



Western Cape
Government

Transport and Public Works



Annual Report 2016/2017



**Western Cape
Government**

Transport and Public Works

DEPARTMENT OF TRANSPORT AND PUBLIC WORKS

Western Cape Government

VOTE 10

ANNUAL REPORT
2016-2017

PR: 88/2017

ISBN: 978-0-621-45324-9

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Part A General Information

Part A: General information

1 Department's general information

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2 Acronyms

AARTO	Administrative Adjudication of Road Traffic Offences Act, 1998
AEC	Alcohol evidence centre
AGM	Annual general meeting
AGSA	Auditor-General of South Africa
ANPR	Automatic Number Plate Recognition system
AO	Accounting Officer
APP	Annual Performance Plan
ASIDI	Accelerated Schools Infrastructure Delivery Initiative
ASOD	Average Speed Over Distance system
BAS	Basic Accounting System
BBBEE	Broad-based black economic empowerment
BEE	Black economic empowerment
BLM	Better Living Model
C-AMP	Custodian Immovable Asset Management Plan
CBD	Central business district
CD	Chief Director
CE-I	Centre for e-Innovation
CFO	Chief Financial Officer
CGRO	Corporate Governance Review and Outlook
CIDB	Construction Industry Development Board
CMAP	Conflict Management Action Plan
CoCT	City of Cape Town
CODETA	Congress of Democratic Taxi Associations
COE	Compensation of employees
COTO	Committee of Transport Officials
CSC	Corporate Services Centre, Department of the Premier
CSD	Central Supplier Database
CSIR	Council for Scientific and Industrial Research
CWDM	Cape Winelands District Municipality
DAR	Dial-a-Ride
DCGIP	Departmental Corporate Governance Improvement Plan
DDG	Deputy Director-General
DLTC	Driving licence testing centre
DoH	Department of Health (Western Cape)
DORA	Division of Revenue Act (annual)
DotP	Department of the Premier
DRE	District Roads Engineer
DPSA	Department of Public Service and Administration
DSP	District Safety Plan
DTI	Department of Trade and Industry
DTIMS	Deighton's Total Infrastructure Management System
DTPW	Department of Transport and Public Works
EBAT	Evidentiary breath alcohol testing

ECM	Enterprise Content Management system
ECSA	Engineering Council of South Africa
EDL	Examiner of driving licences
EDO	Education district office
EDULIS	Education Library and Information Service
EG4C	e-Government for Citizens
EHWP	Employee Health and Wellness Programme
EmpIA	Empowerment impact assessment
eNATIS	Electronic National Administration Traffic Information System
EOV	Examiner of vehicles
EPM	Enterprise Project Management system
EPWP	Expanded Public Works Programme
EPWPIG	Expanded Public Works Incentive Grant
ERM	Enterprise risk management
ERMCO	Enterprise Risk Management Committee
ETIR	Empowerment target implementation report
FTE	Full-time equivalent
GABS	Golden Arrow Bus Services
GBCSA	Green Building Council of South Africa
GIAMA	Government Immovable Asset Management Act, 2007
GIPTN	George Integrated Public Transport Network
GLTC	Gene Louw Traffic College
GMT	Government Motor Transport
GPEP	Graduate Professional Engineering Programme
HBNH	Helen Bowden Nursing Home
HCT	HIV & AIDS counselling and testing
HIA	Heritage impact assessment
HR	Human resources
HVAC	Heating, ventilation and air conditioning
IAM	Immovable Asset Management
IAR	Immovable Asset Register
ICT	Information and communication technology
IDMS	Infrastructure Delivery Management System
IDP	Integrated development plan/ integrated development planning
IDZ	Industrial development zone
IFMS	Integrated Financial Management System
IGA	Inter-governmental agreement
IME	Integrated municipal engagement
IPTN	Integrated public transport network
IPS	Integrated Procurement System
ITP	Integrated transport plan/planning
JPI	Joint planning initiative
km	kilometre
kWp	kilowatt peak
LCU	Live capturing unit
LOGIS	Logistical Information System

m ²	square metre
MEC	Member of the (provincial) Executive Council (Provincial Minister)
MERSETA	Manufacturing, Engineering and Related Services Sector Education and Training Authority
MOA	Memorandum of agreement
MPAT	Management Performance Assessment Tool
MTEF	Medium Term Expenditure Framework
MWh	megawatt-hour
NCOP	National Council of Provinces
NDoT	National Department of Transport
NDP	National Development Plan
NGO	Non-governmental organisation
NLTA	National Land Transport Act, 2009
NLTIS	National Land Transport Information System
NMT	Non-motorised transport
NPTR	National Public Transport Regulator
NRTA	National Road Traffic Act, 1996
NT	National Treasury
NTC	National Technical Certificate
NYS	National Youth Service
OLA	Operating Licence Adjudication
OSD	Occupation Specific Dispensation
PAC	Public Accounts Committee
PAIA	Promotion of Access to Information Act, 2000
PAJA	Promotion of Administrative Justice Act, 2000
PAY	Premier's Advancement of Youth project
PDP	Professional Development Programme
PER	Property Efficiency Report
PERMIS	Performance Management Information System
PERSAL	Personnel Salary system
PET	Participatory Education Technique
PFMA	Public Finance Management Act, 1999
PFS	Provincial Forensic Service
PPC	Provincial Property Committee
PPI	Producer Price Index
PPP	Public-private partnership
PPPFA	Preferential Procurement Policy Framework Act, 2000
PPTIF	Provincial Public Transport Institutional Framework
PRASA	Passenger Rail Agency of South Africa
PRE	Provincial Regulatory Entity
PRMG	Provincial Roads Maintenance Grant
PSETA	Public Service Sector Education and Training Authority
PSG	Provincial Strategic Goal
PSR	Public Service Regulations
PSRMF	Public Sector Risk Management Framework
PSTP	Provincial Sustainable Transport Programme

