- Strategic economic transport infrastructure that stimulates socio-economic growth; and
- A modern, accountable and development-oriented department.

Core functions and responsibilities

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

Main services

Main services	Actual customers	Current standard of service	Actual achievement
Testing and issuing drivers and learner licences.	Aspirant drivers.	Testing and issuing of learner licences completed within two hours.	Testing and issuing of learner licences completed within two hours.

Main services	Actual customers	Current standard of service	Actual achievement
	Testing and issuing of learner licences completed within two hours.	Testing and issuing of drivers licences (temporary) completed within one and a half hours.	Generally licences are issued within the standard. However, there were also instances where driver's licences were issued a day or more after the test.
		The driving licence card to be ready for collection within four weeks.	Issued according to standard but between April and July, there were delays in terms of card collection owing to the change from one service provider to another.
Testing of vehicles and issuing of roadworthy certificates.	Vehicle owners and road users.	Testing of motor vehicles and issuing roadworthy certificates completed within one hour.	Testing of motor vehicles and issuing of roadworthy certificates varies but takes at maximum one hour.
Abnormal and heavy vehicle travel demand service.	Road freight, industry, engineers, law enforcement agencies, infrastructure planners, and the general public	One work day permit.	One work day permit.
Road traffic travel demand information service.	Property development industry, infrastructure development industry and public	Survey provincial annual road traffic.	Management of annual provincial road traffic data.

Ten pillar Programme of Transformation, Modernisation and Re-industrialisation

The functions of the Department are aligned to the Ten Pillar Programme of Transformation, Modernisation and Re-Industrialisation (TMR) which is supported by the pillars of modernisation of public transport infrastructure, radical economic transformation, which relates to delivery of transformation and modernisation of the public service.

The Department plays a key role in the modernisation of public transport infrastructure through the provision of transport infrastructure, transport regulation services and transport-planning services. The Department contributes to the Provincial Rural Development Strategy through the construction of the infrastructure for rural roads. It will contribute to the Inner City Renewal Programme through the construction of road linkages, which in turn contribute to the provincial outcome of sustainable human settlements.

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

National Development plan

The National Development Plan (NDP) aims to eliminate poverty and reduce inequality by 2030. It provides a broad strategic framework to guide key choices and actions. Government recently adopted an infrastructure plan that is intended to transform the economic landscape of South Africa, create a significant number of new jobs, strengthen the delivery of basic services to the people of South Africa and support the integration of African economies.

In respect of transport priorities, the plan proposes to consolidate and selectively expand transport and logistics infrastructure, with key focus areas being:

- Upgrading the Durban-Gauteng freight corridor, including a new port at the old Durban airport site. (SIP2)
- Public transport infrastructure and systems, including the renewal of the commuter rail fleet, supported by enhanced links with road-based services. (SIP7).

In response to the NDP, the Department of Roads and Transport has developed the 25-year Integrated Transport Master Plan (ITMP25) that provides a framework within which an efficient and integrated transport system for Gauteng can be achieved. The plan has been widely consulted and agreed upon. The plan forms the guiding framework of the Department's 2014-2019 Strategic Plan.

External activities and events relevant to budget decisions

The Gauteng Provincial Government continues to focus on accelerating service delivery. The Province has adopted a Ten Pillar Programme of Radical Transformation, Modernisation, and Reindustrialisation of the province over the next five to fifteen years. This necessitates that the Department align to the national and provincial priorities by engaging in projects that support these endeavours. The political landscape within the country necessitates action on the part of the Department to deliver quality products and services efficiently. The citizens of the province must realise the impact of the work of the Department.

The report on the socio-economic impact of the Gauteng Freeway Improvement Project (GFIP) and E-tolls requires the Department to accelerate the construction of new alternative roads as well as to maintain existing ones. This has been incorporated into the 2018 MTEF budget in line with available resources.

Acts, rules and regulations

The legislative mandate for GDRT is derived from Schedules 4 and 5 of the Constitution of South Africa which grants all provinces concurrent competencies. Key legislation and policies to the mandate of the GDRT include:

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National Policy and Legislative Mandates	
Legislation	Act/Policy
Administrative Adjudication of Road Traffic Offences Act	Act 46 of 1998
Cross-Border Road Transport Act	Act 4 of 1998
Construction Industry Development Board Act	Act 38 of 2000
Creating an Enabling Environment for Reconstruction and Development in the Construction Industry	White Paper
Environmental Conservation Act	Act 73 of 1989
National Road Traffic Act	Act 93 of 1996
National Road Traffic Safety Act	Act 12 of 1972
National Transport Policy	White Paper
National Land Transport Act	Act 5 of 2009
Road Traffic Management Corporation Act	Act 20 of 1999
Road Traffic Act	Act 29 of 1989

Provincial Policy and Legislative Mandates	
Legislation	Act/Policy
Gauteng Transport Framework Revision Act	Act 8 of 2002
Gauteng Transport Infrastructure Act	Act 8 of 2001
Gauteng Planning and Development Act	Act 3 of 2003
Gautrain Management Agency Act	Act 5 of 2007
Gauteng White Paper on Transport Policy	White Paper
Provincial Road Traffic Act	Act 10 of 1997

2. REVIEW OF THE CURRENT FINANCIAL YEAR (2017/18)

Pillar 8: Modernisation of Public Transport Infrastructure

Output 1: Maintenance, strategic expansion, operational efficiency, capacity and competitiveness of our logistics and transport infrastructure ensured

The Department's function includes the provision of a balanced equitable road network that is accessible, sustainable, integrated and environmentally sensitive. It must support economic growth and social empowerment. GDRT is aligned to this pillar as it focuses on promoting accessibility to major economic hubs and creating job opportunities for citizens in the province. The Department contributes to this pillar through the construction and maintenance of the provincial road network.

Gauteng Freight Databank

The South African economy is reliant heavily on the trading of goods and services. Furthermore, higher transportation costs reduces the competitiveness of the freight and logistics industry. The Department has developed a freight databank that provides a clear understanding on the current and future movement of freight within Gauteng and is updated annually. It also serves to gather current modal distribution of interand intra-provincial freight movement and industry trends. The databank collates and stores freight information to enable easy retrieval of freight information by users.

The tri-annual improved data intelligence provides effective freight transport planning, policy-making and decision-making to create a better match between freight haulage supply and demand, improved cost and time efficiencies, lower cost of logistics as well as increased competitiveness, as local and regional economic development.

The Department continues to update the freight data and information to share it with all stakeholders through the established platform entitled “Gauteng Freight Databank”. Maintenance work on the database and website is ongoing. The maintenance on the website will be completed early in 2018/19.

Route Determinations

The Gauteng Road Network remains one of the most important infrastructure assets in the province that underpins and supports local economic growth. This initiative results in job opportunities within the identified corridors (including freight corridors supporting freight hubs) and nodes. It is important that Gauteng develops and maintains an integrated road network. Route Determination focuses on refining and amending routes for the province to ensure that these are aligned to the Gauteng Spatial Development Framework. The Department has identified 28 routes and the processes are continuing to finalise these.

Gauteng Transport Modelling Centre

The Department is in the process of establishing a transport modelling centre that will have the capacity to model Gauteng’s future transport systems. The Department, in collaboration with the Council for Scientific and Industrial Research (CSIR) is developing transport models and modelling capabilities that will form the core of the modelling centre. Transport models are used to develop information to assist in developing future transportation systems. The models being developed are internationally recognised transportation modelling tools that meet a growing set of sophisticated (functional and system) requirements needed for real-world transportation systems decision-making. Transport modelling is conducted to predict future transport development scenarios and their implications based on available data and specific assumptions, including land use. The modelling provides information that is critical in policy-making and is necessary for decision-making support with regard to planned freeways and land-use development.

The modelling centre tool will provide evidence-based decision-making capabilities which are required to improve the mobility of goods and people in the province. The transport model must be updated annually with new transport links, traffic information, land use information, demographics and economic data. Thus, effective transport planning focuses on collecting data-centred transport and transport-related information through the Gauteng Household Travel Surveys, Integrated Public Transport Network-specific studies undertaken, Integrated Transport Plan (ITP) information received and Gauteng Freight Databank. The information provides a representation of the current transportation system in Gauteng.

The Department - through the CSIR and in collaboration with the cities - initiated a process of capturing and converting data of the Bus Rapid Transport (BRT) system into General Transit Feed Specification (GTFS). To date the BRT data for Are Yeng and Rea Vaya has been published on Google Maps. In addition, the Department, together with CSIR, has also commenced with the development of a plan for the modelling centre which will be implemented in the 2018/19 financial year.

Master Plan for Transport Services Centres in Gauteng Province

The Transport Services Centres (TSCs) are the largest revenue generators for the province. As such the Department’s 2015 annual report acknowledged the need to ensure the best experience for customers using these facilities. The Department has also experienced a multitude of problems in the planning, construction and management of transport services Driver Licence Testing Centres (DLTCs), Transport Operations License Administrative Bodies (TOLABS) and Vehicle Testing Stations (VTSs). This has been reflected in the annual monitoring and evaluation reports.

One of the main weaknesses that have been identified in the provision of transport services is the lack of project planning which has had a ripple effect throughout the value chain and reflects in the level of service delivered at the customer interface. The Department and CSIR are in the process of developing the Transport Services Centre Master Plan which will guide the development of TSCs in the province using more comprehensive information that includes: generalised costs, demand forecasts, typologies of transactions, state-of-the-art technology and facility types.

The functional classification and characterisation of the TSCs were completed in the 2017/18 financial year. A travel distance analysis of how far people are from the current TSCs (DLTC, MVRA, VTS, and TOLABS) was completed. A research report entitled “Towards Integrated Customer Transport Services Centres for Gauteng Province” was also received in line with the project scope. A review and assessment of available accessibility norms and standards was conducted considering future locations, land availability, land-use planning as well as future demand. An amended final report was completed in December 2017, thereby completing the first phase of the project.

Integrated Transport Plan (ITP) Support/ Evaluation

The Integrated Transport Plan (ITP) is a statutory plan required by the National Land Transport Act (NLTA) and the Gauteng Transport Framework Revision Act (GTFRA) for transport and operations in the city region. The ITP forms an integral component of the Integrated Development Plan (IDP). The ITP outlines all the transport projects that are required to accomplish the mandate of a municipality. It is therefore imperative that its execution be a focused, integrated, multi-sectoral,

comprehensive, data-centred approach concentrated on an evidence-based process. The plan outlines all the transport projects that are required to accomplish the mandate of a municipality. The Department is assisting the West Rand and Sedibeng to compile their ITPs. The service provider which will complete both the DITPs was appointed and Inception reports were submitted. The data-collection process on transport modes, demographic and socio-economic profile is underway.

Prioritised Freight Hubs

One of the key aspects in the modernisation of freight transport in Gauteng is the movement of freight from road to rail, which includes the development of major rail-based freight logistics hubs located on the periphery of the Gauteng City Region (GCR) urban core. Key interventions identified in the road-to-rail strategy include establishing the following priority freight logistics hubs as part of the broader Durban-Free State-Gauteng (DFSG) Logistics and Freight Corridor Development which is part of the Strategic Infrastructure Projects 2 (SIP2) process. Freight infrastructure enhances the efficient movement of freight, improves economic potential, global competitiveness and creates job opportunities. The Department will focus on detailed planning of transport infrastructure required for the prioritised freight hubs, such as Tambo Springs and City Deep:

Tambo Springs

- In support of the Tambo Springs Logistics Gateway, the Department conducted a study on the surrounding road network. The outcome of the study indicated that the existing and future roads require re-alignment, design, Environmental Impact Assessments (EIA), Water Use Licence Application (WULA), widening and construction at different phases of the logistics gateway development.
- The primary link to the proposed Tambo Springs Logistics Gateway from the N3 includes the planned K148/N3 Interchange. The Department is in the process of developing the transport network to support the hub which includes the design and construction of the K148/N3 Interchange and the K148 route. The route and Interchange will serve as key mobility access to Tambo Springs by heavy goods vehicles from the N3 highway. To date the K148/N3 Interchange detail designs have been completed and are awaiting approval of the Water Use License (WULA) and the independent design check for crossing the N3.

City Deep

- City Deep is the largest inland trade port in South Africa. It covers approximately 2 000 ha. The project entails upgrading and construction of various roads forming a network near City Deep to enable efficient accessibility and mobility of road freight heavy goods vehicles in and around City Deep.
- For accessibility and mobility of heavy goods vehicles and other modes of transports in the City Deep Precinct, four out of the seven road network upgrade projects have been completed. The remaining projects are expected to be completed by 2018.

Infrastructure Design

This sub-programme is responsible for road designs to upgrade/maintain provincial roads in Gauteng to provide a safe and accessible provincial road network as well as the proclamation of provincial road reserves. The 25 year Integrated Transport Master Plan 25 (ITMP25) and Five-Year Gauteng Transport Implementation Plan (GTIP5) is in line with the Strategic Infrastructure Plans of Government and highlights critical areas that require immediate intervention to improve and design road infrastructure. These designs will be executed to implement transport imperatives to achieve an efficient integrated transport system that will unlock and stimulate economic growth in the medium to long term.

The following projects were completed by the unit during the first three quarters of 2017/18:

Southern Corridor

K170: Interchange on N1 and Golden Highway: Access to Evaton and Sebokeng. This is a link between Carletonville, Evaton and Sebokeng connecting at Houtkoppes Road. The upgrade of the K170 will improve accessibility between Evaton and Sebokeng and stimulate economic growth in the Southern Corridor. The project was planned to be completed during the 2017/18 financial year there have been delays with approval of agreements with South African National Roads Agency (SANRAL) since the provincial road crosses the N1 freeway. The project is at detail design stage which will be followed by tender documentation and thereafter handed over to construction. The project is now expected to be completed in June 2018.

P1 - 1 (R82) from De Deur to Vereeniging: Upgrading of road to a dual carriage way. This road is situated in the North-South Corridor between Johannesburg and Vereeniging and is an alternative to the R59 Sybrand van Niekerk freeway. The K57 - after the completion of the section between De Deur and Vereeniging - will substantially improve accessibility, social cohesion and desired economic growth in the Southern Corridor. The road design makes provision for bus stops, shelters and sidewalks to improve road safety. A service provider was appointed for the preliminary design review. The project was planned to be completed during the 2017/18 financial year but because of delays with approval of Environmental Impact Assessment (EIA), the project is currently at detail design stage which will be followed by tender documentation and thereafter handed over to construction. The project is now expected to be completed in June 2018.

K77: Gauteng Highlands: Elizabeth Rd to K154 (Phase 1). The proposed K77 begins at the N12 South Klipriversberg to Vereeniging where it intersects with R59. It is a north/south link between Johannesburg and the Vaal Triangle. The Blue Rose Development, which is mostly residential, is also located in the area. Motorists will utilise the K77 to travel from the Vaal Triangle to Johannesburg and other areas. The road will provide access to Gauteng Highlands Development. The project is complete. Designs and tender documentation have been handed over to the Department by consultants.

Western Corridor

K11: Randfontein bypass: Mogale City to Western Area from K198 to Mohlakeng. The K11 is in Randfontein, between Mogale City and Westonaria. The road provides access to the West Rand Freight Hub, improves accessibility and stimulates economic growth in the area. The design will include non-motorised and public transport facilities. The project was planned to be completed during the 2017/18 financial year however owing to delays with potential sinkholes created by mining activities adjacent to the road reserve, additional geotechnical investigations will be carried out. The project is now expected to be completed in September 2018.

BMS Phase 2 (7 bridges) - Designs for repairs and maintenance of bridges Krugersdorp region. All seven bridges will be completed before the end of the financial year.

Northern Corridor

K16 between Watloo and Mamelodi (Tshwane) is an east/west route between Watloo and Mamelodi in the east of Pretoria. The road links Eersterus and Watloo (Industrial area) in the Pretoria CBD. K16 will be designed as a dual carriageway with provision for walkways, cycle lanes and public transport. The project was planned to be completed during the 2017/18 financial year but because of delays with appointing Land surveyors (there is currently a shortage nationally), the project is currently at detail design stage which will be followed by tender documentation and thereafter handed over to construction. The project is now expected to be completed in June 2018.

K97 (P1-3) R101: Phase 2. Upgrading of K97 from N4 southwards to Wonderboom (K14) (Pyramid Freight hub) is in the North - South Corridor and forms part of the Pyramid Freight Hub. It links Hammanskraal, Pyramid and Pretoria and is utilised by motorists as an alternative route to bypass the N1 Toll road. The planned K97 is a 62 m road reserve single carriage way. The road is congested during peak times as most commuters travelling from Hammanskraal utilise public transport (buses and taxis). The upgrade of the road to a dual carriage way will improve the mobility of people, goods and services. However, owing to delays with approval of Environmental Impact Assessment (EIA), the project is currently at detail design stage which will be followed by tender documentation and thereafter handed over to Construction. The project is now expected to be completed in June 2018.

Central Corridor

K60 Access road to Ivory Park and Tembisa: between K58 (D51) and Chapman Rd. (K117) and K105 (single carriageway) forms an important link between Kempton Park, Tembisa and Fourways. The upgrade of the road includes a single carriageway which will contribute to economic development in the Ekurhuleni Metropolitan Municipality. The project was planned to be completed during the 2017/18 financial year however, owing to delays with appointing land surveyors (there is currently a shortage nationally) the project is currently at detail design stage which will be followed by tender documentation and thereafter handed over to construction. The project is now expected to be completed in June 2018.

K105 from K60 Tembisa to Kempton Park, which is also known as P38-1, will be upgraded to a dual carriageway and is situated in the Ekurhuleni Metropolitan Municipality. The road forms a link between Tembisa and Kempton Park. The design will make provision for the Rapid Bus System. The improvement of the road infrastructure will contribute towards the economic development in the area. The project was planned to be completed during the 2017/18 financial year but because of with the approval of Environmental Impact Assessment (EIA), the project is currently at detail design stage which will be followed by tender documentation and thereafter handed over to construction. The project is now expected to be completed in June 2018.

Construction

The Department will be embarking on several rehabilitation - as well as road upgrade - construction projects for the 2018 MTEF. In line with the plans of the Department, several projects have been completed and others will still be completed in the current financial year. There are however multi-year projects that were delayed and did not commence in 2017/18 as anticipated. These have been shifted to the 2018 MTEF. The following is the progress on the major 2017/18 projects that have been completed:

- D1027 Phase 2: Upgrading of D1027 (Cedar Road) from Uranium Road to Valley Road

This project is in the North-Western Region of the City of Johannesburg and forms part of the Central Corridor. The project entails the upgrading of Cedar Road between Valley Road and Uranium Road which includes the R114 intersection. It acts as an interurban arterial for the surrounding township. The road currently experiences a mix of light vehicle traffic and significant heavy vehicle traffic which is primarily related to the transportation of building materials from the northern outskirts of Johannesburg to the various development nodes. Significant development has been experienced in the area over the past

years and it is anticipated that it will continue to grow. This project is complete and was officially launched on 30th January 2018.

- **Sebe Road in Evaton**

The Sebe Road Project is in Evaton, in the Emfuleni Municipality, and acts as an important link between Sebokeng Zone 6 and 7 as well as Residensia, Sebokeng Zone 3, Evaton and Johannesburg. The project entails the inclusion of dedicated turning lanes and fitter lanes at the intersections. The construction of the road is expected to lead to greater economic benefit for this region and a great reduction to potholes claims from road users. In addition, the construction will lead to a decrease in travel time which translates into savings on fuel costs. The less time spent on the road also translates into increased productivity. This development opportunity has seen the mushrooming of new businesses along the road. The project is 90 per cent complete.

- **D904: Light Rehabilitation of D904 between R82 in Evaton and over rail bridge**

The project entails the rehabilitation of 4.9 km of road D904 commencing at the junction of road R82 in Evaton and proceeds in a generally south-westerly direction ending at the road over Rail Bridge. The road is in the Sedibeng Municipality in the southern corridor. The roads consist of a two-lane single carriageway with gravel shoulders on both sides. The expected road users include taxis, buses transporting school children and trucks travelling from Sebokeng and surrounding areas. The overall progress is 90 per cent complete and will be completed in March 2018.

- **P46/1: Rehabilitation of road P46/1 and D1073**

The road is in Meyerton, Eastern Corridor, and connects Meyerton to Katlehong. The project entails the rehabilitation through resealing a total of 15.39km. The road had deteriorated owing to extensive use by freight vehicles. The rehabilitation of this road will contribute to the economic development in the area because of industrial development. The contractor is busy with pothole patching and edge repairing. The overall progress is 83 per cent complete.

- **P186/1 (12): Damage Bridge Repairs**

- The road is located on the N12 in Nancefield, Soweto, and forms part of the Central Corridor. It entails the repairing of bridge no.1728 on road P186/1 (N12). The main objective is to complete the design and repairs to the bridge and to open both the N12 and the crossroad to normal traffic. The project was completed in July 2017.

- **P41/1: Rehabilitation (repair and resurfacing) of P41/1 from 0.84km to 5.61km West Nigel -**

The project entails the repairs and resurfacing of 4.77 km of the provincial road from km 0.84 to km 5.61 west of Nigel off the N3 and it forms part of the Eastern Corridor. The purpose of the project is to protect the pavement structure asset, therefore extending its serviceable life. The project is located just west of Nigel North. The project is complete.

Maintenance

The main aims of the unit are to preserve the status of the existing road to its original state, promote road safety and to expand the lifespan of existing road networks. Furthermore, the unit maintains the provincial road network to ensure improved roads safety. It is thus responsive to the needs of roads users and communities by promoting accessibility. The programmes implemented within this unit run across all the development corridors.

The completed projects in the 2017/18 financial year include the continuous maintenance of provincial roads network through:

- The replacement of guard rails as and when required;
- The repainting of provincial road network and replacement of roads signs; and
- Cutting of grass, vegetation control, roads shoulder repairs and cleaning of storm water of drainages as part of protecting road infrastructure and road safety precautions.

The unit achieved more than 555 000m² of surfaced road reseal, 43km of gravel road re-gravelling, 140 000m² blacktop patching including potholes repairs and 1754 km blading of gravel roads. This is done in pursuance of preserving the status of the roads network and sustainable roads safety. Through all the activities within the unit, 2160 jobs were created.

The Department continued to finalise the Vuk'uphile Learner Contractor Development Programme by providing the required training to the remaining five contractors during the financial year. They exited the programme on 31 January 2018.

Public Transport Integration and Special Projects

The project is a partnership project between Passenger Rail South Africa (PRASA), Sedibeng District Municipality, Emfuleni Local Municipality and the Department as part of modernising of public transport facilities around the railway stations. Implementation of the project is through a memorandum of agreement (MOA) between GDRT and PRASA. The project will be not be completed in March 2018 as previously envisaged because of contractual issues between the service provider and PRASA. The project has thus far created 50 employment opportunities to locals, 36 of which were allocated to the youth.

Sebokeng DLTC and TOLAB

The TOLAB will be in the Sebokeng Township, Southern Corridor. The TOLAB and the DLTC will be in the same two-building precinct. It will provide access to public transport services to operators. The Department has since engaged with GDID to

implement the TOLAB within the DLTC scope as per the Provincial Treasury's recommendations. The TOLAB will be completed in 2018/19.

The DLTC and TOLAB will be housed in one location for ease of service delivery and project management. The establishment of Sebokeng DLTC and TOLAB seeks to bring services closer to previously marginalised areas. With the increase in vehicles in Gauteng, the Department realised a need to establish additional transport infrastructure such as DLTC, VTS and TOLABs as the services are only accessible in previously advantaged areas further resulting in overcrowding at the existing facilities.

The construction of the Sebokeng DLTC will be completed in March of the 2017/18 financial year. This project has thus far created 40 employment opportunities for Sebokeng locals and of these 25 were allocated to the youth of Sebokeng (Emfuleni Local Municipality).

The project experienced several challenges such as heavy rains and community unrest. Though some of the unrest was not related to the project (construction of Sebokeng DLTC) these affected access to site resulting in no work being completed until the unrest was resolved. These challenges resulted in the contractor applying for a time extension which was subsequently approved for 2 April 2018. The initial project completion date was September 2017.

Bus subsidy contracts

The Department's bus-contracting process is already underway where preparations for optimising the current contracts have been partially completed. To this end survey studies for the eight contracts were completed. The Department advertised the tenders for five of these contracts on 17 November 2017. The comprehensive survey studies for the outstanding 25 contracts have been completed and the final desktop analysis are to be completed in February 2018 for contracts in the Tshwane Area and March for the contracts around the Soweto Area. To date all the Tshwane contracts are ready to be packaged into adverts.

The main challenges encountered with the bus-contracting process were delays in the signing of the Intergovernmental Agreements (IGA) with the City of Johannesburg and Ekurhuleni, however these will be signed before the end of the financial year after extensive intervention. Further processes will be undertaken in the next financial year.

Gautrain Management Agency: Gauteng Rapid Rail Integrated Network (GRRIN) Extensions

As part of the Gautrain Network Capacity Assessment plan, the GMA is in the process of planning system network extensions to the Gauteng Rapid Rail Network. A pre-feasibility study was completed during 2013/2014 which informed part of the 25-Year Gauteng Integrated Transport Master Plan (ITMP25). The 25-Year Gauteng Integrated Transport Master Plan (GITMP) was adopted by the Gauteng Provincial Government (GPG) Cabinet in 2013 and Strategic Intervention 4 (GITMP 25 Section 2.4 p xviii) confirmed the fact that the passenger rail network should form the backbone of the transport system in the province.

The GMA appointed transaction advisors in October 2014 to undertake the feasibility study under the framework for Public Private Partnerships (PPP) in terms of the relevant National Treasury regulations to the Public Finance Management Act. The proposed extensions to the GRRIN were registered as a PPP with Provincial Treasury and the National Treasury in March 2014. The project has also been registered under SIP7 with the Presidential Infrastructure Coordinating Council (PICC) in 2015.

The GMA presented the final feasibility study report for the extensions to the Gauteng Rapid Rail Integrated Network to all the stakeholders and the Provincial Treasury permits the submission of the study to the National Treasury for Treasury Approval I for Phase 1.

Gauteng, through the Gauteng Treasury and the GMA, submitted the feasibility study to the National Treasury with the formal request for Treasury Approval I (TAI) for Phase 1 (Marlboro to Little Falls) of the project in accordance with Treasury Regulation 16.4.1. It does however require significant funding from various sources. To address affordability issues a specific section was included in the feasibility report. This study identifies various long-term alternative funding sources for the project that will require careful review and discussion.

The GMA also anticipated rigorous debate on rail as a modal choice, rapid rail as the form of rail transport and track gauge. Accordingly, it commissioned a separate analysis from independent experts titled "The Case for Rail in Gauteng" that was included in the report as section 10. The National Rail Policy Draft White Paper (first draft) dated June 2017 is in the process of review.

In the financial year 2017/18 to date the following progress took place:

- The Provincial Treasury submitted a letter, dated 6 April 2017, to National Treasury requesting for Treasury Approval I for Phase 1 and requesting their review and an informed dialogue to commence. Since the letter, information regarding the financial model was shared and clarification meetings were held. A letter dated 30 August 2017 requesting clarification questions was received from National Treasury and a meeting was held on 13 September 2017. Further analyses on specific matters need to be completed.
- A RFQ was sent out on 17 November 2017 for a route determination for phase 1 to be able to secure the land.

- An Internal Departmental Coordinating Meeting - consisting of NDoT, PRASA and GMA - was formed and various discussion meetings and workshop were held regarding the outcomes and further developments of the feasibility study. Further analyses and discussions will follow.

Pillar 5: Modernisation of Public Service

To build the capacity for good governance and effective service delivery, the Department offers bursaries to external candidates in a range of disciplines including transport engineering and economics as well as civil and other fields of engineering. The allocations for new bursaries have been reduced in the current financial year because of fiscal constraints. The Department is maintaining the bursaries that were allocated in previous financial years. The bursary recipients are required to offer their services to the Department post completion of their studies and further increase capacity within the Department. In relation to employees, there are funds allocated for training and development. These are both administrative government-specific training as well as job-specific training.

3. OUTLOOK FOR THE COMING FINANCIAL YEAR (2018/19)

The projects that the department will implement are aligned to the national and provincial priorities

PILLAR 8: Modernisation of Public Transport Infrastructure

Output 1: Maintenance, strategic expansion, operational efficiency, capacity and competitiveness of our logistics and transport infrastructure ensured

Infrastructure planning

Mapping of Minibus Taxi Routes in Gauteng Province

- Routes in Gauteng which will be consolidated into a geo-database linked map for the routes. The resulting consolidated map will enhance the integrated planning process as well as the provincial regulatory function within the province. The mapping will assist in obtaining accurate data and reliable records of minibus taxi routes in the province. The geo-coded database will be of importance in the design of an Integrated Public Transport Network (IPTN) with a defined hierarchy that includes the minibus industry. An assessment and review of all existing datasets from the municipalities was completed.
- A preliminary survey plan was designed using the available datasets, however this plan requires the input of the taxi associations. The Department in collaboration with the CSIR is in the process of collecting geo-referenced data pertaining to minibus taxi routes in Gauteng which will be consolidated into a geo-database linked map for the routes.
- A database was designed to host the complete official datasets of taxi routes. Letters were sent to SANTACO and other entities for collaboration with their GIS platform as well as for their enumerators to assist CSIR with field surveys that are warranted. This process is necessary as a quality check mechanism to confirm the information from official datasets as well as to add any other formal (skipped) routes and informal routes. This project will be completed in 2018/19.

Gauteng Transport Centre of Excellence Hub

- The Department in partnership with the CSIR, Innovation Hub, SANRAL and universities will establish a Transport Centre of Excellence. The purpose of this is to enhance all the expertise within the government, research institutions and academic and transport sector institutions. The centre will focus on research on transportation challenges, identify best practice, transport norms and standards, and transport innovations addressing some of the challenges in design, construction and maintenance of transportation infrastructure. In addition, the Centre will also prioritise challenges in the public transport environment.
- While Intelligent Transport Systems (ITS) projects are at various stages of implementation and/or operations, few of these were planned and deployed giving much thought to an overall provincial ITS context. Opportunities to integrate, facilitate and coordinate the sharing and optimisation of resources, information and technology are likely to have been missed. While these projects are at various stages of implementation and/or operations, few were planned and deployed giving much thought to an overall provincial ITS context. The Department has prioritised the development of the concept note for the establishment of the Centre and the feasibility study.

Gauteng Household Travel Survey

- The Gauteng Household Travel Survey (2014) provides a snapshot of the perceptions and travel experiences of residents in our province. How residents travel and what they think about public and other modes of transport provides critical data to government for future transport-planning. It highlights what is working well in the public transport system and what needs further and urgent attention. The Gauteng Household Travel Survey provides a composite and contextual picture of transport patterns in our province and will assist both government and transport stakeholders to make the appropriate interventions through proactive planning and allocation of resources to improve the public transport system.
- The household travel survey examines the provincial travel patterns in the specific provincial regions. It is essential in understanding travel modes of different market segments to measure the accessibility of public transport facilities and

private motor vehicles. The information obtained from the household travel survey is a critical component in planning the province's transportation infrastructure and is valuable in optimising transportation operations. The Department is required to conduct a household travel survey every five years and it will be conducting a reoccurring survey owing to the fast-changing travel demand and trends in Gauteng. The previous Gauteng Household Travel Survey was done in 2014 and the subsequent value of the results has prompted to do a reoccurring survey because of the fast-changing travel demand and trends in Gauteng. This is a multi-year project and the Gauteng Household Travel Survey will commence in 2018/19 and continue in the 2019/20 financial year.

Route Determinations

- The Department developed the 25-Year Integrated Transport Master Plan (ITMP 25) which sets out a strategic framework that will better the lives of Gauteng residents and position the province as a great destination for investment and tourism. This was approved by the Provincial Executive Council in November 2013 and stipulates that the Gauteng road network remains one of the most important infrastructure assets of the province that underpins and support local economic growth and the resultant growth in job opportunities within the identified corridors (inclusive of freight corridors supporting freight hubs) and nodes. It is critical that Gauteng develops and maintains an integrated road network.
- The project focuses on refining and amending routes for the province to ensure that they remain aligned to the Gauteng Spatial Development Framework. The Department will identify 29 routes over the Medium-Term Expenditure Framework (MTEF) which will be amended to include support for road freight hubs. Some of these routes will provide future support to land use development especially the establishment of megasettlements, the Aerotropolis and freight hubs. These are multi-year projects and the route determinations will continue in the 2018/19 and MTEF financial years

BRT Integration Plan

- The Gauteng Household Travel Survey (GHTS) of 2014 revealed significant inter- and intra-municipal travel patterns and the need to profile the nature of travel between municipalities in the province. The current initiative has the objective of identifying possible BRT linkages between municipalities in the province in support of the Gauteng City Region vision. The outcomes will serve as a demonstration of how inter-municipal services will be implemented. The service provider is in the process of consolidating the inputs from municipalities on the draft BRT integration plan and these will be available soon. The BRT plan of municipalities revealed the need for a feasibility study on the integrated BRT line (route) between Ekurhuleni Rondebult and Johannesburg (Tembisa-Ivory Park- Vosloorus - JHB), which will be conducted in 2018/19.

Integrated Public Transport Network (IPTN) and Public Transport Norms and Standards

- The Department is in the process of producing the Integrated Public Transport Network (IPTN) for the province and the integrated public transport norms and standards as guideline documents. A revised document on the Transport Integration, Monitoring and Evaluation Programme was completed in December 2017 and the project was completed as a concept document.

Gauteng Transport Modelling Centre

- The Department identified a tool that is utilised to meet the growing set of functional requirements needed for transportation system modelling. This tool will provide the transport evidence-based decision-making capabilities which are required to improve the mobility of goods and people in the province. The Transport Modelling Centre provides transport decision-making capabilities which are required to improve the mobility of goods and people in the province. The Transport Model requires updating annually to include new transport links, traffic information, land use information, demographics and economic data.
- Effective transport planning is about collecting data-centred transport and transport-related information through Gauteng Household Travel Surveys, Integrated Public Transport Network-specific studies undertaken, Integrated Transport Plan (ITP) information received and the Gauteng Freight Databank. This valuable information provides the best near-complete picture of the current transportation system in Gauteng and the ultimate value is in the ability to model this information to predict future scenarios as well as to prioritise effective planning of infrastructure. Thus, the model needs to be maintained from a data and software perspective on an annual basis.

Integrated Transport Plan (ITP) Support/Evaluation

- The Integrated Transport Plan (ITP) is a statutory plan required by the National Land Transport Act (NLTA) and the Gauteng Transport Framework Revision Act (GTFRA) for transport operations in the cities. It also forms an integral component of the Integrated Development Plan (IDP). The plan outlines the transport projects that are required to accomplish the mandate of a municipality. It is therefore imperative that its execution be a focused, integrated multi-sectoral, comprehensive, data-centred and evidence-based process.
- The objective of implementing an Integrated Transport Plan is to create balance between spatial land-use decisions and transportation planning. The planning and investment decisions made will benefit society through economic, social, cultural and physical integration of the transport system. All the transport-related development plans for the district municipality should be integrated in the ITPs. Three metros (City of Tshwane, Ekurhuleni and Johannesburg) have been

compiling their ITPs and are at various stages in the approval process. The Gauteng Department of Roads and Transport (GDRT) will be assisting the West Rand and Sedibeng District Municipalities with the compilation of their ITPs. The project will be completed in the financial year 2018/19.