PTOG	Public Transport Operations Grant
RA	Registering authority
RAMP	Road Access Management Plan
RAMS	Road Asset Management System
RCAM	Road Classification and Access Management
RISFSA	Road Infrastructure Strategic Framework for South Africa
RNIS	Road Network Information System
RNM	Road Network Management
RPM	Rational Portfolio Manager
RSM	Road Safety Management
RTMC	Road Traffic Management Corporation
RWOPS	Remunerative Work Outside the Public Service policy
SACPCMP	South African Council for Project and Construction Management Professions
SANRAL	South African National Roads Agency
SAPS	South African Police Service
SASSETA	Safety and Security Sector Education and Training Authority
SCM	Supply Chain Management
SDIP	Service Delivery Improvement Plan
SETA	Sector education and training authority
SLA	Service level agreement
SMS	Senior Management Service
SNPs	Special needs passengers
SOP	Standard operating procedure
TMH	Technical Methods for Highways
TRUP	Two Rivers Urban Park
TVET	Technical and vocational training
U-AMP	User Immovable Asset Management Plan
VTA	Vrygrond Taxi Association
VTs	Vehicle testing station
WCG	Western Cape Government
WCBD	Western Cape Bid Document
WCED	Western Cape Education Department
WCPP	Western Cape Provincial Parliament
WCSD	Western Cape Supplier Database

3 Foreword by the Provincial Minister

This AR is the second opportunity to report on the implementation of the DTPW's Strategic Plan for the period 2015/2016 to 2019/2020. While 2016/2017 has been characterised by several challenges, some of which were bought to bear through a changing international environment and some through domestic policy uncertainty, DTPW has continued to make steady progress towards the goals outlined in the Strategic Plan.

Rail, while not under the direct control of the WCG, is a fundamental element of the public transport system that must function effectively if we are to improve the lives of thousands of commuters and increase their participation in the economic, social and educational life of our Province. Tremendous effort has been expended in interactions with Metrorail/PRASA and the previous Minister of Transport, Dipuo Peters, in an attempt to get them to implement measures that will arrest the ongoing deterioration and lead to an improvement in this critical public service. Despite these initiatives the system continues to deteriorate as a result of vandalism, economic sabotage and poor corporate management of PRASA overall.

Notwithstanding this, my department and I remain committed to assisting the relevant authorities to find implementable and sustainable solutions to these challenges. We are also moving ahead with the strengthening of our influence by legislating in the transport domain.

Bad road-user behaviour continued to be addressed in order to save lives on our roads. Road Safety communication campaigns were launched in an attempt to impact on how drivers, passengers and pedestrians use the road environment. It is my view that all of us have to take personal responsibility for our actions and to learn to respect one another. The re-implementation of the EBAT and the co-ordinated effects through the Overberg District Safety Plan appear to be having positive impact. This will remain a focus area for me through the remainder of this term.

Infrastructure investment is central to economic enablement and socio-economic development. As the custodian of almost R200 billion worth of Western Cape Government (WCG)-owned immovable infrastructure assets (roads and property) and as implementation agent for provincial infrastructure, we continued to construct and maintain infrastructure, whilst maximising opportunities for improving socio-economic conditions and job creation in the Western Cape. The DTPW continued to encourage and support greener approaches to design and construction in the built environment and construction industries. In the year under review, the Department took steps to reduce water consumption in WCG buildings by, amongst others, modifying water-cooled air conditioning systems. Funds were allocated to implement smart metering in key properties to inform further improvement.

Thank you to the Standing Committee on Transport and Public Works as well as the Public Accounts Committee for their robust debate and the oversight role they have played in the year under review.

Finally, I would like to take this opportunity to acknowledge the dedicated men and women in the Department of Transport and Public Works. It is through their hard work that we continue on the journey to improve our services, strengthen our support for the economy and contribute to making the Western Cape Better Together.

A handwritten signature in black ink, appearing to read 'D. Grant', enclosed within a thin black rectangular border.

Donald Grant

Provincial Minister of Transport and Public Works

Date: 30 August 2017

4 Report of the Accounting Officer (AO)

4.1 Overview of the operations of the DTPW

The year 2016/17 was a challenging and exciting year in which the DTPW had to find ways to deliver services in spite of resource constraints, and also had to find innovative ways to protect scarce natural resources through planning for and implementing energy- and water-saving measures.

During the year under review, the DTPW was challenged on its disposal policy for immovable property, bringing the delivery of affordable housing back into the public eye. This issue is explored in more detail elsewhere in this report.

Notwithstanding weak economic growth during the year under review which reduced the amount of fiscal resources available to fulfil its service delivery mandate, the DTPW succeeded in creating the maximum socio-economic impact that available resources allowed.

To mitigate the negative pressure on state finances, strong central government measures to restore a sustainable fiscal trajectory, were implemented. One of these measures was the containment of compensation of employees (COE) expenditure. Upper limits were set on COE expenditure and only a limited number of critical posts, mainly in the infrastructure and traffic management components, could be filled. Cost containment measures were applied to goods and services, and certain projects in the procurement plan were analysed to consider the potential contribution that framework contracts, pricing and packaging strategies could make to increasing delivery capacity.

Notwithstanding the challenges set out above, the workforce of the DTPW has shown real commitment to the Department's vision. Despite critical capacity challenges in core service delivery areas of between 40 and 60 per cent, the DTPW still managed to spend over 99 per cent of the funds it was allocated for the financial year under review. In its role as the implementing agent for the delivery of infrastructure for the provincial departments of Health and Education, the DTPW also spent the infrastructure allocations of these departments during the year under review.

Empowerment, always a high priority on the DTPW development agenda, cuts across all functions and programmes. In the year under review, the DTPW created job and development opportunities to promote empowerment and to strengthen the supply of scarce skills in the built environment sector. These are further detailed in the service delivery section of this report.

The DTPW developed a Service Delivery Improvement Plan (SDIP) for the Medium Term Expenditure Framework (MTEF) period 2016/17 – 2019/20 which is informed by its strategic plan and which is aligned to its Annual Performance Plan (APP) 2016/17. The SDIP aims to address two service improvement areas: Road Network Management (RNM) - the institutionalisation of a business process that will optimise the selection of gravel roads upgrading projects for design approval; and Road Safety Management (RSM) – fostering better road user behaviour through an increase in road safety education

awareness interventions. A progress update on the SDIP is provided in the SDIP section of this report.

4.2 Programme activities

The DTPW continued to actively participate in relevant Provincial Strategic Goal (PSG) steering committees and their workgroups to help align the infrastructure delivery work of the three spheres of government so that it effectively promotes sustainable economic growth.

As far as governance is concerned, DTPW maintained its clean audit outcome status in 2016/17. Ongoing work is being done to raise the financial capability maturity levels of the DTPW to the next level – the “intermediate” level of capability. The implementation of the Infrastructure Delivery Management System (IDMS) continued during the year to explore, pilot and implement alternative procurement and delivery strategies that will accelerate infrastructure delivery and mitigate infrastructure delivery risks.

Four properties were identified to be made available through the provincial Department of Human Settlements to private sector developers for the construction of affordable housing. The former Woodstock Hospital site was also identified to be made available to the City of Cape Town (CoCT) for human settlement purposes.

With regard to the leased-in portfolio, savings were achieved through improved negotiations about rentals and annual escalations.

The DTPW is responsible for paying property rates for all provincial government-owned properties, excluding Department of Human Settlements properties. Higher than expected increases in municipal valuations meant higher rates. This reduced the proportion of the budget that was available for service delivery.

Condition assessments were conducted on the provincial immovable asset portfolio as required to identify WCG-owned building infrastructure maintenance priorities, as well as to address essential health and safety concerns.

Updated norms and standards for office accommodation have been brought into effect in the Office Modernisation Programme. The 5th volume of the Property Efficiency Report covering the 2015/16 year was published in November 2016. The PER measures the costs and space utilisation of 36 owned and leased office buildings with a floor area in excess of 1 000 m². Up to and including 2015/16, the implementation of office modernisation has already improved office space utilisation efficiency by 56 per cent, and further implementation is under way across the Western Cape, with projects in the City of Cape Town, in the Cape Winelands District, and the Eden District. Increased office utilisation efficiency has made it possible to reduce the need for leased-in accommodation, and efficiency gains will continue.

The Provincial Property Committee (PPC) which was appointed by Minister Carlisle continued to operate. Processes were put in place to improve on the functioning and reporting of the PPC.

The bi-annual asset preservation report on the status of provincial roads and the effect of planned and current investment in roads was published during the year.

Apart from ongoing optimisation of its road asset investment programme and exercising land-use access control procedures, road network planning and delivery continued during the year through ongoing liaison with road authorities such as Transport for Cape Town, the South African National Roads Agency (SANRAL), and municipalities.

An investigation continued into the economic and operational efficiency of the present regional road maintenance model in which the district municipalities act as service providers to maintain provincial roads. In this regard, a revised memorandum of agreement (MOA) was entered into with the district municipalities.

In the year under review, the DTPW continued to drive efforts to improve public and non-motorised transport (NMT) in the Western Cape through priority programmes, including the George Integrated Public Transport Network, the Provincial Sustainable Transport Programme (PSTP) (formerly known as the Provincial Public Transport Institutional Framework (PPTIF)), and a number of rail and road safety initiatives.