Provincial Land Transport Framework (PLTF)

- The Provincial Land Transport Framework (PLTF) document is a five-year strategic document that captures all transport-planning projects and is laid out in the National Land Transport Act [Act 5 of 2009 and the Gauteng Transport Framework Revision Act (GTFRA)]. The intention of the PLTF is to address both the information requirements of the minister, transport authorities and the provincial departments to coordinate transport and planning within the respective provinces.
- The framework will be derived from the 25-year Integrated Transport Master Plan (ITMP25) 2013, more specifically from the Five-Year Gauteng Transport Implementation Plan (GTIP5) 2012 and the transport demands in the province. Departmental studies and Nat map elaborate on the strategic perspective and broad action priorities of a transport system for a globally competitive city region. It also aims to elaborate on all issues that are required to address the developmental challenges within the context of integration of transport. The Department will commence with the development of the new PLTF in 2018/19 and it will be completed in the 2019/20 financial year.

Gauteng Freight Databank

- The South African economy is heavily reliant on the trading of goods and services. Furthermore, higher transportation costs reduce the competitiveness to improve the efficiencies in the freight and logistics industry. The Department has created and will continuously update the Freight Databank of South African businesses to develop and capture of new markets.
- The databank provides a clear understanding on the current and future movement of freight flows in and around Gauteng to enable better planning. It also serves to gather current modal distribution of inter- and intra-provincial freight movement and industry trends. The databank collates, stores and enables users to retrieve freight information pertinent to their needs and is updated annually basis. The tri-annual improved data intelligence provides effective freight transport planning, policy-making and decision-making so creating a better match between freight haulage supply and demand, improved cost and time efficiencies, lower cost of logistics, increased competitiveness as well as local and regional economic development.
- For the Freight Databank to operate effectively it needs to be updated again in 2019/20 and 2020/21 financial years.

Feasibility Study on Trucks Stops and their location in Gauteng completed

- The Department is in process to develop a Terms of Reference (ToR) for the feasibility of truck stops in Gauteng. This will include key tasks to understand the status of truck stops in Gauteng, to understand current and future needs as well as the roles and responsibilities of the Department with regards to truck stops. However, it needs to be noted that the outcome will determine which direction the project will be further undertaken in 2018/19.

Review of Policy on Bus and Minibus taxi facilities on major provincial routes in Gauteng

- The last review on bus and minibus taxi facilities on major provincial routes in Gauteng (BB7) was completed in July 2003. This guideline document is predominantly focused on stops and ranks as these two types of facilities most often influence the road reserve and/or operations on the road. With the completion of the project on Mapping of Minibus Taxi Routes in Gauteng Province in March 2018, it makes sense for the Department to review the mentioned policy. The review of the policy as per legislative amendments includes the inception document and the drafting of the final document. It will incorporate all the research and developments within its scope and alignment with all the recent developed policy and regulatory documents related to it. This project will be completed in 2018/19.

Master Plan for Transport Services Centres in Gauteng Province

- Transport Service Centres (TSCs) are the largest revenue generators for the province. In the absence of scientifically informed designs, the development and operation of these facilities may be unsustainable. The proposed master plan aims to guide the development of TSCs utilising scientific methods of forecasting demand, architectural design, allocation of future centres and their location. It will evaluate the current transport services locations and operational efficiencies to make recommendations for future improvements and infrastructure developments.
- The functional classification and characterisation of the Transport Services Centres (TSCs) was completed including a review and assessment of available accessibility norms and standards. The Department and the CSIR are developing the Transport Services Centre Master Plan which will guide the development of TSCs in the province. The functional classification and characterisation of the TSC was completed and a review and assessment of available accessibility norms and standards was conducted considering future locations, land availability, land-use planning as well as future demand.
- A feasibility study (secondary phase) will be conducted in 2018/19 for four new locations identified to assess if the land is suitable for building after geological studies have been completed.

BRT Feasibility Study

- The GHTS of 2014 revealed significant inter and intra-municipal travel patterns and the need to profile the nature of travel between municipalities in the province. The current initiative has the objective of identifying possible BRT linkages between municipalities in the province in support of the Gauteng City Region vision. The outcomes should serve as a demonstration of how such inter-municipal services should be implemented. The BRT plan of municipalities revealed the need for a feasibility study on the integrated BRT line (route) between Ekurhuleni and Johannesburg (Tembisa-Ivory Park-COJ) which will occur in 2018/19.

Review of Non-Motorised Transport (NMT) Policy

- Review of NMT Policy is required to make provision for universal access and incorporation of the finding and recommendations as per the outcome of the NMT feasibility study. In 2018/19 the alignment will commence with the draft policy with the NMT masterplan recommendations and findings.

Feasibility study on Non-Motorised Transport (NMT)

- The ITMP 25 (2013) focus was said to be on the role and place of NMT in the existing and future road network. It ties in with the 'Complete Streets' approach that redefines what a street is intended to do. This implies that less attention should be given to the needs of car drivers, i.e. space currently used for on-street parking should be considered for reassignment as wider pedestrian spaces and designated cycle lanes with feasibility to be considered in a "complete streets" context (eliminating parking manoeuvres may have further advantages in safety and increased capacity because of less conflict.) Equally important is the concept of 'universal design' which recognises "that people's mobility and accessibility are largely determined by the built environment, i.e. the design of buildings, sidewalks, paths, roads and vehicles. The 'Last Mile' concept covers the vital NMT link between home and public transport stops. Emphasis is now on identifying the feasibility of provincial roads to accommodate NMT especially where NMT needs to cross provincial roads. A study in this regard will be undertaken in 2018/19.

Prioritised freight hubs

- One of the key aspects in the modernisation of freight transport in Gauteng is the movement of freight from road to rail, which includes the development of major rail-based freight logistics hubs located on the periphery of the Gauteng City Region (GCR) urban core. Key interventions identified in the road to rail strategy include the establishment of the following priority freight logistics hubs as part of the broader Durban-Free State-Gauteng (DFSG) Logistics and Freight Corridor Development which is part of the Strategic Infrastructure Projects 2 (SIP2) process. The freight infrastructure enhances the efficient movement of freight, improves economic potential, global competitiveness and creates job opportunities. The Department will focus on detailed planning of transport infrastructure required for the prioritised freight hubs, such as Tambo Springs and City Deep.

Tambo Springs

- In support of the Tambo Springs Logistics Gateway, the Department conducted a study on the surrounding road network. The outcome of the study indicated the existing and future roads which require re-alignment, design, Environmental Impact Assessments (EIA), Water Use Licence Application (WULA), widening and construction at different phases of the logistics gateway development.
- The primary link to the proposed Tambo Springs Logistics Gateway from the N3 includes the planned K148/N3 Interchange. The proposed K148/N3 and Barry Marais Interchange will require widening with additional lanes. Construction of the road will commence in the financial year 2018/19.

City Deep Freight Hub

- City Deep is the largest inland trade port in South Africa encompassing approximately 2 000 ha. The project entails upgrades and the construction of various roads forming a network near City Deep to enable efficient accessibility and mobility of road freight heavy goods vehicles in and around City Deep.
- The Department together with City of Johannesburg has developed the freight and traffic management report for the City Deep Freight Hub. The hub will provide capacity for future freight and public transport traffic volumes. The projects to be undertaken are:
 - **Project E:** The construction of the Cleveland Road Bridge (JRA);
 - **Project F:** Extension of Houer Road to Vickers Road (JRA); and
 - **Project G:** Construction of ramps on the N17 (SANRAL).

Infrastructure design

- The unit will be designing roads and proclaiming several major road projects within the MTEF period. Hereunder follows the major projects that will be embarked on:

Eastern Corridor

- PWV 15 Phase 1: Review preliminary design construction of a new road between R21 and N3 as well as detail design and acquisition between R21 and N12 (K97).

This road is the most significant and strategically important project for the Department for the next ten years. It is a 35.5 km long, dual carriageway north-south freeway for which preliminary designs were completed from 1981 to 1996. The planned road is situated a short distance east of OR Tambo International Airport and will provide a much-needed eastern bypass to the airport precinct. As such it will generate major road user benefits. National and international freight transport will benefit greatly from the road in view of it providing an alternative to the congested Gilloolys Farm area, while the road will act as a North-South mobility axis for developments envisaged by the Ekurhuleni Metropolitan Municipality.

Key economic development projects to benefit from the road are the proposed Aerotropolis which is situated on the north side of PWV15 and the Tambo Springs freight logistic hub situated on the south side of PWV15. Expected job targets are 300 to 400 Job opportunities per phase and the design are planned for completion in September 2018. The construction phase will commence shortly after the finalisation of the designs due to the long distance of the road and the anticipated high costs related to this project, the project will be split into three phases over a 10-year period.

Northern Corridor

- K16 between Watloo and Mamelodi (Tshwane)

This project is an East - West route between Watloo and Mamelodi in the east of Pretoria. The road links Eersterus and Watloo (Industrial area) with the Pretoria CBD. It will be designed as a dual carriageway with provision for walkways, cycle lanes and public transport. Expected job targets are 70 to 80 job opportunities and the designs are planned for completion in September 2018.

- K97 (P1-3) R101: Phase 2: Upgrading of K97 from N4 southwards to Wonderboom (K14) (Pyramid Freight Hub)

The road is in the North - South corridor and forms part of the Pyramid Freight Hub. It links Hammanskraal, Pyramid and Pretoria and is utilised by motorists as an alternative route to bypass the N1 Toll road. It is a 62m road reserve single carriageway. The road is congested during peak times as most commuters travelling from Hammanskraal utilise public transport (buses and taxis). The upgrade of the road to a dual carriageway will improve the mobility of people, goods and services. Expected job targets are 70 to 80 opportunities and the designs are planned for completion in June 2018.

Central Corridor

- K60 Access Road to Ivory Park and Tembisa: Between K58 (D51) and Chapman Rd. (K117) and K105 (single carriageway)

This road forms an important link between Kempton Park, Tembisa and Fourways. The upgrade of the road includes a single carriageway which will contribute towards economic development in the Ekurhuleni Metropolitan Municipality. Expected job targets are 60 to 70 opportunities and the designs will be completed in September 2018.

- K105 upgrading of dual carriageway from K60 Tembisa to Kempton Park

This road is also known as P38-1 and will be upgraded to a dual carriageway. It is situated in the Ekurhuleni Metropolitan Municipality. The road forms a link between Tembisa and Kempton Park. The design will make provision for the municipality's Rapid Bus System and will contribute towards the economic development in the area. The total number of job opportunities will be between 60 and 70. The designs will be completed in September 2018

Southern Corridor

- K122 (Eldorado Park) from Klip Valley Road (Walter Sisulu Square) to P1-1 (R82)

The K122 is located between the Golden Highway (P73-1) and P219-1 (Kliptown). It will improve the accessibility to Soweto, Eldorado Park and Kliprivier. The total number of job opportunities will be between 60 and 70. The designs will be completed in September 2018.

- K170: Interchange and N1 and Golden Highway: Access to Evaton and Sebokeng

This links Carletonville, Evaton and Sebokeng. The upgrade of the road will improve accessibility in the surrounding areas. The expected job targets are 30 to 40 job opportunities and the designs are planned for completion in June 2018.

- P1-1 (R82) from De Deur to Vereeniging: Upgrading of road to a dual carriageway

This is a North-South corridor located between Johannesburg and Vereeniging. The upgrade of the road to a dual carriageway will enhance the movement of people, goods and services. Expected job targets are 60 to 70 job opportunities and the design are planned for completion in June 2018.

Western Corridor

- K11: Construction of Randfontein bypass Mogale City to Western Area from K198 to Mohlakeng

The road is in Randfontein, between Mogale City and Westonaria. It will provide access to the Westrand Freight Hub and the design will make provision for Non-Motorised and Public Transport facilities. The total number of job opportunities will be between 60 and 70 the designs will be completed in September 2018.

Traffic engineering

Most of the projects within this unit are executed annually and with the collaboration of the municipalities within the province and as such cut across the various corridors. Other than the annual projects of maintaining the weighbridges, Traffic Signals Maintenance, road capacity and road safety improvements, the other focus areas for the 2018 MTEF will be the conclusion of Automated WIMS at strategic freight corridors across the province.

The programme is intended to provide engineering support to:

- Provincial Road Freight Strategy;
- Road Safety;
- Congestion Management; and
- Protection of Provincial road infrastructure.

The data collected through this engineering programme will be used to monitor real-time road operations and provide for further refinement of road infrastructure management strategies. The broad outcomes of this programme are:

- Efficient management of road use demand and supply;
- Reduction of economic losses owing to congestion and safety; and
- Efficient road freight management system.

Construction

- The Construction Directorate will be implementing upgrading and rehabilitation of the following roads in 2018/19 and over the MTEF:

Eastern Corridor

- Upgrading of road K148: Intersection with N3

K148 forms part of the Eastern Corridor and links the terminal's access roads with the K148/N3 Interchange. The proposed K148/N3 and Barry Marais Interchange will require widening with additional lanes. The road is a link to the proposed Tambo Springs Logistics Gateway from the N3 and is the planned K148/N3 Interchange which will be required for the freight hub to function efficiently.

The construction of the Interchange will provide mobility and accessibility to the developments in the surrounding areas Zonkiziwe, Magagula Heights, Katlehong and Vosloorus. The upgrade of the Interchange K148/N3 will accommodate an increased traffic flow and support the SIP2 Development Corridor between KwaZulu-Natal (KZN) and Gauteng. The K148 intersects the N3, Heidelberg and forms part of the strategic road network supporting the Tambo Springs Freight Hub in an East/West direction. The road will be completed in the 2020/21 financial year.

Northern Corridor

- P249/1 Phase 2: Rehabilitation of P249/1 (R511) in the Pretoria Region to Gauteng/North West Border

P249/1 is a single carriageway located within the residential, industrial and agricultural areas of Pretoria. The road forms part of the Northern Corridor. It is also a link between Midrand and the North West and serves as a distributor for the rural areas. The road is utilised by trucks travelling to the Hartbeespoort area. The project entails the rehabilitation of 8.69km of P249/1. The road will be completed in the 2018/19 financial year.

- K175: Rehabilitation of the Road K175 from N4/2 to D670 (8.1km)

K175 is classified as a rural major arterial road. It provides mobility over long distances on a provincial level. The road is in the North-Eastern section of Gauteng next to Bronkhorstspuit. It will serve as a collector/distributor for the residential and farm areas surrounding the route. The existing intersection will be widened and surfaced on the shoulders. The road will be completed in the 2019/20 financial year.

- Rehabilitation of P122/1 from P36/1 (R10) (Solomon Mahlangu Drive Olifantsfontein)

The road is in the Tshwane area and is a major route from P36/1(R10) (Solomon Mahlangu Drive) to Olifantsfontein. P122/1 forms part of the Northern Corridor. The project involves the rehabilitation of 9.4km of road P122/1. The initial subgrade will be removed and re-compacted. The road will be completed in the 2019/20 financial year.

- K54: Mamelodi (Tsamaya Road) to R104 Pretoria Bronkhorstspuit Road

K54 is in Mamelodi, Tshwane Metropolitan Municipality and forms part of the Northern Corridor. The project involves the dualisation of 9km of Greenfield from K22 to K69. This road will be an important link between Mamelodi, Moloto and the N4. The road entails the construction of several structures, bridge over rail and will serve as a major collector. The project will also include upgrading of access roads located along the road K54. The road will be completed in the 2019/20 financial year.

- Upgrade of K101 from D795 Olifantsfontein to N1 Brakfontein

The project involves the construction of 5.4km of existing road and the Interchange between K27 and K101. The road is parallel to N1 toll road between Johannesburg and Pretoria and forms part of the Northern Corridor. It also serves as an

alternative route to the N1 toll road. K101 will be between Rooihuiskraal (Brakfontein Road) and D795. The construction of the road will alleviate traffic congestion during peak hours in the Midrand area around the Waterfall developments. The road will be completed in the 2020/21 financial year.

- K69 (Upgrading and doubling of Hans Strijdom (Solomon Mahlangu) from the N4 to Mamelodi to K54)

The K69 connects Pretoria East and Mamelodi, Northern Corridor. The project involves the doubling of 9km of an existing single carriageway. K69 will increase capacity, safety and accessibility for existing and future developments. The road will be completed in the 2020/21 financial year.

Central Corridor

- K60 Waterfall City involves the construction of new link between R55 Woodmead Drive and Allandale Road

K60 (Waterfall City) forms part of the Central and Eastern Corridors. It involves the construction of a new strategic transport corridor link between R55 and Allandale Road. The road is a link between Tembisa and the Fourways area. The upgrade of the road will be a future contributor towards the economic development in the Central Corridor and Ekurhuleni Metropolitan Municipality. It will also serve as an alternative route from Tembisa to Paulshof while alleviating traffic off the N1 North and K58/N1 Interchange. The construction will also include a new signature bridge (N1 freeway) at Waterfall City. A total of 7km of road will be constructed and completed in the 2021/22 financial year.

- P158/2 (N14) Phase 2: Rehabilitation of P158/2 (N14) from Brakfontein to Diepsloot

The project entails the rehabilitation of 20.7km of P158/2 (N14). P158/2 serves as a transport corridor between the City of Tshwane, the Northern suburbs of Johannesburg and Krugersdorp. The road commences in Brakfontein Interchange to Diepsloot which forms part of the Central Corridor. The implementation of the project will improve the road's life cycle by a further 15 years and create job opportunities; provide skills training and development for the community; and uplift the small emerging contractors. The road will be completed in the 2018/19 financial year.