The PSTP was initiated during the year to support the incremental development and implementation of sustainable transport systems in the Western Cape. The change of programme name reflected a shift from a strategic, institutional planning focus toward local planning, capacity building and implementation. The PSTP aims to develop these systems by forming partnerships with key stakeholders, including local municipalities, communities, and businesses. It focuses specifically on improving access for low-income communities through public and NMT initiatives.

A business case was completed for the development of a Transport Data Hub. The aim of the hub is to align and integrate the DTPW's existing databases to improve business intelligence and service delivery. Further development of the Hub is planned for the 2017/18 financial year.

The DTPW continued rendering a 24/7 traffic service in the year under review. Together with local authority partners, the DTPW worked hard to police hazardous locations and to facilitate the free flow of traffic. There was a special focus on learner transport during the year in partnership with the Western Cape Education Department (WCED).

In addition, the DTPW continued to attempt to address the high number of fatalities in the Western Cape through on-going operations focusing on drinking and driving (alcohol blitzes), speed enforcement (including the use of the Average Speed Over Distance system (ASOD)) and overload control (nine weighbridges). More than a million vehicles were stopped and checked during the year.

The DTPW and the Western Cape Director of Public Prosecutions led the national task team that reintroduced evidentiary breath alcohol testing (EBAT) in a phased approach, starting in August 2016.

An integrated action plan using evidence-based planning as a basis to inform operational plans across the four E's (enforcement, engineering, education and evaluation), was conceptualised. This plan, the District Safety Plan (DSP), was piloted in the Overberg region and started in the 3rd quarter of the 2016/17 year. Initial results of the pilot are positive.

The DTPW continued with the development and empowerment of communities, emerging contractors and the construction industry for sustainable economic and employment growth. This is a critical investment in the context of the weak economic climate. These empowerment, training and capacity building programmes included: empowerment impact assessments (EmPIAs) on the design and construction of planned departmental infrastructure projects, apprenticeship programmes, and support to EPWP implementing bodies.

4.3 Events

Table 1 describes key departmental events held during 2016/17.

Table 1: Key departmental events

No	Date	Event	Report
1	May 2016	EPWP beneficiaries celebrate becoming full-time employees	Sixty-six former EPWP beneficiaries were appointed as full-time employees of the Fire and Rescue, Law Enforcement and Waste Water Treatment Directorates of the Stellenbosch Municipality. A certificate ceremony was held in May 2016 in Stellenbosch to celebrate this achievement. The Municipality now has nine additional fire-fighters, 17 new law enforcement officers, and 40 more roadworkers. All of these new staff members are already contributing to better service delivery in the town.
2	May 2016	Awarding of bursaries to deserving students in the transport, engineering and built environment fields	The DTPW awarded Masakh'iSizwe bursaries to 19 university students working towards a degree or postgraduate qualification in the transport, engineering and built environment fields. A ceremony to mark this event was held in Cape Town in May.
3	May 2016	Opening of the "5 Star Green Star" Khayelitsha Shared Services Centre	The brand new Khayelitsha Shared Services Centre, commissioned by the DTPW for the provincial departments of agriculture, education, social development and health, was fully occupied by the end of May. Administrative staff will work from here to support the delivery of government services in the Cape Town metropolitan municipality. This building is the first public building in the Western Cape to be awarded a 5 Star Green Star SA design rating for an education or public building by the Green Building Council of South Africa (GBCSA). The building is centrally located and close to the main transport interchanges. One of the features is a safe and clearly marked walking route that separates pedestrian and vehicular traffic.

No	Date	Event	Report
4	June 2016	New Department of Health office building wins green accolades	The DTPW was recognised by the GBCSA for its work on a building currently under construction for the provincial Department of Health. The regional office building at Karl Bremer Hospital in Bellville became the first recipient of the GBCSA Socio-Economic Category Pilot Award. The project was also awarded a GBCSA 5-Star Green Star SA rating for design of a public or education building.
5	3 and 4 June 2016	Provincial Youth Road Safety Summit	The goal of the United Nations Decade of Action for Road Safety 2011–2020, is to “stabilise and reduce” global road fatalities by 2020, from a 2010 baseline. Youth are a particularly at-risk group. The purpose of the Provincial Youth Road Safety Summit was to gather Western Cape baseline information in preparation for the National Youth Road Safety Summit scheduled for June 2016.
6	6 July 2016	Traffic officer graduation ceremony	Fifty traffic officers graduated at the Gene Louw Traffic College (GLTC). Minister of Transport and Public Works Donald Grant handed graduates their diplomas, Traffic Peace Officer registrations, as well as their appointment cards so that they can begin to practise as traffic officers. Thirty of these graduates were employed by the DTPW.
7	5 September 2016	Ten learners selected to represent the Western Cape at the national Road Safety Debate Competition	Ten learners were selected to represent the Western Cape at the national Road Safety Debate Competition in Limpopo in October 2016. They came out tops at the provincial finals in Cape Town organised by the DTPW. This annual competition aims to instil a culture of responsible road user behaviour from a young age. Because children and youth are a particularly at-risk group, the road safety debates target South Africa’s high school learners in their capacities as pedestrians, cyclists, motorcyclists, novice drivers, and passengers.
8	1 October 2017	DSP pilot for the Overberg is launched	The high level of road traffic crashes represents a major impediment to the socio-economic development of the Western Cape. The DTPW responded by adopting a vision of zero fatalities and zero serious injuries on provincial roads. To give effect to this vision, a pilot DSP for the Overberg District was signed by the municipal managers of Cape Agulhas, Theewaterskloof and Overstrand municipalities, and the South African Police Service (SAPS) Overberg Cluster Commander. The DSP is an integrated enforcement, education and engineering plan which responds to a detailed evaluation of the strategic and operational environment. The pilot brings all the elements that can contribute to road safety together into a single coherent and integrated plan. The DSP aims to reduce overall fatalities by 33 per cent, and child fatalities by 50 per cent, by 2020.

No	Date	Event	Report
9	10 November 2016	Official opening of the Hemel-en-Aarde Road	The upgraded R320 Hemel-en-Aarde Road was opened on Thursday, 10 November 2016 by Minister of Transport and Public Works Donald Grant. The upgrade of the gravel to surfaced road stimulates the agricultural sector in the area and also addresses the very serious safety concerns that were a result of the sub-standard vertical and horizontal alignments of the old road.
10	13 December 2016	Festive season road safety launch	The Western Cape Festive Season Traffic Plan was presented at the Huguenot Tunnel to mark the launch of the DTPW's festive season road safety launch. The ceremony was preceded by a roadblock on the N1 highway where Minister Donald Grant engaged with motorists and passengers while road safety officers handed out pamphlets and shared safety tips.
11	28 January 2017	Official opening of the Plettenberg Bay Airport Road	Minister Donald Grant opened the newly constructed Plettenberg Bay Airport Road in the Bitou Municipality.
12	10 March 2017	E-learning launch	The training at Gene Louw Traffic College and the administration of course content and assessments were previously done manually which was time-consuming and inefficient. As the demand for training of traffic officers increased and it became more difficult to satisfy these demands, an e-learning portal was established to cater for these training needs. The implementation of e-learning in conjunction with the videoconferencing equipment at the various traffic centres in the Western Cape will alleviate the burden of trainees having to travel to GLTC for training, thereby increasing efficiencies in the system.

4.4 Overview of the financial results of the DTPW

Departmental receipts

Table 2 provides information on departmental receipts.

Table 2: Departmental receipts

Departmental receipts	2016/2017			2015/2016		
	Estimated amount R'000	Actual amount collected R'000	(Over)/ under collection R'000	Estimated amount R'000	Actual amount collected R'000	(Over)/ under collection R'000
Tax Receipts:						
Motor vehicle licences	1 285 065	1 433 664	(148 599)	1 220 443	1 342 103	(121 660)

Departmental receipts	2016/2017			2015/2016		
	Estimated amount R'000	Actual amount collected R'000	(Over)/ under collection R'000	Estimated amount R'000	Actual amount collected R'000	(Over)/ under collection R'000
Sale of goods and services other than capital assets	87 833	113 723	(25 890)	83 509	105 784	(22 275)
Interest, dividends and rent on land	-	1 976	(1 976)	-	1 479	(1 479)
Sale of capital assets	-	3 369	(3 369)	-	4 443	(4 443)
Transactions in financial assets and liabilities	8 088	24 194	(16 106)	325	5 755	(5 430)
Transfers received	-	6 765	(6 765)	4 871	5 674	(803)
Fines penalties and forfeits	232	1 307	(1 075)	220	1 103	(883)
Total	1 381 218	1 584 998	(203 780)	1 309 368	1 466 341	(156 973)

An over collection of R203,780 million or 14,75 per cent was realised on departmental receipts for the 2016/17 financial year. In the previous financial year, the over-collection on receipts amounted to R156,973 million or 11,99 per cent. The percentage increase in actual collections compared to the previous year is R118,657 million or 8,09 per cent. The main contributor to the over collection of departmental receipts in 2016/17 is motor vehicle licences at 73 per cent of the total over-collection.

Motor vehicle licence revenue continued to dominate departmental own receipts, with the remainder consisting mainly of refunds, abnormal load licences, personalised motor vehicle registration numbers, rental of office buildings, interest, dividends and rent on land, fines, penalties and forfeits and lastly transfers received from the Road Traffic Management Corporation (RTMC) for road safety-related projects, and the Public Service Sector Education and Training Authority (PSETA) for a welding apprenticeship programme.

The number of registered vehicles increased from 1 886 544 as at 31 March 2016 to 1 939 657 as at 31 March 2017, a net increase of 53 113 motor vehicles or 2,82 per cent.

Similarly there was a net increase in the number of special licence plates of 602 or 8,66 per cent from 6 955 as at 31 March 2016 to 7 557 as at 31 March 2017. The number of abnormal load permits issued in the year under review also increased by 1 206 or 15,39 per cent from 7 835 as at 31 March 2016 to 9 041 as at 31 March 2017.

The main reasons for the improvement on anticipated performance in 2016/17 are:

- Motor vehicle licences:
 - Improved collection procedures for outstanding fees;
 - Voluntary payment of prescribed motor vehicle licence fees by vehicle owners; and
 - An increase in the motor vehicle population.