- P39/1 Heavy Rehabilitation from Diepsloot to Muldersdrift

The road forms part of the Central and Western Corridors. The project involves rehabilitation of 14.45km of road P39/1 between Diepsloot and Muldersdrift in the West Rand. The rehabilitation of road P39/1 will increase structural capacity and safety on the road through the reconstruction of the gravel shoulders. The road will be completed in the 2019/20 financial year.

- K31 access to Green Gate Development: Reconstruction and upgrade of the M5 Beyers Naude Road

K31 forms part of the Central Corridor and will be upgraded from a single to a 2.3km dual carriageway to accommodate the increase in traffic. The road will provide access to the new Green Gate Development. The road will be completed in the 2020/21 financial year.

- Upgrading of K73 between Woodmead Drive and Allandale Road (D58) Mushroom farm

K73 forms part of the Central and Eastern Corridors. It involves the upgrading and construction of the link between Allandale Road and the R55/Allandale road. This will provide access to Mushroom Farm and alleviate congestion on the R55/Allandale intersection. The upgrade will also assist the industry of the north of Johannesburg to access the Lanseria Airport. A total of 5.1km of road will be upgraded to accommodate the increase in traffic. The road will be completed in the 2020/21 financial year.

Southern Corridor

- Rehabilitation of D1884 between D478 and P243/1

D1884 is an undivided two-lane secondary road which links road D478 (North) and P243/1 (South). The project involves the rehabilitation of 6.68km of the road between road D478 and P243/1. The road serves as the only access road to the grain silos (situated at 1.7km) for storage of farm produce from the Heidelberg West agricultural area. The rehabilitation will improve access to markets and decrease transportation costs. The road also encourages tourism development. The road will be completed in the 2018/19 financial year.

- Light rehabilitation of Road P243 Section 2 From Vereeniging (Km 9.0) To Balfour (Km 18.13) Approximately 9.13km

P243/1 is in Midvaal Municipality in the Southern Corridor. The project is a single lane carriageway rural road and is classified as a strategic category C road according to the employer. The existing road cross-section consists of two surfaced lanes of about 3.6m wide and 2.5m wide gravel shoulders on either side of the road. The road traverses an entirely rural terrain, a single major crossing with the R549 and several formal and informal accesses occur onto the P243. The road will be completed in the 2018/19 financial year.

- P175/1: Rehabilitation from Vanderbijlpark to Potchefstroom - Phase 2

The road is in Johannesburg (South), Southern Corridor. The road provides a major route from Vereeniging Region towards the North West and serves as a distributor for the rural towns. The road involves the rehabilitation of 11.8km of road P175/1

from Vanderbijlpark to Potchefstroom. The rehabilitation of P175/1 will commence in the road P156/3 to Gauteng/North West Boundary (Vanderbijlpark to Potchefstroom). The road will be completed in the 2019/20 financial year.

- P156/3(R42) from P155/1 to D2563 Vanderbijlpark

P156/3 is in Vanderbijlpark, Emfuleni Local Municipality and the Southern Corridor. The project involves the rehabilitation of 5.8km of road P156/3. The road rehabilitation will enhance, maintain economic activities around Vereeniging and Vanderbijlpark. The rehabilitation of P156/3 will also include construction of sidewalks. The road will be completed in the 2019/20 financial year.

- Vaal River City Interchange

The Vaal River City Interchange forms part of the Southern Corridor and will serve as a route to the Free State (South), (inter-provincial connection) and Sebokeng (North). The project involves the upgrading of 2km in the Vaal River Interchange, Ascot Ave (future K55) and the Barrage road (K174). The implementation of the project will create job opportunities for the community, provide skills training and development as well as uplift the small emerging contractors within the areas. The road will be completed in the 2020/21 financial year.

- R82 phase 3 (between D1073 (Walkerville) and K164 (De Deur))

The road forms part of the Southern Corridor and the Maize Belt. The project involves the dualisation of R82 Phase 3 (11.3km) between road D1073 and K164. The objective of this project is to provide an alternative link between Johannesburg and Vereeniging including access to existing and future developments around Walkerville, Eikenhoff and De Deur. The implementation of the project will create job opportunities for the community, provide skills training and development as well as uplift small emerging contractors within the areas. The road will be completed in the 2020/21 financial year.

Western Corridor

- Rehabilitation of P88/1 between P73/1 and P3/6

The road is in the south west of Johannesburg between Sebokeng and Westonaria. It forms part of the Western Corridor. The project entails the rehabilitation of single carriageway road P88/1 for a total length of 29.3kms. It is an alternative road to the tolled N1 connecting Evaton, Sebokeng, Westonaria, Randfontein and Pretoria. P88/1 is an arterial road providing an alternative to Johannesburg for the traffic travelling from the South to North West. The road is utilised by heavy vehicles for the mining and industrial activities in the Randfontein and Krugersdorp areas. The road has deteriorated and requires structural strengthening. The road will be completed in the 2018/19 financial year.

Maintenance

- The maintenance activities are performed throughout the province and are not necessarily split per corridor. The overall targets for each of the activities, that the Department plans to deliver during the 2018/19 financial year, are as follows:

Performance indicator	Planned target
Reseal	126 000 m ²
Re-gravelling	120 02 km
Blacktop patching	110 000 km
Blading of gravel roads	1 230 km
Job creation	3 330

A further breakdown of the maintenance activities is as follows:

- Pavement layers repairs;
- Crack sealing and patching of asphalt pavements;
- Repair of slope failures and wash-always;
- Stabilisation of slopes;
- Construction of drainage works to combat erosion;
- Cleaning of all drainage structures, removal of grass and debris from grids, as well as clearing bridge drainage ports and scuppers;
- Repairing damaged fencing;
- Clearing refuse from the road reserve, lay-byes and Interchanges;
- Repairing damaged road signs;
- Installation and replacement of road studs;
- Repairing damaged guardrails;
- Regular mowing of grass in the road reserve including the median and the removal of grass cuttings;
- Application of herbicide on road edges and around road signs;
- Eradication of weeds and undesirable plant growth;
- Burning or cutting of firebreaks and assistance with veld fires;
- Maintenance of trees and shrubs;

- Supply and spreading of topsoil;
- Emergency assistance; and
- Removal of spillage, wrecks, debris and abandoned vehicles.
- To promote road safety, the Department will replace the guard rails and roads signs; will repaint road markings; replace manholes and concrete-related structures. In total, the Department plans to create up to 3 330 EPWP jobs, which will assist the Department immensely in the increase of the EPWP Incentive Grant.

Bus subsidy contracts

- The plan for this financial year is to appoint the new bus operators for the five contracts in Mamelodi and Sedibeng as well as to complete the comprehensive route surveys analysis at the beginning of the first quarter of 2018/19 in preparation for the tendering process and negotiations which are anticipated to be conducted shortly thereafter but before the end of the first half of the year. The contracts for the Ekurhuleni Region (3) will also be advertised as soon as the Intergovernmental Agreement (IGA) is signed.
- Plans to devolve the function of administration of the Moloto Road Contracts IC52/97 by the National Department of Transport (NDoT) are already underway with part of the PTOG being specifically allocated for this contract. The NDoT has requested several contractual documents for IC52 to conduct due diligence on the contracts and engagements between the Department and NDoT are ongoing in that regard.

Shovakalula Bicycle Program

- The Shovakalula Bicycle Programme is a National Department of Transport (NDOT) initiative specifically aimed at donating bicycles to learners in areas that are not covered by scholar transport. The distribution of bicycles is part of NDOT's commitment to the Millennium Development Goals (MDG) on the provision of ease of mobility which is also in line with the broader Non-Motorised Transport programme mainstreaming as captured in the 25-Year Integrated Transport Master Plan (ITMP25) and Gauteng Non-Motorised Transport Master Plan. The master plan is the reference document for priorities and socio-economic issues solicited through various formal and informal platforms.
- As part of the NMT strategy, the Shovakalula Programme will distribute an annual total of 9 000 bicycles to be shared between learners and other NMT initiatives in urban and semi-urban areas.

4. REPRIORITISATION

The Department will continue to develop and implement procurement plans for the 2018/19 financial year to ensure that the needs of the organisation are in line with the pillars sustaining the Department's strategy as well as with its allocated budget. The Department performed the reprioritisation exercise to identify savings that will be utilised to fund spending plan over the MTEF. This exercise was implemented by identifying savings from non-essential items and through the implementation of cost-containment measures. In terms of compensation of employees, operational budget was reprioritised within the programmes after sub-programmes over the MTEF. The reprioritisation also focused on infrastructure allocation. The detail information is on the Estimates of Capital Expenditure (ECE).

Over the last two financial years, several projects were identified as part of the Ten Pillar Programme, the TMR and the Ntirhisano programmes that the Department has incorporated in the infrastructure programme. These projects are identified as the year progresses, i.e. not necessarily in line with the budget process timelines, however with the support of the Provincial Treasury, these projects have received attention with some already completed in the 2017/18 financial year. The list is provided in the annual performance plan (APP) and the ECE documents.

The fiscal strain alluded to above has resulted in extensive reprioritisation within many infrastructure projects that are strategically aligned to the TMR and Ntirhisano programmes. The Department is then forced to implement these projects in phased-in approaches to spread their spending over several financial years as opposed to shorter project lives.

The fiscal strain impacts the ability of the Department to implement the IDMS programme fully. There are rightfully other issues that are impacting this implementation, however, should those be finalised the anticipated budget is too high for the programme to be implemented fully.

5. PROCUREMENT

The supply chain management unit within the Department continues to drive the procurement processes actively that will ensure the successful implementation of all major projects as outlined below. These projects form part of the Department's overall procurement plan for the 2018/19 financial year. Over the 2017/18 financial year, the Department will be embarking on the role of the infrastructure Delivery Management System (IDMS). Supply chain management is one of the key components within the IDMS Model. The successful implementation of this IDMS Model will allow for a fully capacitated and competent supply chain management unit which will drive the effective, efficient and timely utilisation of state resources within the Department.

The below list depicts the major procurement for the 2018/19 financial year

- Conduct route determination studies;
- Modelling Centre for Road and Transport Planning;
- Freight Databank Update;
- Gauteng Transport Commission: Business Case & Policy Drafting;
- K102 from Main St to Dobsonville Road (New road) Public Transport Corridor;
- K63 (upgrading existing road) from K216 to K8 (R566) Rosslyn Hub;
- R558 (K15) Moroka Bypass (K142) Upgrade Narrow Diamond;
- R55 (K71) and Allandale Road (K58) Quarter link;
- Old Pretoria Main Rd (K101) Olifantsfontein Road Upgrade Narrow Diamond;
- P140/1 (R550): Nigel to Eikenhof 28.56km Rehabilitation Public Transport Corridor;
- R42 (17.15 km) from 17.98 to 35.17 km Rehabilitation Public Transport Corridor;
- R82 phase 3 (between road D1073-Walkerville and K164-De Deur);
- K69 - Upgrading & doubling of Hans Strijdom (Solomon Mahlangu) from the N4 to Mamelodi to K54;
- Upgrading of K101 from D795 Olifantsfontein to N1 Brakfontein;
- Upgrading of road K148: Intersection with N3;
- K54: Mamelodi (Tsamaya Rd) to R104 Pretoria Bronkhorstspuit Rd;
- K174 Vaal River City Interchange;
- Construction phase: K175 (R568): Rehabilitation of Road K175 (R568) (Tshwane) (12 months);
- Construction Phase: P39/1 Heavy Rehabilitation from km30 Diepsloot to km43 Muldersdrift (24 months);
- Construction Phase: Upgrading of road K73 between Woodmead Drive and Allandale Road (D58) (24 months);
- Construction Phase: Rehabilitation of D1884 between road D478 and P243/1(6 months);
- Construction Phase: K60 Waterfall City: Construction of new link between R55 Woodmead Drive and Allandale 9 (24 months);
- Construction Phase: K31 Greengate Development: Reconstruction and upgrade of the M5 Beyers Naude road from Zandspruit (Peter Road) to the N14 (24 Months);
- Periodic Road Maintenance - resealing, crack sealing, fog sprays, rehabilitation of paved roads, re-gravelling of roads and the reconstruction of drainage structures;
- Consulting engineering services for rehabilitation of Road P175/1 from Vanderbijlpark to Potchefstroom Phase 2 Site Supervision (24 months);
- Construction phase: P175/1: Rehabilitation of Road P175/1 from Vanderbijlpark to Potchefstroom Phase 2 (24 months);
- Consulting Engineering Services for rehabilitation of Road P156/3 from P155/1 to D2568 (Sedibeng) Site Supervision (10 months);
- Construction Phase: P156/3: Rehabilitation of Road P156/3 from P155/1 to D2568 (Sedibeng) (10 months);
- Upgrading and rehabilitating alternate routes to the e-toll: K57 (P122/1);
- Bridge rails;
- Emergency works such as sinkholes and bridge repairs;
- Public Transport Operations Grant - 34 bus subsidy contracts and;
- Shovakalula Bicycle Programme.

The below list are non-infrastructure projects that form part of major procurement for the 2018/19 financial year.

- Re-branding strategy;
- Media buying;
- Promotional/marketing merchandise;
- Media monitoring analysis and;
- Transport for public events.

6. RECEIPTS AND FINANCING

6.1 Summary of receipts

TABLE 9.1.: SUMMARY OF RECEIPTS: DEPARTMENT OF ROADS AND TRANSPORT

R thousand	Outcome			Main appropriation	Adjusted appropriation 2017/18	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
Equitable share	3 814 962	4 287 564	5 341 881	4 014 541	4 149 888	4 139 926	4 850 785	5 237 024	4 754 688
Conditional grants	2 337 897	2 318 388	2 567 566	2 817 750	2 817 750	2 817 750	2 863 033	3 032 642	3 199 437
Public Transport Operations Grant	1 819 854	1 860 048	2 063 333	2 155 063	2 155 063	2 155 063	1 486 774	1 570 034	1 675 226
Provincial Roads Maintenance Grant	514 903	455 821	501 784	656 183	656 183	656 183	742 522	636 028	670 914
Expanded Public Works Programme Infrastructure Grant	3 140	2 519	2 449	6 504	6 504	6 504	6 490		
Total receipts	6 152 859	6 605 952	7 909 447	6 832 291	6 967 638	6 957 676	7 713 818	8 269 666	7 954 125

The equitable share and conditional grants are the main sources of funding for the Gauteng Department of Roads and Transport (GDRT). The grants allocated to the Department are the public transport operations grant (PTOG) which is utilised for the payment of bus subsidies and the provincial roads maintenance grant (PRMG) that is allocated for the maintenance of the provincial road network as well as the EPWP Incentive Grant, an incentive grant for the number of EPWP jobs that are created within the infrastructure projects that the Department implements in the preceding financial year.

The equitable share includes all the other items that are not funded by the grants, i.e. the construction and design infrastructure projects, operational expenditure (including salaries) and Gautrain. The expenditure from 2014/15 to 2016/17 grew from R3.8 billion to R5.4 billion and ensured that the Department was able to deliver on the allocated mandates during that period. During the 2017/18 financial year the allocation is adjusted upwards mainly because of the additional budget allocated for the court order payments that fell due during the year. The MTEF figures fluctuate with an increase from R4.9 billion in 2018/19 to R5.2 billion 2019/20 and then decrease from R5.2 billion in 2019/20 to R4.8 billion in 2020/21. These fluctuations are caused by the fluctuating amounts allocated to infrastructure projects that will be experiencing high spending pressures in the 2019/20 financial year.

Over the seven-year period, conditional grants increase from R2.3 billion in 2014/15 to R3.2 billion in the 2020/21 financial year. The expenditure of the grants from 2014/15 to 2016/17 was in line with the grant framework in the Division of Revenue Act (DoRA) and have allowed the Department to deliver on its mandates of bus subsidisation and routine road maintenance. In the 2017/18 financial year, the grants did not change and the Department is anticipating to spend the entire grant by the end of the financial year. The major issues in relation to the grants over the MTEF is that part of the allocation for the PTOG has been specifically allocated for the Moloto Road Contracts. The discussions are underway between the Department and National Department of transport (NDoT) as explained above to ensure that these are managed effectively. The other grants are continuing as per normal.

6.2 Departmental receipts

TABLE 9.2.: SUMMARY OF DEPARTMENTAL RECEIPTS: ROADS AND TRANSPORT

R thousand	Outcome			Main appropriation	Adjusted appropriation 2017/18	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
Tax receipts	2 949 662	3 217 032	3 404 962	3 396 424	3 606 173	3 606 173	3 811 724	4 025 181	4 246 566
Motor vehicle licences	2 949 662	3 217 032	3 404 962	3 396 424	3 606 173	3 606 173	3 811 724	4 025 181	4 246 566
Sales of goods and services other than capital assets	53 937	54 970	58 918	75 176	75 176	75 176	79 537	83 991	88 611
Transfers received									
Fines, penalties and forfeits									
Interest, dividends and rent on land	28	61	15	60	60	60	63	67	71
Sales of capital assets		4 491	12 705			7 415			
Transactions in financial assets and liabilities	2 236	1 673	537	1 500	1 500	1 500	1 587	1 676	1 768
Total departmental receipts	3 005 863	3 278 227	3 477 137	3 473 160	3 682 909	3 690 324	3 892 911	4 110 915	4 337 016

The Department is the main contributor towards own revenue generated in the province, making up a contribution of more than 60 per cent of the entire provincial collection. This revenue is largely generated through tax receipts arising from motor vehicle registration and licensing fees. In generating this revenue, the Department is also liable for direct charges, which includes amounts that are deducted from collected revenue to reimburse the primary collectors/agents of that revenue on behalf of the Department. The other Departmental revenue items are minor in comparison. The motor vehicle licensing is by far the most productive source of revenue for the Department.