- Redundant construction and maintenance plant (equipment) sold.
- Sale of property:
 - Erf 12037 (portion of Erf 10891) Malmesbury; and
 - Portion 24 of Farm Ruygte Valley no. 205, Knysna road.
- Funding received from the RTMC for road safety-related projects.
- Funding received from the PSETA for a welding apprenticeship programme.
- Receipt of arrears on leases.

Apart from the DTPW providing accommodation free of charge to government departments and entities, there were no free services that would have yielded significant revenue had a tariff been charged.

Bad debts of R1 958 000, mainly related to damages to vehicles and employee debt, were written off for the year under review.

Details on tariffs charged by the DTPW

- Motor vehicle licence fees: These fees are governed by the National Road Traffic Act (NRTA), 1996 (Act 93 of 1996). The average tariffs remained unchanged in the 2016/17 financial year.
- Impoundment fees: These fees are governed by the National Land Transport Act (NLTA), 2009 (Act 5 of 2009) and the NRTA. The tariffs determined by the Provincial Minister of Transport and Public Works effective from 21 April 2011 remained unchanged.
- Course fees in respect of the Gene Louw Traffic College: These fees are governed by the Public Finance Management Act (PFMA), 1999 (Act 1 of 1999). The Provincial Treasury increased the tariffs by 6,2 per cent effective from 1 July 2016.
- Leasing of State housing: The prescribed tariffs are applied as contemplated in the PFMA.
- Leasing of government buildings: Agreements are entered into at market-related tariffs or as approved otherwise by the Provincial Treasury as contemplated in the PFMA.

The following tariffs are determined at national level:

- Exemption permit fees: These fees are governed by the NRTA. The Minister of Transport increased the fees effective from 19 February 2016 based on actual scientifically determined costs and indexed to the Producer Price Index (PPI).
- Special discrete motor vehicle and personalised licence number fees: These fees are governed by the NRTA. The tariffs determined by the Minister of Transport effective from 1 February 2003 remained unchanged.
- Miscellaneous fees: These fees are governed by the Western Cape Road Traffic Act, 1998 and the NRTA. The tariffs determined by the Minister of Transport effective from 1 April 2010 remained unchanged.
- Operating licence fees: These fees are governed by the NLTA. The tariffs determined by the Minister of Transport effective from 17 December 2009 remained unchanged.
- Provincial traffic escort services fees: These fees are governed by the NRTA.

Programme expenditure

Table 3 provides detail on programme expenditure.

Table 3: Expenditure per programme

Programme name	2016/2017			2015/2016		
	Final appropriation R'000	Actual expenditure R'000	(Over)/under expenditure R'000	Final appropriation R'000	Actual expenditure R'000	(Over)/under expenditure R'000
Administration	165 468	162 645	2 823	193 250	181 729	11 521
Public Works Infrastructure	1 731 166	1 696 286	34 880	1 613 890	1 565 889	48 001
Transport Infrastructure	3 256 339	3 243 655	12 684	3 194 408	3 174 477	19 931
Transport Operations	1 189 556	1 188 287	1 269	1 042 841	1 039 040	3 801
Transport Regulation	690 725	681 973	8 752	660 723	660 675	48
Community-Based Programmes	59 410	55 862	3 548	54 163	46 585	7 578
Total	7 092 664	7 028 708	63 956	6 759 275	6 668 395	90 880

The DTPW spent 99,1 per cent of its budget allocation for the year under review. In the previous financial year, the spending was 98,6 per cent of the budget allocation. The growth in actual expenditure, when compared to the previous year's expenditure, is 5,4 per cent.

The original provision for cost of employees in the Department was determined based on the cost of filled positions in February 2016 plus a provision for the filling of a limited number of critical posts, mainly in the infrastructure and traffic management components.

As the budget for COE was earmarked and classified as specifically and exclusively appropriated, shifting of funds away from COE was not permitted unless approved through an Act of Parliament. Therefore the underspending of R23,806 million on this item was surrendered to the Provincial Revenue Fund.

The underspending on COE was mainly due to vacancies not filled within the planned timeframe and through natural attrition of the staff complement, the cost of which also impacted on related goods and services items. However, other concerns also affected the planned filling of positions, such as the fact that DTPW was underfunded on COE for the outer years, complicating the planned filling of posts in the current year as well as measures put in place to implement the requirements of the Department of the Premier's Framework to Manage the Western Cape Wage Bill.

Over and above the underspending on COE and related goods and services items, which affected all the programmes, the main reasons for variances in expenditure are indicated per programme below.

Programme 2: Public Works Infrastructure

The underspending on the programme is mainly due to an overprovision of implementation unit capacity in support of infrastructure delivery, and the protracted processes relating to the acquisition of properties, as well as request-for-proposal stage of the Conradie Game-Changer.

Programme 3: Transport Infrastructure

The marginal underspending on the programme is mainly due to transfer payments not effected as municipalities were unable to execute infrastructure projects as planned.