The increases in the revenue collections from the past were R3 billion in 2014/15, R3.3 billion in 2015/16 and R3.5 billion in 2016/17. The revenue is expected to increase further over the MTEF from R3.9 billion in 2018/19 to R4.3 billion in 2020/21 because of expected increases in vehicles on the road, annual increases in tariffs combined with efficient revenue collection. In concluding the estimates, the following factors were considered, namely:

- Consumer Price Inflation Index (CPIX);
- Vehicles on the road;
- Direct cost expected to be paid from the revenue account;
- Interest and penalties expected to be received;
- Previous revenues collected and;
- Trends in the motor industry in the country.

The second contributor to revenue generation is sales of goods and services other than capital assets which consist of sale of tender documents. Revenue from this source grew from R54 million in 2014/15 to R59 million in the 2016/17 financial year. The trend continues, growing to R75 million in 2017/18 due to the high sales of documents to the prospective tenderers. The Department had several infrastructure projects out on tender during that period. The increase from R80 million in 2018/19 to R87 million in the outer financial year of the MTEF can be attributed to inflationary increments.

The interest, dividends and rent on land mainly consists of items such as interest on staff debts, a minor contributor to the total revenue collection. The fluctuating trend can be attributed to the difficulty in accurately projecting for these items owing to their uncertain nature with receipts ranging from R28 000 in 2014/15 to R13 000 in 2016/17 financial years. Over the MTEF the allocation increases from R63 000 in 2018/19, R67 000 in 2019/20 and R71 000 in 2020/21 respectively.

The Department also collects revenue from transactions in financial assets and liabilities, which consists of fees for the recovery of debts. The fluctuations over the seven years under review can be attributed to the difficulty in budgeting for this item owing to its uncertain nature. The revenue fluctuates between 2014/15 and 2016/17 from R2.2 million to R535 000. Over the MTEF the allocation increases from R1.5 million in 2018/19, R1.6 million in 2019/20 and R1.7 million in 2020/21

7. PAYMENT SUMMARY

7.1 Key assumptions

When compiling the 2017 MTEF budget, the department considered the following factors:

- Improving alignment with the province's TMR vision for the next three years;
- Improving alignment with government's policy priorities as stated in the NDP, the 2014-2019 MTSF, provincial government plans of the sector and institutions;
- Basic salary costs including annual improvement in conditions of services adjustments;
- Items linked to rates of increases in basic salary costs, pension fund contributions, thirteenth cheque and overtime;
- Medical aid contributions, which normally increase more rapidly than inflation;
- Homeowners' allowance, which changes in line with interest rates;
- Skills development levies;
- Implementation of cost-containment;
- Reprioritisation within programmes and items; and
- Additional funding to the baseline

In relation to the infrastructure projects, the budget assumptions made are based on the availability of funds, state of readiness to implement the projects, capacity to manage the projects, as well as the magnitude of the project.

7.2 Programme summary

TABLE 9.3.: SUMMARY OF PAYMENTS AND ESTIMATES: ROADS AND TRANSPORT

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
1. Administration	271 476	239 213	262 914	321 364	318 664	320 591	359 104	386 043	401 459
2. Transport Infrastructure	2 096 198	2 177 112	1 961 151	1 976 157	2 112 304	2 112 977	2 519 682	2 806 328	2 154 932
3. Transport Operations	1 986 669	2 019 168	2 416 513	2 386 247	2 390 247	2 373 726	2 589 117	2 695 438	2 881 542
4. Transport Regulation	205 993	262 357	319 322	314 829	312 729	316 688	300 647	323 763	344 903
5. Gautrain	1 311 748	1 561 451	2 812 089	1 833 694	1 833 694	1 833 694	1 945 268	2 058 094	2 171 289
Total payments and estimates	5 872 084	6 259 301	7 771 989	6 832 291	6 967 638	6 957 676	7 713 818	8 269 666	7 954 125

The table above indicates the services of the Department are categorised under the programmes, which are fully aligned to the uniform budget and programme structure for the transport sector. The table indicates audited expenditure outcomes and budget allocations for the 2018 MTEF. The audited outcomes increased from R5.9 billion in 2014/15 to R7.8 billion in 2016/17 mainly because of the increased allocations for both the Gautrain and the public transport operations grants (PTOG) during that period. The 2017/18 financial year allocation was lower than 2016/17 owing to the once-off increase in the Gautrain which was for the payments of court orders and the allocation for the Department then stabilised in 2017/18. Over the MTEF, the allocation increases from R7.7 billion in 2018/19 to R7.8 billion in 2020/21. This is mainly owing to the fluctuations in the project life cycles of the different infrastructure projects as well as inflationary increases on some of the other items.

Programme 1: Administration – There is a slight decrease in expenditure from R271 million in 2014/15 to R263 million in the 2016/17 financial year owing to the cost-containment measures that the Department put in place during that period. In 2017/18 the budget increased to over R300 million and will be managed down through the cost-containment measures. Over the MTEF the allocation for this programme continues to grow from R359 million in 2018/19, R386 million in 2019/20 and R401 million in 2020/21 respectively. The Department will continue to manage the expenditure down within this programme to align to the national and provincial cost-containment measures while delivering on the required mandates of supporting the core programmes.

Programme 2: Transport infrastructure - Increases in the allocation within this programme is because of the Department's growing investment in the provincial road network through the maintenance programme, upgrades and rehabilitation projects that are being implemented. The core functions of this programme are funded through the Public Toll maintenance Grant (PRMG) and to provincial earmarked infrastructure allocations for upgrading and additions, new maintenance, as well as rehabilitation of roads. These allocations also form the core of the entire Department. The expenditure amounted to R2.1 billion, R2.2 billion and R2 billion in the financial years 2014/15, 2015/16 and 2016/17 respectively. The budget in the 2017/18 financial year increases to R2.1 billion because of the high number of rehabilitation projects that are underway. The budget further increases in 2018/19 to R2.5 billion in line with the project life cycle of the projects and the high number of tenders that are being appointed for the rehabilitation projects. There is then an upward trend of the allocations in the 2019/20 to R2.8 billion owing to the project life cycles of the confirmed projects that the Department will be implementing over that period and the slight decrease of R2.2 billion in 2020/21.

Programme 3: Transport operations – The programme shows a significant increase of expenditure from of R2 billion in 2014/15 to R2.2 billion in 2015/16 owing to the agreed amounts for the public transport services with the operators and the North-West Star demarcation allocation that is also growing at a marginal rate. The amounts are both reflected against transfers and subsidies, the item public corporations and private enterprises. The allocation further increases into the 2017/18 financial year by R2.4 billion and all the payments will be made accordingly before the close of the financial year. This increase is maintained into the 2018/19 financial year by R2.6 billion to R2.7 billion in 2019/20 and to R2.9 billion in the last year of the MTEF. The PTOG has earmarked an allocation to the Department for the Moloto Corridor and bus subsidy contracts.

Programme 4: Transport regulation - The programme reflects expenditure increase from R206 million in 2014/15 to R319 million in 2016/17 because of the investment made in the construction of the Mabopane, Kagiso and Sebokeng DLTCs. Furthermore, there were non-infrastructure activities done within the DLTCs such as branding of all the operational DLTCs and purchasing of new furniture for the DLTCs as soon as the construction was completed. The Sebokeng DLTC is nearing completion in the 2017/18 financial year hence the increase in budget for the year. The budget over the MTEF does not include any DLTCs as they will be completed however the other non-infrastructure projects - which happen to be enablers of the infrastructure - are therefore responsible for the increase in the revenue collected such as the gazetting of operating licences and the agency fee review projects will be conducted over the MTEF.

Programme 5: The expenditure of this programme increased between 2014/15 and 2016/17 from R1.3 billion to R2.8 billion because - over and above the amounts agreed to in line with the concession agreement - the GMA had to settle legal claims

that became due in 2016/17. The budget is expected to grow over the MTEF from R1.9 billion in 2018/19 to R2.2 billion two financial years later, which is mainly for the maintenance and capacitation of the current system. The Gautrain II project is still being assessed in terms of the financial resource requirements.

7.3 Summary of economic classification

TABLE 9.4: SUMMARY OF PROVINCIAL PAYMENTS AND ESTIMATES BY ECONOMIC CLASSIFICATION: ROADS AND TRANSPORT

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
Current payments	1 339 452	1 336 094	1 750 232	1 460 248	1 926 437	1 912 492	2 274 844	2 150 211	2 162 841
Compensation of employees	488 559	549 027	595 813	647 972	647 972	650 822	702 514	750 285	799 053
Goods and services	850 666	786 608	1 154 417	811 956	1 245 645	1 228 905	1 572 070	1 399 666	1 363 514
Interest and rent on land	227	459	2	320	32 820	32 765	260	260	274
Transfers and subsidies to:	3 470 779	3 527 500	5 163 865	4 158 224	4 248 274	4 251 826	4 431 965	4 684 484	4 967 829
Provinces and municipalities	1 256	1 079	2 031	2 000	2 000	2 000	2 500	2 700	2 900
Departmental agencies and accounts	1 311 748	1 561 451	2 812 089	1 833 694	1 833 694	1 833 694	1 945 268	2 058 094	2 171 289
Public corporations and private enterprises	1 900 024	1 959 610	2 340 673	2 315 535	2 315 535	2 316 753	2 476 667	2 615 700	2 788 796
Households	257 751	5 360	9 072	6 995	97 045	99 379	7 530	7 990	4 844
Payments for capital assets	1 001 973	1 378 676	857 806	1 213 819	792 927	793 208	1 007 010	1 434 971	823 455
Buildings and other fixed structures	938 410	1 179 703	759 292	1 193 479	770 671	770 970	972 350	1 403 851	790 656
Machinery and equipment	63 299	198 836	98 296	18 040	21 256	21 235	28 860	28 760	30 309
Software and other intangible assets	264	137	218	2 300	1 000	1 003	5 800	2 360	2 490
Payments for financial assets	59 880	17 031	86			150			
Total economic classification	5 872 084	6 259 301	7 771 989	6 832 291	6 967 638	6 957 676	7 713 818	8 269 666	7 954 125

The total compensation of employees has increased from R489 million in 2014/15 to R596 million in 2016/17 because of the annual improvements of conditions of service (ICS). In 2017/18, the increased allocation of R647 million was spent by the end of the year. Over the MTEF, the allocation for compensation of employees increases from R703 million in 2018/19 to R799 million in 2020/21 to cater for annual salary adjustments and pay progression to allow the Department to capacitate the core programmes in line with the approved structure.

The goods and services item caters for all the operational costs of the Department, including the maintenance of infrastructure projects as they are current in nature. The expenditure increased from R851 million in 2014/15 to R1.2 billion in 2016/17 because of the increased spending on maintaining the provincial road network. The 2017/18 financial year's allocation was low at the start of the year because most of the projects were not ready at the beginning of the year, however it was increased during the adjustments to R1.2 billion because of the high number of commitments in the maintenance programme. Over the MTEF the budget increases steadily from R1.6 billion in 2018/19 to R1.4 billion in the two years of the MTEF.

Transfers and subsidy item consists mainly of the allocation for the Gautrain project as well as the PTOG. The amount against the Departmental agencies and accounts relates to payments made in respect of the Gautrain. This is mainly for maintenance and capacitation of the current system. Expenditure continues to grow over the seven-year period from R1.8 billion in 2017/18 to R2 billion in the last two financial years of the MTEF owing to slight increases on the maintenance and capacitation costs of the current system. The amounts against public corporations and private enterprises relate to transfers to the public transport operators for the PTOG and included the North-West Star contracts. The allocation grows steadily into the 2018/19 financial from R2.5 billion to R2.6 billion in 2019/20 year and then grows over the MTEF in line with the contracts with the public transport operators.

The payment for capital assets item is mainly for infrastructure projects. The Department's capital assets expenditure increased from R1 billion in 2014/15 to R1.4 billion in 2015/16 and decreased to R858 million in 2016/17 because of the increased investment in the maintenance of the road infrastructure assets over the rehabilitation and upgrading projects. Over the MTEF, the allocation declines from R1 billion in 2018/19 to R823 million in the last financial year of the MTEF because the project life cycles of the allocated projects will be ending in that year.

7.4 Infrastructure payments

7.4.1 Departmental infrastructure payments

Please refer to the 2018 Estimates of Capital Expenditure (ECE).

7.4.2 Departmental Public-Private-Partnership (PPP) projects

N/A

7.5 Transfers

7.5.1 Transfers to Public Entities

TABLE 9.5: SUMMARY OF DEPARTMENTAL TRANSFERS TO OTHER ENTITIES

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
Gauteng Management Agency	1 311 748	1 561 451	2 232 089	1 833 694	1 833 694	1 833 694	1 945 268	2 058 094	2 171 289
Total departmental transfers	1 311 748	1 561 451	2 232 089	1 833 694	1 833 694	1 833 694	1 945 268	2 058 094	2 171 289

The expenditure of this programme increased between 2014/15 and 2016/17 from R1.3 billion to R2.8 billion because over and above the amounts agreed to in line with the concession agreement, the GMA had to settle legal claims that became due in 2016/17. The budget is expected to grow over the MTEF from R1.9 billion in 2018/19, to R2.2 billion two financial years later, which is mainly for the maintenance and capacitation of the current system. The Gautrain II project is still being assessed in terms of the financial resource requirements

8. PROGRAMME DESCRIPTION

PROGRAMME 1: ADMINISTRATION

Programme description

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

Programme objectives

- To render advisory, Parliamentary, secretarial, administrative and office support service to the MEC;
- To provide overall management of and support to the Department; and
- To manage personnel, procurement, finance, administration and related support services.

TABLE 9.6: SUMMARY OF PAYMENTS AND ESTIMATES BY SUB-PROGRAMME: ADMINISTRATION

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
1. Office Of The Mec	7 905	6 626	7 778	8 760	8 760	7 517	9 490	9 780	10 327
2. Management Of The Department	11 857	15 918	15 078	19 050	19 050	14 987	18 140	18 750	19 709
3. Corporate Support	250 447	216 150	238 041	288 281	287 581	295 228	328 139	354 065	367 786
4. Departmental Strategy	1 267	519	2 017	5 273	3 273	2 859	3 335	3 448	3 637
Total payments and estimates	271 476	239 213	262 914	321 364	318 664	320 591	359 104	386 043	401 459

TABLE 9.7: SUMMARY OF PAYMENTS AND ESTIMATES BY ECONOMIC CLASSIFICATION: ADMINISTRATION

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
Current payments	203 629	232 137	258 195	309 484	304 934	305 893	342 744	372 323	386 750
Compensation of employees	124 169	145 121	158 479	171 590	169 590	171 471	188 460	202 514	213 654
Goods and services	79 451	86 558	99 716	137 814	135 264	134 396	154 224	169 749	173 033
Interest and rent on land	9	458		80	80	26	60	60	63
Transfers and subsidies to:	345	169	948	500	550	666	550	550	580
Provinces and municipalities	4								
Households	341	169	948	500	550	666	550	550	580
Payments for capital assets	7 909	6 870	3 768	11 380	13 180	13 996	15 810	13 170	14 129
Buildings and other fixed structures	27								
Machinery and equipment	7 618	6 870	3 568	10 880	12 180	12 993	11 810	12 610	13 538
Software and other intangible assets	264		200	500	1 000	1 003	4 000	560	591

Payments for financial assets	59 593	37	3			36			
Total economic classification	271 476	239 213	262 914	321 364	318 664	320 591	359 104	386 043	401 459

The sub-programmes within this programme are administrative in nature. Therefore, the allocations are funded from the equitable share portion of the Departmental allocation. The spending within the MEC's office varies slightly from 2014/15 to the 2016/17 financial year from R8 million to R7 million because there were no major activities that could have affected the spending during those years. This trend continues to increase to R8 million into 2017/18 and by R9 million in 2018/19 to R10 million in 2020/21 because of the same reasons. The Management Sub-Programme is made up of the HOD's office, Risk Management, Anti-Fraud and Corruption and the War Room Unit. The expenditure was constant over 2014/15 from R12 million to R15 million in the 2016/17 financial years with changes of organisational structure within this unit and marginal increases in 2018/19 of R18 million to R20 million until the end of the MTEF period. The expenditure within the Corporate Services Unit decreased slightly in 2014/15 from R250 million to R238 million in 2016/17 because the Department is continuously implementing the cost-containment measures. This will continue over the MTEF and the Department will continuously reduce the spending on operational items. Departmental strategy's expenditure and allocation are very low because the unit is very small and mainly needs budget for salaries and basic operational requirements only.

Compensation of employees' expenditure increased from R124 million in 2014/15 to R158 million in 2016/17 and the budget then increases from R172 million in 2017/18 to R214 million in the last year of the MTEF. The increases are because of improvements in the conditions of service (ICS). The goods and services expenditure increased from R79 million in 2014/15 to R100 million in 2016/17 and then to a further R173 in the last year of the MTEF. This was for the operational requirements of the units, which are constantly being managed downwards through the cost-containment measures.

The pension benefits, leave gratuities and injury on-duty claims all make up the households' item in transfers and subsidies. All these items are very difficult to budget for, however over the years the expenditure has been steady. The budget going forward is estimated at around R550 000 over the 2018 MTEF.

The software and intangible assets item is for the software licences that the Department pays annually. The expenditure was not realised in 2015/16 because the licences were not paid in that year. Over the MTEF period the allocation is increased to R4 million in the 2018/19 financial year because of the once-off payments of the licences for the document management system that the Department has procured and a further decrease to R561 000 and R591 000 during 2019/20 and 2020/21 respectively.

PROGRAMME 2: TRANSPORT INFRASTRUCTURE

Programme description

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

Programme objectives

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

TABLE 9.8: SUMMARY OF PAYMENTS AND ESTIMATES: TRANSPORT INFRASTRUCTURE

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
1. Infrastructure Planning	33 156	38 079	42 404	54 579	58 279	58 938	60 299	43 439	40 758
2. Infrastructure Design	98 038	142 111	153 122	113 017	115 486	112 743	110 105	47 440	45 157
3. Construction	902 122	1 042 527	637 333	1 152 542	716 398	732 726	947 365	1 452 951	850 824
4. Maintenance	782 757	912 344	1 088 130	626 736	1 070 358	1 053 798	1 367 519	1 225 828	1 182 698
5. Programme Support Infrastructure	280 125	42 051	40 162	29 283	151 783	154 772	34 395	36 670	35 495
Total payments and estimates	2 096 198	2 177 112	1 961 151	1 976 157	2 112 304	2 112 977	2 519 682	2 806 328	2 154 932

TABLE 9.9 : SUMMARY OF PAYMENTS AND ESTIMATES BY ECONOMIC CLASSIFICATION: TRANSPORT INFRASTRUCTURE

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
Current payments	933 081	870 171	1 169 343	831 107	1 287 846	1 275 031	1 528 073	1 383 077	1 343 384
Compensation of employees	226 994	242 315	261 529	305 864	293 864	287 686	279 404	329 607	347 735
Goods and services	705 872	627 855	907 812	525 183	961 422	954 786	1 248 619	1 053 420	995 596
Interest and rent on land	215	1	2	60	32 560	32 559	50	50	53
Transfers and subsidies to:	258 134	5 625	10 027	7 730	97 730	99 965	8 670	9 310	6 288
Provinces and municipalities	1 252	1 079	1 581	2 000	2 000	2 000	2 500	2 700	2 900
Households	256 882	4 546	8 446	5 730	95 730	97 965	6 170	6 610	3 388
Payments for capital assets	904 705	1 284 326	781 705	1 137 320	726 728	737 889	982 940	1 413 941	805 260
Buildings and other fixed structures	851 823	1 096 261	692 676	1 133 840	721 332	730 881	968 050	1 399 851	790 656
Machinery and equipment	52 882	187 928	89 029	3 480	5 396	7 008	14 890	14 090	14 604
Software and other intangible assets		137							
Payments for financial assets	278	16 990	76			92			
Total economic classification	2 096 198	2 177 112	1 961 151	1 976 157	2 112 304	2 112 977	2 519 682	2 806 328	2 154 932

The allocation for this programme includes the PRMG and provincial earmarked infrastructure allocations. These two allocations form the core of this programme and of the Department.

Infrastructure planning

The unit is responsible for the infrastructure planning, which includes the route determinations, modelling centre and the freight databank. The unit's infrastructure related projects and CoE were fully funded during the 2014/15 to 2016/17 financial years. During the 2017/18 financial year the budget was adjusted to R5 million because of an increase in the number of planning projects within the Department in line with the Integrated Transport Master Plan 25 (ITMP25), which is in a bid to plan the long-term infrastructure projects better within the province. The growth will continue in the 2018/19 by R60 million and a slight decrease is evident over the MTEF and the projects reported above will be implemented. The MTEF numbers indicate that there are more projects funded in 2018/19 as opposed to the other two years of the MTEF from R43 million in 2019/20 and then decreasing to R41 million in 2020/21.

Infrastructure design

The unit is responsible for the design projects for the road infrastructure projects including managing the processes related to the proclamation of the land that the projects are implemented on. Owing to the provincial mandate of improving the provincial roads network in a bid to create alternative routes to the tolled routes, the Department has increased the number of road rehabilitation projects throughout the province. This has meant that the design unit has had to produce quality designs to be implemented by both the construction and maintenance units, in other words designs that incorporate the non-motorised transport (NMT) mandates. The allocation for the design unit increased from R98 million in 2014/15 to R153 million in 2016/17. The allocation then reduces in 2017/18 to R113 million because most of the projects within the unit did not proceed as planned and warranted the reduction in the budget. Over the MTEF, the allocation reduces from R110 million in 2018/19 to R47 million in 2019/20 and to R45 million in 2020/21 because most of the on-going projects will be completed and the strategic planning period will assist in prioritising the other projects as outlined in the ITMP25.

Construction

The unit is responsible for the construction of roads within the province, i.e. upgrades, rehabilitation and new roads. The expenditure increases from 2014/15 by R902 million to R1 billion in 2015/16 to allow the unit to finalise all the upgrading projects that were being implemented and then decreases to R637 million in 2016/17 because the Department reallocated the rehabilitation projects from this unit to the maintenance unit, a decision that was reversed in 2017/18, hence the increase in the allocation in 2017/18. During the 2017/18 financial year, the unit had several projects in the pipeline that were plagued with delays, which resulted in the budget being reduced during the adjustments, from R1.2 billion to R732 million. These projects are then planned for implementation in 2018/19 onwards, hence the increases in allocation of R947 million in 2018/19 to R1.5 billion in 2019/20 financial years.

Maintenance

The unit is responsible for the maintenance of roads within the provincial network and is funded by both the PRMG and the infrastructure equitable share allocation. The expenditure increases from R783 million in 2014/15 to R1.1 billion in 2016/17 financial years because of the province's continuing focus on maintenance of the provincial network rather than the construction of new roads. The allocation is then reduced in 2017/18 at the beginning of the financial year because several the contracts were ending and the new tenders were being issued. There were however several delays in the construction

projects and the maintenance contracts were issued, causing a shift of budget from construction to maintenance in 2017/18. The budget is maintained over the MTEF to service the maintenance routine maintenance contracts.

The programme's compensation of employees increased steadily from R227 million in 2014/15 to R348 million in 2020/21 mainly because of the improvements in the conditions of service (ICS) and minor allocations for engineer posts in line with the organisational structure. The goods and services budget increased from R706 million in 2014/15 to R908 million in the 2016/17 financial year because of the increased investment in the maintenance of the provincial road network. The increases in the 2017/18 adjusted allocation of R955 million is because of the reasons provided above of the delays in appointing the construction tenders and the resultant shift to maintenance projects. Over the MTEF the allocation decreases from R1.2 billion in 2018/19 to R996 million in 2020/21 in line with the ending project life cycles of several projects.

The items used for transfers and subsidies are for the payments of licensing fees for the construction fleet as well as households, which is for pension benefits, leave gratuities and all injury on duty claims. The expenditure in 2014/15 within this item is R257 million which was for the payment of court orders in relation to the previous routine maintenance programme of the Department. This also occurred in the 2017/18 financial year when the budget was adjusted upwards from R60 000 to R100 million. Over the MTEF, the licensing fees are funded from infrastructure and are budgeted fully each financial year. The household items reduce from R6 million in 2018/19 to R3.3 million in 2020/21.

The capital items are mainly for the infrastructure allocations and the full list thereof is available in the ECE. The increases in expenditure and budget within this item is in line with the explanations provided above for the construction unit. The allocations are based on the state of readiness, capacity to manage the projects, the project life cycles as well as the needs analysis of infrastructure within the province in line with the ITMP25, TMR and Ntirhisano initiatives. The allocation fluctuations over the MTEF are in line with the project life cycles on the capital infrastructure projects within design and construction units.

SERVICE DELIVERY MEASURES

PROGRAMME 2: TRANSPORT INFRASTRUCTURE

Programme performance measures	Estimated performance	Medium-term estimates		
	2017/18	2018/19	2019/20	2020/21
Number of designs completed	7	7	8	6
Number of km of surfaced roads visually assessed as per the applicable TMH manual	4, 408km	4, 408km	4, 408km	
Number of km of gravelled roads visually assessed as per the applicable TMH manual	1,368km	1,368km	1,368km	
Number of m2 of surfaced roads upgraded	39 960.00m2	39 960.00m2	168, 000.00m2	500, 400.00m2
Number of km of gravel roads upgraded to surfaced roads			11.35km	13km
Number of m2 NMT infrastructure completed	8, 000.00m2	8, 000.00m2	35, 000.00m2	49, 750.00m2
Number of construction and NMT jobs created through the implementation of EPWP principles	180	180	100	170
Number of m2 of surfaced roads rehabilitated	235, 676.00m2	235, 676.00m2	1, 123, 482.00m2	647, 056.00m2
Number of m2 of surfaced roads re-sealed	154, 000m2	154, 000m2	126, 000m2	96, 000m2
Number of km of gravel roads re-graveled	158.15km	158.15km	120.05km	84km
Number of m2 of blacktop patchiong	84, 000m2	84, 000m2	66, 000m2	40, 000m2
Number of km of gravel roads bladed	1, 203.85km	1, 203.85km	1, 230km	1, 248km
Number of maintenance jobs created through the implementation of EPWP	3, 430	3, 430	3, 700	3, 850
Number of weigh bridges calibrated to SABS standard	4	4	4	5
Number of abnormal load permits issued	20, 000	20, 000	22, 000	22, 000

PROGRAMME 3: TRANSPORT OPERATIONS

Programme description

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

Programme objectives

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

TABLE 9.10: SUMMARY OF PAYMENTS AND ESTIMATES BY SUB-PROGRAMME: TRANSPORT OPERATIONS

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
1. Public Transport Services	1 974 799	2 012 968	2 410 921	2 379 507	2 383 807	2 369 037	2 580 547	2 686 183	2 871 781
2. Programme Support Operations	11 870	6 200	5 592	6 740	6 440	4 689	8 570	9 255	9 761
Total payments and estimates	1 986 669	2 019 168	2 416 513	2 386 247	2 390 247	2 373 726	2 589 117	2 695 438	2 881 542

TABLE 9.11: SUMMARY OF PAYMENTS AND ESTIMATES BY ECONOMIC CLASSIFICATION: TRANSPORT OPERATIONS

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
Current payments	46 589	41 039	58 763	62 932	62 932	55 109	111 650	78 928	91 892
Compensation of employees	22 103	23 783	22 934	26 282	26 282	27 695	62 950	29 668	31 300
Goods and services	24 486	17 256	35 829	36 650	36 650	27 414	48 700	49 260	60 592
Interest and rent on land									
Transfers and subsidies to:	1 900 024	1 959 692	2 340 695	2 315 635	2 315 635	2 316 836	2 476 787	2 615 830	2 788 933
Public corporations and private enterprises	1 900 024	1 959 610	2 340 673	2 315 535	2 315 535	2 316 753	2 476 667	2 615 700	2 788 796
Non-profit institutions									
Households		82	22	100	100	83	120	130	137
Payments for capital assets	40 056	18 437	17 055	7 680	11 680	1 781	680	680	717
Buildings and other fixed structures	39 012	17 826	16 599	7 000	11 000	1 750			
Machinery and equipment	1 044	611	456	680	680	31	680	680	717
Payments for financial assets									
Total economic classification	1 986 669	2 019 168	2 416 513	2 386 247	2 390 247	2 373 726	2 589 117	2 695 438	2 881 542

The public transport operations grant (PTOG) and the North-West Star demarcation contracts are funded within this programme, which explains the high budget and expenditure in the tables above. These are both captured in the transfers and subsidies item and within the Public Transport Services (PTS) sub-programme, which is another core function and programme of the Department. The programme support operations (PSO) sub-programme is for the operational items of the unit. The increase in expenditure from R1.9 billion in 2014/15 to R2.4 billion in 2016/17 for PTS is in line with the increases in the PTOG, while the decrease in the PSO sub-programme is in line with the cost-containment measures and the realignment of the activities within the programme. From the 2017/18 financial year until the end of the MTEF period the budget allocations grow steadily from R2.4 billion to R2.9 billion mainly because of inflationary adjustments within the programme.

Expenditure within compensation of employees increases slightly from R22 million in 2014/15 to R23 million in 2016/17 financial years because of the improvements in conditions of Service (ICS). The increase in the 2017/18 financial year to R26 million was in line with the requirements of the unit as per the revised organisational structure. The increase to R63 million in 2018/19 and R30 million in 2019/20 and R31 million in the last year of the MTEF is in relation to the ICS.

The programme's goods and services expenditure increased to R24 million in 2014/15 and then fluctuates between 2015/16 and 2016/17 respectively because of the operational requirements of the unit. From 2014/15 expenditure within goods and services therefore only relates to operational expenditure, which includes the monitoring of the public transport operators aligned to the PTOG. The allocation increases from R49 million in 2018/19 to R61 million in 2020/21 because of the increased allocations for the Integrated Fare Management System (IFMS), an ITMP25-linked project that the Department is implementing with the support of Gautrain.

The Department's PTOG and the North-West Star are both allocated within the transfers and subsidies item within this programme and the regular operational items of the Department, i.e. the households' item. Expenditure increased slightly in 2014/15 and 2015/16 from R1.9 billion to R2 billion and then increased again in 2016/17 to R2.3 billion. Over the MTEF, estimated expenditure continued to grow from R2.4 billion in 2018/19, R2.6 billion in 2019/20 and R2.7 in 2020/21 financial years. These increases are inflationary in nature.

The infrastructure expenditure decreased from R39 million in 2014/15 to R17 million in 2016/17 and is within the buildings and other fixed structures item because it relates to the intermodal facilities. The budget in 2017/18 reduces to R7 million as it is only for the Shovakalula NMT Programme because the only Intermodal Facility that the Department is implementing is plagued with countless delays. Over the MTEF the Shovakalula Project is shifted to goods and services as it is considered inventory by the Standard Chart of Accounts (SCOA).

SERVICE DELIVERY MEASURES

PROGRAMME 3: TRANSPORT OPERATIONS

Programme performance measures	Estimated performance	Medium-term estimates		
	2017/18	2018/19	2019/20	2020/21
Number of intermodal facilities completed	Vereeniging practical completion	Vereeniging practical completion		
Number of routes subsidised	3, 477 (Non cumulative)	3, 477 (Non cumulative)	3, 477 (Non cumulative)	3, 477 (Non cumulative)
Number of km subsidised	101, 992, 087	101, 992, 087	101, 992, 087	101, 992, 087
Number of trips subsidised	1, 938, 991	1, 938, 991	1, 938, 991	1, 938, 991
Number of Provincial Regulating Entity hearings conducted in terms of section 59 & 79 of the NLTA 2009	24	24	24	24
Number of bicycles distributed through the Shovakalula project	6, 000	6, 000	9, 000	12, 000

PROGRAMME 4: TRANSPORT REGULATION**Programme description**

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

Programme objectives

- To monitor and control registration and licensing of all motor vehicles and to render services regarding the administration of applications in terms of the National Road Traffic Act (Act 93 of 1996);
- To implement laws and regulations relating to vehicle registration and licensing, vehicle fitness testing and driver fitness testing; and
- To manage, approve and control registration of transport operators and issue all licenses and permits required in terms of legislation.

TABLE 9.12: SUMMARY OF PAYMENTS AND ESTIMATES BY SUB-PROGRAMME: TRANSPORT REGULATION

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17	2017/18			2018/19	2019/20	2020/21
1. Transport Administration And Licencing	161 897	196 377	191 962	192 524	184 424	184 679	164 912	181 450	194 703
2. Operator Licence And Permits	44 096	65 980	127 360	122 305	128 305	132 009	135 735	142 313	150 200
Total payments and estimates	205 993	262 357	319 322	314 829	312 729	316 688	300 647	323 763	344 903

TABLE 9.13: SUMMARY OF PAYMENTS AND ESTIMATES BY ECONOMIC CLASSIFICATION: TRANSPORT REGULATION

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17	2017/18			2018/19	2019/20	2020/21
Current payments	156 153	192 747	263 931	256 725	270 725	276 459	292 377	315 883	340 815
Compensation of employees	115 293	137 808	152 871	144 236	158 236	163 970	171 700	188 496	206 364
Goods and services	40 857	54 939	111 060	112 309	112 309	112 309	120 527	127 237	134 293
Interest and rent on land	3			180	180	180	150	150	158
Transfers and subsidies to:	528	563	106	665	665	665	690	700	739
Households	528	563	106	665	665	665	690	700	739
Payments for capital assets	49 303	69 043	55 278	57 439	41 339	39 542	7 580	7 180	3 349
Buildings and other fixed structures	47 548	65 616	50 017	52 639	38 339	38 339	4 300	4 000	
Machinery and equipment	1 755	3 427	5 243	3 000	3 000	1 203	1 480	1 380	1 450
Software and other intangible assets			18	1 800			1 800	1 800	1 899
Payments for financial assets	9	4	7			22			
Total economic classification	205 993	262 357	319 322	314 829	312 729	316 688	300 647	323 763	344 903

Infrastructure projects are located within the budget for the transport operation and licensing board (TOLAB) and drivers licensing and testing centres (DLTC) together with the allocations for licensing and registration functions. The audited outcome within this programme increases from R206 million in the 2014/15 to R319 million in the 2016/17 financial year. Other than the infrastructure projects and revenue-generation activities, the expenditure is mainly for the daily registration and licensing, which are operational in nature and are affected by inflationary increases. In 2017/18, the budget reduces from

R319 million to R317 million because the TOLAB projects were not allocated with a budget as the supply chain processes within Department of Infrastructure Development (DID) were progressing slowly and there is only one DLTC project in the pipeline. Over the MTEF the allocation increases from R301 million in 2018/19, R324 million in 2019/20 and R345 in 2020/21 financial year.

The compensation of employees increases from R115 million in 2014/15 to R153 million in the 2016/17 financial year because the units within this programme implemented a recruitment drive to fill the posts in line with the revised organisational structure. The budget then increases from R164 million in 2017/18 to R172 million in 2018/19 and to R206 million until the end of the MTEF period in relation to the ICS.