Programme 6: Community-Based Programmes

The underspending on the programme is mainly due to a number of contractors dropping out of the Contractor Development Programme as well as extended classroom training for CIDB (Construction Industry Development Board) Grade 3 to 5 contractors, thereby delaying the procurement of mentors to assist on on-site training by two months. Furthermore, due to the loss of accreditation by the training provider with the sector education and training authority (SETA) during the financial year, the implementation of the Trade Test Support Programme was delayed.

4.5 Virements and rollovers

Virements

Table 4 provides details on virements effected.

Table 4: Virements for 2016/17

Main Division From	To	R'000	Reason
Programme 1: Administration	4. Transport Operations	425	Provision for transport safety communication.
	5. Transport Regulation	6 575	Agency fees payable to municipalities due to over collection of motor vehicle licence fees.
Programme 2: Public Works Infrastructure	5. Transport Regulation	5 421	Agency fees payable to municipalities due to over collection of motor vehicle licence fees.
		4 218	Provision for the finance lease portion of government motor vehicle transport for traffic law enforcement.

Rollovers

Table 5 provides details on rollovers requested from 2015/16 to 2016/17.

Table 5: Rollovers requested from 2015/16 to 2016/17

Programme	R'000	Purpose
Programme 1: Administration	2 000	To support the improvement and enhancement of the Microsoft Enterprise Project Management (EPM) System to respond to Departmental specific needs.

Programme	R'000	Purpose
Programme 2: Public Works Infrastructure	1 622	To provide for the development of a Better Living Model (BLM) as a key Game-Changer intervention of the Western Cape Government.
Programme 3: Transport Infrastructure	1 263	To subsidise the Drakenstein Municipality for the upgrade of municipal proclaimed Main Road 208 (MR208).
	717	To provide for the resealing of Eendekuil-Het-Kruis Keerom Road.
Programme 5: Transport Regulation	17 000	To provide for road safety marketing projects inclusive of a monthly radio campaign, high-quality television commercials, community-based and social media initiatives and research.
	2 500	To support minibus taxi, metered taxi and small bus operators.
Total	25 102	

4.6 Revenue retention

Table 6 provides details on revenue retained from 2015/16 to 2016/17.

Table 6: Revenue retained from 2015/16 to 2016/17

Programme	R'000	Purpose
Programme 2: Public Works Infrastructure	2 548	From collection of arrear rental fees to be utilised for the payment of rental fees for Riverlands Primary School in Malmesbury as per court order.
Programme 3: Transport Infrastructure	39 951	From over collected motor vehicle licence fees to be utilised for project C1040, Reseal Eendekuil-Het-Kruis Keerom Road.
	30 000	From over collected motor vehicle licence fees; sales of goods and services; fees, penalties and forfeits; interest, dividends, rent on land; sales of capital assets and financial transactions in assets and liabilities to be utilised for project C982, Reseal Holgaten-Uniondale.
	16 954	From over collected motor vehicle licence fees to be utilised for project, C821 Rehabilitation Porterville-Piketberg Road.
	10 000	From over collected motor vehicle licence fees to be utilised for the maintenance of the ASOD.
Programme 4: Transport Operations	2 349	From over collected motor vehicle licence fees to be utilised for the acquisition of kiosks for the distribution network required by the GIPTN.
	26 934	From over collected motor vehicle licence fees to be utilised for the acquisition of an Integrated Fare Management Service required for the GIPTN.
Programme 5: Transport Regulation	695	From over collected motor vehicle licence fees to be utilised for the installation of video conferencing facilities at Gene Louw Traffic College and traffic centres.
	23 000	From over collected motor vehicle licence fees to be utilised for increased agency fees payable to municipalities in respect of the collection of motor vehicle licence fees.
Total	152 431	

4.7 Unauthorised, irregular and fruitless and wasteful expenditure

The reasons for unauthorised, irregular and fruitless and wasteful expenditure identified in 2016/17, amounts involved, and steps taken to prevent recurrence are set out below.

Unauthorised expenditure

File number	Description	Amount	Corrective steps
-	-	Nil	-

Fruitless and wasteful expenditure

File number	Reason	Amount	Preventative steps
-	-	Nil	-

Irregular expenditure

The table below shows the new cases that emerged in 2016/17.

File number	Description	Amount	Corrective steps
FC 3/6/1/4/145	Non-adherence with the Preferential Procurement Regulations – incorrect application of the Preference Point System.	R30 505.90	Officials received cautionary letters as well as training.
FC 3/6/1/4/146	Common law fraud.	R597 176.17	Official dismissed and a debt was raised to recover the expenditure. Referred to South African Police Service.
FC 3/6/1/4/147	Non-compliance with SCM Delegations – not acquiring quotations, exceeding R10 000, through the Integrated Procurement System (IPS).	R136 820.00	Officials received cautionary letters.
FC 3/6/1/4/148	Non-compliance with SCM Delegations – incorrect acquisition procedures applied.	R4 224 467.00	Officials no longer in the employ of the DTPW. SCM training provided to officials in the Regional Office.

4.8 Future plans of the DTPW

The following legislative and policy matters will be pursued:

- Western Cape Immovable Asset Management Act and regulations to replace the Western Cape Land Administration Act;
- Government Accommodation Policy;
- Western Cape Provincial Road Traffic Act- provision for the Minister to make regulations including for impoundments;
- Public Transport Law;
- Implementation of the PPPFA Regulations (2017);
- Revised Policy on Community Consultation;
- Strategic Talent Plan; and
- e-Vision Policy.