The programme's goods and services expenditure increases from R41 million in 2014/15 to R111 million in 2016/17. This sharp increase is because of the exorbitant increase in the tariffs for gazetting the public transport licences by the Government Printing Works as well as the high costs of maintaining the DLTCs that have been constructed over the years. For the rest of the years, the increases in the budget are inflationary in nature.

The capital payments expenditure was for the DLTCs and TOLAB infrastructure projects that the Department implemented during that period. The allocation of R50 million in 2017/18, which was reduced to R38 million during the adjustments, was for the last remaining DLTC project in Sebokeng that will be finalised by the end of 2017/18. The MTEF allocations are for the operational capital items only within the programme. The Department will not be implementing any infrastructure projects until the Infrastructure Planning Unit completes the Master Plan for Transport Services Centres that will guide where these centres must be situated and what form they should take for effective service delivery.

SERVICE DELIVERY MEASURES

PROGRAMME 4: TRANSPORT REGULATION

Programme performance measures	Estimated performance	Medium-term estimates		
	2017/18	2018/19	2019/20	2020/21
Establishment of DLTCs	1 Sebokeng completed	1 Sebokeng completed		1
Number of TOLABs constructed by 2019	Sebokeng commenced	Sebokeng commenced	Sebokeng Practical completion	
Number of TOLABs refurbished			Tshwane	
Number of DLTCs rolled out with Computerised Learner License Test system	6 completed	6 completed		7 centre completed
Number of compliance inspections conducted	195	195	250	255
Number of permits/ operating licenses issued by 2019	9 000	9 000	9 200	10 000
Number of permits converted to operating licenses by 2019	2, 500	2, 500	2, 000	1, 500
Impact Evaluation Study of project	1	1		1
Number of fully registered minibus taxi associations in the Gauteng Province	5	5	4	3
Number of audited monitored routes completed by 2019	750	750	700	650
Number of Non Mini bus Taxi modes registered by 2019	1, 200	1, 200	1, 100	1, 000

PROGRAMME 5: GAUTRAIN

Programme description

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

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

The agreement was concluded in terms of Treasury Regulation 16 as a public-private partnership (PPP) on the basis that the concessionaire will perform the institutional function of the province for the design, construction and operation of the railway line, acquiring the use of the land on which the railway line is established and the use of the railway line itself when constructed.

Programme objectives

- Manage the concession agreement;
- Manage the project's finances, financial securities, insurance, socio-economic development objectives, assets and the maintenance thereof;

- Liaise and exchange information with the three spheres of government, interested and affected parties, institutions and professional bodies in South Africa and other countries;
- Enhance integration with the province's public transport system;
- Monitor government policies and legislation;
- Perform duties assigned by the Railway Safety Regulator;
- Protect the rail reserve and provincial transport infrastructure involved in the project in terms of the Gauteng Transport Infrastructure Act; and
- Establish and operate information and management systems

TABLE 9.14: SUMMARY OF PAYMENTS AND ESTIMATES BY SUB-PROGRAMME: GAUTRAIN

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
1. Gautrain Rapid Link	1 311 748	1 561 451	2 812 089	1 833 694	1 833 694	1 833 694	1 945 268	2 058 094	2 171 289
Total payments and estimates	1 311 748	1 561 451	2 812 089	1 833 694	1 833 694	1 833 694	1 945 268	2 058 094	2 171 289

TABLE 9.15: SUMMARY OF PAYMENTS AND ESTIMATES BY ECONOMIC CLASSIFICATION: GAUTRAIN

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
Current payments									
Transfers and subsidies to:	1 311 748	1 561 451	2 812 089	1 833 694	1 833 694	1 833 694	1 945 268	2 058 094	2 171 289
Departmental agencies and accounts	1 311 748	1 561 451	2 812 089	1 833 694	1 833 694	1 833 694	1 945 268	2 058 094	2 171 289
Payments for capital assets									
Payments for financial assets									
Total economic classification	1 311 748	1 561 451	2 812 089	1 833 694	1 833 694	1 833 694	1 945 268	2 058 094	2 171 289

The budget and expenditure within this programme are related to the maintenance and capacitation of the current systems as well as the daily operational activities. The payments for the programme increased from R1.3 billion in 2014/15, R1.6 billion in 2015/16 and R3 billion in 2016/17 financial years. The increase in 2016/17 was for the legal claims that were due during that year that Gautrain had to pay a settlement. The increases from 2017/18 until the end of the MTEF from R1.8 billion to R2.2 billion are inflationary in nature and will continue to be for the operational phase of the project

9. OTHER PROGRAMME INFORMATION

9.1 Personnel numbers and costs

TABLE 9.16: SUMMARY OF DEPARTMENTAL PERSONNEL NUMBERS AND COSTS BY COMPONENT: ROADS AND TRANSPORT

R thousands	Actual				Revised estimate				Medium-term expenditure estimate				Average annual growth over MTEF		
	2014/15		2015/16		2016/17		2017/18		2018/19		2019/20		2020/21		% Costs of Total
	Personnel numbers ¹	Costs	Personnel numbers ¹	Costs	Personnel numbers ¹	Costs	Additional posts	Filled posts	Personnel numbers ¹	Costs	Personnel numbers ¹	Costs	Personnel numbers ¹	Costs	
Salary level															
1 – 6	1 055	185 471	1 148	205 276	1 202	244 898	50	1 154	1 166	247 930	1 135	258 229	1 195	272 432	4.9%
7 – 10	590	66 032	588	238 583	548	226 696	76	475	580	244 995	596	259 650	630	273 932	2.2%
11 – 12	90	56 329	95	109 708	101	101 726	75	35	121	137 488	140	152 507	147	160 896	11.1%
13 – 16	53	180 726	51	(4 599)	47	58 000	43	43	44	72 101	55	79 899	57	84 292	31.2%
Other															9.2%
Total	1 788	488 558	1 882	548 968	1 898	631 320	201	1 707	1 911	702 514	1 926	750 285	2 029	791 552	6.9%
Programme															
1. Administration	308	124 169	352	145 121	392	158 479		398	408	143 285	424	157 555	448	166 221	7.5%
2. Transport Infrastructure	1 025	226 994	1 023	242 315	997	261 529	147	833	930	353 223	909	387 211	958	408 508	36.9%
3. Transport Operations	59	22 103	59	23 783	59	22 934	4	45	57	27 351	68	28 184	70	29 734	(47.8)%
4. Transport Regulation	396	115 293	448	137 808	450	152 871	50	431	516	178 655	525	177 335	553	187 089	8.9%
5. Gautrain															23.3%
Direct charges															
Total	1 788	488 559	1 882	549 027	1 898	595 813	201	1 707	1 911	702 514	1 926	750 285	2 029	791 552	6.9%
Employee dispensation classification															
Public Service Act appointees not covered by OSDs				405 445	1 674	1 778		1 674	1 674	512 029	1 674	540 703	1 674	570 442	5.2%
Legal Professionals				3 158	6	6		6	6	3 604	6	3 806	6	4 015	5.2%
Engineering Professions and related occupations				52 290	107	107		107	107	60 147	107	63 515	107	67 008	5.3%
Total				460 893	1 787	1 891		1 787	1 787	575 780	1 787	608 024	1 787	641 465	5.2%
															100.0%

The table above reflects the organisational structure of the Department that was approved in 2012, which meant that the recalculations and staff establishment realignments within the entire organisation is underway. This resulted in the total number of posts reducing drastically. This approved structure has been revised within most of the units since the approval and this will result in the annual changes as per the table. The increase in the compensation of employee's budget over the 2018 MTEF period is to cover inflationary increases on the current number of employees appointed on the staff establishment.

The allocated budget for compensation of employees will not be adequate for all the posts in the structure, therefore the Department will continue to fill the structure piecemeal until it is fully implemented. It should however be noted that the Department may maintain a vacancy rate of about 10 per cent of the total posts in the organisational structure throughout all the units.

9.2 Training

TABLE 9.17: INFORMATION ON TRAINING: ROADS AND TRANSPORT

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
Number of staff	1 788	1 882	1 898	1 908	1 908	1 908	1 911	1 926	2 029
Number of personnel trained	1 800	700	750	800	800	800	850	900	950
of which									
Male	900	450	400	400	400	400	400	450	475
Female	900	250	350	400	400	400	450	450	475
Number of training opportunities	60	80	90	95	95	95	101	106	112
of which									
Tertiary	60	80	90	95	95	95	101	106	112
Number of bursaries offered	60	80	120	120	120	120	120	120	127
Number of interns appointed	10	30	45	50	50	50	55	60	63
Number of learnerships appointed	10	30	25	30	30	30	35	40	42
Payments on training by programme									
1. Administration	3 210	2 573	2 802	2 823	2 823	2 823	2 986	3 154	3 327
2. Transport Infrastructure	2 420	5 535	5 862	5 890	5 890	5 890	6 232	6 581	6 943
3. Transport Operations	720	805	862	869	869	869	919	970	1 023
4. Transport Regulation	1 250	2 622	2 770	2 782	2 782	2 782	2 943	3 108	3 279
5. Gautrain									
Total payments on training	7 600	11 535	12 295	12 363	12 363	12 363	13 080	13 813	14 572

The number of bursaries has increased and is adjusted annually based on the number of graduates and drop-out rates. The Department conducted bursary audits which informed the increase as well as the costing attached to study fees. In addition, the Department grants internal Departmental bursaries based on the number of applications received per annum and the costs attached to them.

The Department continued to provide internship programmes to youth graduates country-wide in line with government's drive to achieve the aspirations of a development state. The budget for training is centralised in programme one under corporate services for better coordination and management. The increase in external bursaries over the MTEF is based on potential students' graduates.

The Department ensures the supply of technical graduates through a bursary scheme on an annual basis to cater for the demand within the Department and the sector. Employing these graduates will have an impact on the compensation of employee's budget and on acquiring their tools of trade and infrastructure

9.3 Reconciliation of structural changes

No changes

Annexure to the Estimates of Provincial Revenue and Expenditure

TABLE 9.19: SPECIFICATION OF RECEIPTS: ROADS AND TRANSPORT

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
Tax receipts	2 949 662	3 217 032	3 404 962	3 396 424	3 606 173	3 606 173	3 811 724	4 025 181	4 246 566
Motor vehicle licences	2 949 662	3 217 032	3 404 962	3 396 424	3 606 173	3 606 173	3 811 724	4 025 181	4 246 566
Sales of goods and services other than capital assets	53 937	54 970	58 918	75 176	75 176	75 176	79 537	83 991	88 611
Sale of goods and services produced by department (excluding capital assets)	53 937	54 970	58 918	75 176	75 176	75 176	79 537	83 991	88 611
Sales by market establishments	53 937	54 970	58 918	75 176	75 176	75 176	79 537	83 991	88 611
Transfers received from:									
Fines, penalties and forfeits									
Interest, dividends and rent on land	28	61	15	60	60	60	63	67	71
Interest	28	61	15	60	60	60	63	67	71
Sales of capital assets		4 491	12 705			7 415			
Other capital assets		4 491	12 705			7 415			
Transactions in financial assets and liabilities	2 236	1 673	537	1 500	1 500	1 500	1 587	1 676	1 768
Total departmental receipts	3 005 863	3 278 227	3 477 137	3 473 160	3 682 909	3 690 324	3 892 911	4 110 915	4 337 016

TABLE 9.20: PAYMENTS AND ESTIMATES BY ECONOMIC CLASSIFICATION: ROADS AND TRANSPORT

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
Current payments	1 339 452	1 336 094	1 750 232	1 460 248	1 926 437	1 912 492	2 274 844	2 150 211	2 162 841
Compensation of employees	488 559	549 027	595 813	647 972	647 972	650 822	702 514	750 285	799 053
Salaries and wages	423 026	471 723	510 048	540 740	540 740	557 294	553 294	624 959	666 836
Social contributions	65 533	77 304	85 765	107 232	107 232	93 528	149 220	125 326	132 217
Goods and services	850 666	786 608	1 154 417	811 956	1 245 645	1 228 905	1 572 070	1 399 666	1 363 514
Administrative fees	831	1 090	840	1 210	1 190	1 251	1 275	1 490	1 715
Advertising	8 353	10 927	8 183	11 000	8 362	9 109	10 040	11 060	12 168
Minor assets	1 842	1 900	1 698	200	2 550	3 269	200	200	220
Audit cost: External	5 432	6 273	4 897	6 000	6 000	6 499	6 200	6 500	7 000
Bursaries: Employees	562	1 418	943	2 000	2 000	1 770	2 100	2 200	2 500
Catering: Departmental activities	894	1 625	2 712	2 260	2 120	2 138	2 640	3 190	3 489
Communication (G&S)	14 020	11 611	21 388	21 500	21 507	19 243	10 160	11 180	12 196
Computer services	6 879	4 517	19 475	17 200	24 700	30 888	22 000	16 000	16 660
Consultants and professional services: Business and advisory services	19 092	22 977	32 023	45 300	44 625	32 978	43 100	42 700	54 145
Infrastructure and planning	9 685	13 270	15 082	16 862	20 562	20 562	30 100	11 600	7 110
Laboratory services	66	314	421		350	250			
Legal services	17 299	11 862	17 407	8 200	8 200	13 690	11 282	14 860	15 685
Contractors	669 260	576 047	836 496	461 829	874 054	883 851	1 169 279	989 630	933 660
Agency and support / outsourced services	231		622	2 140					
Fleet services (including government motor transport)	10 839	8 524	4 513	15 274	10 449	7 370	16 869	16 869	17 797
Inventory: Clothing material and accessories	45	1 549	3 708		2 641	4 850	3 500	3 600	3 700
Inventory: Farming supplies	76								
Inventory: Fuel, oil and gas	253		1 082			368	5 000	5 100	5 200
Inventory: Materials and supplies	1 085	16 933	12 885	20 372	33 177	11 427	15 000	16 000	16 500
Inventory: Medical supplies	426								
Inventory: Other supplies	831	2 708	3 414	16 654	10 154	9 079	21 552	31 484	22 078

Consumable supplies	1 986	2 663	6 253		2 521	1 661	420	525	580
Consumable: Stationery, printing and office supplies	17 580	21 858	82 563	81 037	81 042	81 329	87 525	93 303	98 438
Operating leases	8 567	12 753	19 693	15 295	17 095	16 175	17 548	19 010	20 052
Property payments	35 659	36 173	32 355	37 293	41 293	43 800	60 920	66 120	73 563
Transport provided: Departmental activity	705	413	641	100	100	126	110	120	127
Travel and subsistence	10 610	10 905	11 663	14 270	14 720	13 884	14 980	15 630	16 487
Training and development	4 429	5 771	8 601	13 000	13 000	10 215	18 000	19 000	20 000
Operating payments	103	295	148						
Venues and facilities	3 021	2 232	2 444	2 960	2 710	2 732	2 270	2 295	2 444
Rental and hiring	5		2 267		523	391			
Interest and rent on land	227	459	2	320	32 820	32 765	260	260	274
Interest	225	459	2	320	32 820	32 765	260	260	274
Rent on land	2								
Transfers and subsidies	3 470 779	3 527 500	5 163 865	4 158 224	4 248 274	4 251 826	4 431 965	4 684 484	4 967 829
Provinces and municipalities	1 256	1 079	1 581	2 000	2 000	2 000	2 500	2 700	2 900
Municipalities	1 252	1 079	1 581	2 000	2 000	2 000	2 500	2 700	2 900
Municipalities	1 252	1 079	1 581	2 000	2 000	2 000	2 500	2 700	2 900
Departmental agencies and accounts	1 311 748	1 561 451	2 812 089	1 833 694	1 833 694	1 833 694	1 945 268	2 058 094	2 171 289
Provide list of entities receiving transfers	1 311 748	1 561 451	2 812 089	1 833 694	1 833 694	1 833 694	1 945 268	2 058 094	2 171 289
Public corporations and private enterprises	1 900 024	1 959 610	2 340 673	2 315 535	2 315 535	2 316 753	2 476 667	2 615 700	2 788 796
Private enterprises	1 900 024	1 959 610	2 340 673	2 315 535	2 315 535	2 316 753	2 476 667	2 615 700	2 788 796
Other transfers	1 900 024	1 959 610	2 340 673	2 315 535	2 315 535	2 316 753	2 476 667	2 615 700	2 788 796
Households	257 751	5 360	9 522	6 995	97 045	99 379	7 530	7 990	4 844
Social benefits	407	3 035	1 604	3 365	3 415	3 524	3 680	3 930	4 147
Other transfers to households	257 344	2 325	7 918	3 630	93 630	95 855	3 850	4 060	697
Payments for capital assets	1 001 973	1 378 676	857 806	1 213 819	792 927	793 208	1 007 010	1 434 971	823 455
Buildings and other fixed structures	938 410	1 179 703	759 292	1 193 479	770 671	770 970	972 350	1 403 851	790 656
Other fixed structures	938 410	1 179 703	759 292	1 193 479	766 971	745 664	968 050	1 399 851	790 656
Machinery and equipment	63 299	198 836	98 296	18 040	21 256	21 235	28 860	28 760	30 309
Transport equipment	2 552	185 133	81 187	8 580	7 256	6 451	19 610	18 610	19 138
Other machinery and equipment	60 747	13 703	17 109	9 460	14 000	14 784	9 250	10 150	11 171
Software and other intangible assets	264	137	218	2 300	1 000	1 003	5 800	2 360	2 490
Payments for financial assets	59 880	17 031	86			150			
Total economic classification	5 872 084	6 259 301	7 771 989	6 832 291	6 967 638	6 957 676	7 713 818	8 269 666	7 954 125

TABLE 9.21: PAYMENTS AND ESTIMATES BY ECONOMIC CLASSIFICATION: ADMINISTRATION

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
Current payments	203 629	232 137	258 195	309 484	304 934	305 893	342 744	372 323	386 750
Compensation of employees	124 169	145 121	158 479	171 590	169 590	171 471	188 460	202 514	213 654
Salaries and wages	110 204	127 451	138 042	147 057	145 057	149 748	160 585	172 424	181 908
Social contributions	13 965	17 670	20 437	24 533	24 533	21 723	27 875	30 090	31 746
Goods and services	79 451	86 558	99 716	137 814	135 264	134 396	154 224	169 749	173 033
Administrative fees	555	634	518	700	750	832	1 030	1 235	1 440
Advertising	3 881	5 416	3 900	6 300	4 347	5 159	4 820	5 520	6 322
Minor assets	1 123	778	194	200	1 700	2 439	200	200	220
Audit cost: External	5 432	6 273	4 897	6 000	6 000	6 499	6 200	6 500	7 000
Bursaries: Employees	562	1 418	943	2 000	2 000	1 770	2 100	2 200	2 500
Catering: Departmental activities	797	956	2 418	1 450	1 460	1 440	2 370	2 900	3 159
Communication (G&S)	13 957	11 542	18 439	21 400	21 400	19 047	10 060	11 080	12 090
Computer services	6 335	4 160	17 589	15 200	22 700	28 888	22 000	16 000	16 660

Consultants and professional services: Business and advisory services	1 809	1 665	964	4 300	4 175	1 442	4 100	3 700	4 100
Legal services	3 751	4 362	6 562	4 000	4 000	5 391	5 032	7 000	7 385
Contractors	4 006	6 660	272	8 700	700	737	3 000	3 100	3 300
Fleet services (including government motor transport)	3 555	3 896	2 116	5 180	4 520	3 725	5 740	5 740	6 056
Inventory: Clothing material and accessories	22								
Inventory: Farming supplies	76								
Inventory: Fuel, oil and gas	206								
Inventory: Materials and supplies	254								
Inventory: Medical supplies	426								
Inventory: Other supplies	831			10 654	4 654	3 579	8 852	18 684	8 793
Consumable supplies	1 614	1 599	421		1 390	814	420	525	580
Consumable: Stationery, printing and office supplies	3 484	2 565	3 715	7 730	6 745	6 108	7 660	8 370	8 832
Operating leases	648	637	2 041	500	700	1 705	400	430	450
Property payments	17 851	23 641	21 168	24 000	28 500	28 394	45 500	50 700	56 900
Transport provided: Departmental activity	705	413	641	100	100	126	110	120	127
Travel and subsistence	1 198	2 353	2 646	4 300	3 800	3 578	4 580	4 690	4 948
Training and development	4 261	5 771	8 601	13 000	13 000	10 215	18 000	19 000	20 000
Operating payments	39	239	27						
Venues and facilities	2 068	1 580	1 644	2 100	2 100	2 117	2 050	2 055	2 171
Rental and hiring	5				523	391			
Interest and rent on land	9	458		80	80	26	60	60	63
Interest	9	458		80	80	26	60	60	63
Transfers and subsidies	345	169	948	500	550	666	550	550	580
Households	341	169	948	500	550	666	550	550	580
Social benefits	312	169	9	500	550	666	550	550	580
Other transfers to households	29		939						
Payments for capital assets	7 909	6 870	3 768	11 380	13 180	13 996	15 810	13 170	14 129
Buildings and other fixed structures	27								
Other fixed structures	27								
Machinery and equipment	7 618	6 870	3 568	10 880	12 180	12 993	11 810	12 610	13 538
Transport equipment	703	679	617	3 420	2 920	240	3 760	3 760	3 967
Other machinery and equipment	6 915	6 191	2 951	7 460	9 260	12 753	8 050	8 850	9 571
Software and other intangible assets	264		200	500	1 000	1 003	4 000	560	591
Payments for financial assets	59 593	37	3			36			
Total economic classification	271 476	239 213	262 914	321 364	318 664	320 591	359 104	386 043	401 459

TABLE 9.22: SUMMARY OF PAYMENTS AND ESTIMATES BY ECONOMIC CLASSIFICATION: TRANSPORT INFRASTRUCTURE

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
Current payments	933 081	870 171	1 169 343	831 107	1 287 846	1 275 031	1 528 073	1 383 077	1 343 384
Compensation of employees	226 994	242 315	261 529	305 864	293 864	287 686	279 404	329 607	347 735
Salaries and wages	194 190	205 189	221 447	250 297	238 297	243 577	223 209	269 339	284 153
Social contributions	32 804	37 126	40 082	55 567	55 567	44 109	56 195	60 268	63 582
Goods and services	705 872	627 855	907 812	525 183	961 422	954 786	1 248 619	1 053 420	995 596
Administrative fees	260	439	303	480	380	359	180	190	210
Advertising	3 245	4 980	4 124	4 000	3 315	3 357	4 450	4 750	5 012
Minor assets	197	178	610		100	80			
Catering: Departmental activities	87	77	164	210	210	214	120	140	170

Communication (G&S)	39	9	1 521	7	11				
Computer services	78	6							
Consultants and professional services: Business and advisory services				8 000	7 450	6 190			
Infrastructure and planning	9 685	13 270	15 082	16 862	20 562	20 562	30 100	11 600	7 110
Laboratory services	66	314	421		350	250			
Legal services	5 157	5 278	7 768	2 200	2 200	7 109	3 050	4 060	4 290
Contractors	664 270	568 473	833 933	450 309	868 394	878 154	1 161 319	981 570	925 127
Agency and support / outsourced services	7								
Fleet services (including government motor transport)	1 304	858	769	5 220	2 885	889	5 835	5 835	6 156
Inventory: Clothing material and accessories		1 549	3 708		2 641	4 850	3 500	3 600	3 700
Inventory: Fuel, oil and gas	47		1 082			368	5 000	5 100	5 200
Inventory: Materials and supplies	795	16 933	12 885	20 372	33 177	11 427	15 000	16 000	16 500
Consumable supplies	26	923	5 723		1 131	847			
Consumable: Stationery,printing and office supplies	993	1 183	1 845	707	1 197	1 138	915	915	966
Operating leases			1 157		450	587			
Property payments	11 764	6 258	6 376	8 873	8 373	10 358	11 000	11 000	12 000
Travel and subsistence	7 681	6 710	7 460	7 700	8 350	7 881	8 100	8 600	9 075
Training and development	168								
Operating payments	3		80						
Venues and facilities		417	534	250	250	155	50	60	80
Rental and hiring			2 267						
Interest and rent on land	215	1	2	60	32 560	32 559	50	50	53
Interest	215	1	2	60	32 560	32 559	50	50	53
Transfers and subsidies	258 134	5 625	10 027	7 730	97 730	99 965	8 670	9 310	6 288
Provinces and municipalities	1 252	1 079	1 581	2 000	2 000	2 000	2 500	2 700	2 900
Municipalities	1 252	1 079	1 581	2 000	2 000	2 000	2 500	2 700	2 900
Municipalities	1 252	1 079	1 581	2 000	2 000	2 000	2 500	2 700	2 900
Households	256 882	4 546	8 446	5 730	95 730	97 965	6 170	6 610	3 388
Social benefits		2 235	1 467	2 700	2 700	2 567	2 940	3 180	3 356
Other transfers to households	256 882	2 311	6 979	3 030	93 030	95 398	3 230	3 430	32
Payments for capital assets	904 705	1 284 326	781 705	1 137 320	726 728	737 889	982 940	1 413 941	805 260
Buildings and other fixed structures	851 823	1 096 261	692 676	1 133 840	721 332	730 881	968 050	1 399 851	790 656
Other fixed structures	851 823	1 096 261	692 676	1 133 840	721 332	730 881	968 050	1 399 851	790 656
Machinery and equipment	52 882	187 928	89 029	3 480	5 396	7 008	14 890	14 090	14 604
Transport equipment	348	182 153	79 355	3 480	2 656	5 715	13 890	12 890	13 104
Other machinery and equipment	52 534	5 775	9 674		2 740	1 293	1 000	1 200	1 500
Software and other intangible assets		137							
Payments for financial assets	278	16 990	76			92			
Total economic classification	2 096 198	2 177 112	1 961 151	1 976 157	2 112 304	2 112 977	2 519 682	2 806 328	2 154 932

TABLE 9.23: PAYMENTS AND ESTIMATES BY ECONOMIC CLASSIFICATION: TRANSPORT OPERATIONS

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
Current payments	46 589	41 039	58 763	62 932	62 932	55 109	111 650	78 928	91 892
Compensation of employees	22 103	23 783	22 934	26 282	26 282	27 695	62 950	29 668	31 300
Salaries and wages	19 224	20 416	19 485	22 250	22 250	23 777	24 800	25 500	26 903
Social contributions	2 879	3 367	3 449	4 032	4 032	3 918	38 150	4 168	4 397
Goods and services	24 486	17 256	35 829	36 650	36 650	27 414	48 700	49 260	60 592
Advertising	718	241		300	300	193	320	340	359
Minor assets	8	13	4						

Catering: Departmental activities	352	46	100	100	134	50	50	50	
Communication (G&S)		749			85				
Consultants and professional services: Business and advisory services	15 624	13 880	31 059	33 000	33 000	25 346	39 000	39 000	50 045
Legal services	6 930	1 507	2 229	1 000	1 000	190	2 000	2 500	2 638
Agency and support / outsourced services			290						
Fleet services (including government motor transport)	248	349	427	1 020	720	432	1 020	1 020	1 076
Consumable supplies	2	5	2						
Consumable: Stationery,printing and office supplies	69	209	18	400	400	228	450	450	475
Operating leases			271		300	21			
Travel and subsistence	887	669	681	770	770	625	800	840	886
Venues and facilities		31	53	60	60	160	60	60	63
Transfers and subsidies	1 900 024	1 959 692	2 340 695	2 315 635	2 315 635	2 316 836	2 476 787	2 615 830	2 788 933
Public corporations and private enterprises	1 900 024	1 959 610	2 340 673	2 315 535	2 315 535	2 316 753	2 476 667	2 615 700	2 788 796
Private enterprises	1 900 024	1 959 610	2 340 673	2 315 535	2 315 535	2 316 753	2 476 667	2 615 700	2 788 796
Other transfers	1 900 024	1 959 610	2 340 673	2 315 535	2 315 535	2 316 753	2 476 667	2 615 700	2 788 796
Households		82	22	100	100	83	120	130	137
Social benefits		82	22	100	100	45	120	130	137
Payments for capital assets	40 056	18 437	17 055	7 680	11 680	1 781	680	680	717
Buildings and other fixed structures	39 012	17 826	16 599	7 000	11 000	1 750			
Buildings									
Other fixed structures	39 012	17 826	16 599	7 000	11 000	1 750			
Machinery and equipment	1 044	611	456	680	680	31	680	680	717
Transport equipment	464	433	315	680	680	31	680	680	717
Other machinery and equipment	580	178	141						
Payments for financial assets									
Total economic classification	1 986 669	2 019 168	2 416 513	2 386 247	2 390 247	2 373 726	2 589 117	2 695 438	2 881 542

TABLE 9.24: PAYMENTS AND ESTIMATES BY ECONOMIC CLASSIFICATION: TRANSPORT REGULATION

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
Current payments	156 153	192 747	263 931	256 725	270 725	276 459	292 377	315 883	340 815
Compensation of employees	115 293	137 808	152 871	144 236	158 236	163 970	171 700	188 496	206 364
Salaries and wages	99 408	118 667	131 074	121 136	135 136	140 192	144 700	157 696	173 872
Social contributions	15 885	19 141	21 797	23 100	23 100	23 778	27 000	30 800	32 492
Goods and services	40 857	54 939	111 060	112 309	112 309	112 309	120 527	127 237	134 293
Administrative fees	16	17	19	30	60	60	65	65	65
Advertising	509	290	159	400	400	400	450	450	475
Minor assets	514	931	890		750	750			
Catering: Departmental activities	10	240	84	500	350	350	100	100	110
Communication (G&S)	24	60	679	100	100	100	100	100	106
Computer services	466	351	1 886	2 000	2 000	2 000			
Consultants and professional services: Business and advisory services	1 659	7 432							
Legal services	1 461	715	848	1 000	1 000	1 000	1 200	1 300	1 372
Contractors	984	914	2 291	2 820	4 960	4 960	4 960	4 960	5 233
Agency and support / outsourced services	224		332	2 140					
Fleet services (including government motor transport)	5 732	3 421	1 201	3 854	2 324	2 324	4 274	4 274	4 509

Inventory: Clothing material and accessories	23								
Inventory: Materials and supplies	36								
Inventory: Other supplies		2 708	3 414	6 000	5 500	5 500	7 700	7 800	8 285
Consumable supplies	344	136	107						
Consumable: Stationery, printing and office supplies	13 034	17 901	76 985	72 200	72 700	73 855	78 500	83 568	88 165
Operating leases	7 919	12 116	16 224	14 795	15 645	13 862	17 148	18 580	19 602
Property payments	6 044	6 274	4 811	4 420	4 420	5 048	4 420	4 420	4 663
Transport provided: Departmental activity									
Travel and subsistence	844	1 173	876	1 500	1 800	1 800	1 500	1 500	1 578
Operating payments	61	56	41						
Venues and facilities	953	204	213	550	300	300	110	120	130
Interest and rent on land	3			180	180	180	150	150	158
Interest	1			180	180	180	150	150	158
Rent on land	2								
Transfers and subsidies	528	563	106	665	665	665	690	700	739
Households	528	563	106	665	665	665	690	700	739
Social benefits	95	549	106	65	65	246	70	70	74
Other transfers to households	433	14		600	600	419	620	630	665
Payments for capital assets	49 303	69 043	55 278	57 439	41 339	39 542	7 580	7 180	3 349
Buildings and other fixed structures	47 548	65 616	50 017	52 639	38 339	38 339	4 300	4 000	
Other fixed structures	47 548	65 616	50 017	52 639	34 639	13 033			
Machinery and equipment	1 755	3 427	5 243	3 000	3 000	1 203	1 480	1 380	1 450
Transport equipment	1 037	1 868	900	1 000	1 000	465	1 280	1 280	1 350
Other machinery and equipment	718	1 559	4 343	2 000	2 000	738	200	100	100
Software and other intangible assets			18	1 800			1 800	1 800	1 899
Payments for financial assets	9	4	7			22			
Total economic classification	205 993	262 357	319 322	314 829	312 729	316 688	300 647	323 763	344 903

TABLE 9.25: PAYMENTS AND ESTIMATES BY ECONOMIC CLASSIFICATION: GAUTRAIN

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
Current payments									
Transfers and subsidies	1 311 748	1 561 451	2 812 089	1 833 694	1 833 694	1 833 694	1 945 268	2 058 094	2 171 289
Departmental agencies and accounts	1 311 748	1 561 451	2 812 089	1 833 694	1 833 694	1 833 694	1 945 268	2 058 094	2 171 289
Provide list of entities receiving transfers	1 311 748	1 561 451	2 812 089	1 833 694	1 833 694	1 833 694	1 945 268	2 058 094	2 171 289
Payments for capital assets									
Payments for financial assets									
Total economic classification	1 311 748	1 561 451	2 812 089	1 833 694	1 833 694	1 833 694	1 945 268	2 058 094	2 171 289

TABLE 9.26: PAYMENTS AND ESTIMATES BY ECONOMIC CLASSIFICATION: PUBLIC TRANSPORT OPERATIONS GRANT

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
Current payments									
Transfers and subsidies	1 786 647	1 849 789	2 035 389	2 315 535	2 315 535	2 315 535	2 306 888	2 436 074	2 599 291
Public corporations and private enterprises	1 786 647	1 849 789	2 035 389	2 315 535	2 315 535	2 315 535	2 306 888	2 436 074	2 599 291
Public corporations	1 786 647	1 849 789	2 035 389	2 315 535	2 315 535	2 315 535	2 306 888	2 436 074	2 599 291
Other transfers	1 786 647	1 849 789	2 035 389	2 315 535	2 315 535	2 315 535	2 306 888	2 436 074	2 599 291
Payments for capital assets									
Payments for financial assets									

Total economic classification	1 786 647	1 849 789	2 035 389	2 315 535	2 315 535	2 315 535	2 306 888	2 436 074	2 599 291
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TABLE 9.27: PAYMENTS AND ESTIMATES BY ECONOMIC CLASSIFICATION: PROVINCIAL ROADS MAINTENANCE GRANT

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
Current payments	514 893	455 091	501 197	656 183	656 183	656 183	742 522	636 028	670 914
Goods and services	514 893	455 091	501 197	656 183	656 183	656 183	742 522	636 028	670 914
Contractors	514 893	455 091	501 197	656 183	656 183	656 183	742 522	636 028	670 914
Transfers and subsidies									
Payments for capital assets									
Payments for financial assets									
Total economic classification	514 893	455 091	501 197	656 183	656 183	656 183	742 522	636 028	670 914

TABLE 9.28: PAYMENTS AND ESTIMATES BY ECONOMIC CLASSIFICATION: EPWP INTEGRATED GRANT

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
Current payments	2 925	2 516	2 449	6 504	6 504	6 504	6 490		
Goods and services	2 925	2 516	2 449	6 504	6 504	6 504	6 490		
Contractors	2 925	2 516	2 449	6 504	6 504	6 504	6 490		
Transfers and subsidies									
Payments for capital assets									
Payments for financial assets									
Total economic classification	2 925	2 516	2 449	6 504	6 504	6 504	6 490		