The DTPW has plans in respect of other areas of endeavour.

- The DTPW will continue to actively participate in relevant PSG steering committees and workgroups to help ensure the alignment of infrastructure

delivery between the spheres of government in order to promote sustainable economic growth.

- Having attained a mature system to ensure a clean audit of pre-determined objectives, the DTPW intends tracking the outcomes of programmes through an outcomes monitoring system, thus shifting the focus from “compliance” to “performance”.
- The DTPW will endeavour to maintain its “clean audit” status in support of sound governance.
- Progress towards elevating the organisation’s finance maturity levels to the next capability level (“intermediate”) will continue. In the IDMS environment the DTPW will explore/pilot and implement alternative procurement and delivery strategies to accelerate infrastructure delivery and mitigate infrastructure delivery risks.
- The Masakh’iSizwe Bursary Programme and PDP aim to address the skills shortage by assisting the DTPW to build its human resource capacity to enable the organisation to deliver on its mandate while providing youth with access to training and employment opportunities. Furthermore, the PDP will investigate the inclusion of other disciplines and implementing the programme in local authorities.
- Infrastructure projects related to planning, additions, renovations, refurbishments and maintenance of general building infrastructure will continue to be undertaken. Some of the focus areas to continue in 2017/18 are the Office Modernisation Programme, which is intended to improve office space utilisation efficiency. Improved monitoring of utility usage in owned and leased provincial buildings through metering will help to manage consumption and be used to assess the feasibility of more solar photovoltaic (PV) installations in office space. The value of WCG-owned buildings will be safeguarded by additional investment in maintenance.
- Condition assessments of the provincial immovable asset portfolio will be undertaken as required to safeguard provincially owned building infrastructure and to address essential health and safety considerations.
- The annual PER will be enhanced through improvements in the monthly analysis of consumption data. The main focus of the report is the measurement of property performance data, the regular and rigorous monitoring of that performance data, and the management of the opportunities for efficiency and effectiveness gains that emerge from the data.
- The infrastructure budget provisions for education and health facilities are vested in Vote 5 - Education and Vote 6 - Health respectively in the Provincial Estimates of Revenue and Expenditure, 2017. The construction and maintenance project lists are annexed to those votes. The DTPW will continue to perform as implementing agent in the execution of projects for the WCED and the Western Cape Department of Health.
- Plans are in place to acquire 20 properties in 2017/18 for service delivery purposes: nine for health, 10 for education and one for Cape Nature.
- The current weak economic climate has reduced the amount of money available for the six selected Cape Town Central City Regeneration Programme projects. Work on the Conradie Game-Changer will continue as planned, but

work on the other five projects will be put on hold once the current phase of development in each one is complete. These projects are discussed in the service delivery environment of the report.

- The road network is the life-blood of the economy. The investment in road infrastructure aims to preserve surfaced roads, gravel roads and bridges, and to prevent the accumulation of maintenance backlogs. The investment also aims to upgrade roads from gravel to surfaced standard, as well as to improve hazardous sections of road to reduce road deaths and improve safety.
- Identified road projects to promote economic growth will continue. The Borchard's Quarry Interchange on the N2; the addition of a 3rd lane on the N1 at Durban Road Interchange and Phase 1 construction on the extensions to the road network in support of the Saldanha Bay IDZ are under construction. The conceptual design stage for the upgrading of Wingfield Interchange on the N1/N7 will continue.
- Road construction and maintenance investment projects will be identified by continuously improving asset management systems. With the implementation of the IDMS in the Transport Infrastructure environment, inclusive of the incentive-driven Provincial Road Maintenance Grant (PRMG), a closer relationship will be built with the DTPW Directorate: Performance Monitoring and Evaluation in order to maximise the impact of meeting the PRMG requirements, and optimising preservation of the road network.
- Once Cabinet approval has been received, the Western Cape Provincial Road Traffic Administration Amendment Bill will be introduced in the legislature during the 2017/18 financial year.
- The draft Western Cape Transport Infrastructure Amendment Bill and Regulations will be published for public comment during 2017/18. The intention is to introduce the Amendment Bill to the legislature during the 2017/18 financial year.
- The investigation into the economic and operational efficiency of the present regional road maintenance model will be guided by the outcome of the Chief Directorate: Road Network Management's organisational restructuring.
- Four graduates currently participating in the PDP will be ready for professional registration with the Engineering Council of South Africa (ECSA) in 2017/18. It is envisaged that these persons will be permanently employed by the DTPW after ECSA registration.

DTPW Transport Operations plans to:

- Fully implement the consolidated GIPTN, with a focus on providing a high standard of service to the people of George, refining operations to achieve financial sustainability, and enhancing the ability of government to manage operations and the contract;
- Effectively manage, improve and monitor the subsidised bus operator and the associated Public Transport Operations Grant (PTOG) in compliance with its requirements, until this function is transferred to the CoCT;
- Complete additional planning work in partnership with Stellenbosch Municipality in terms of the Provincial Sustainable Transport Programme and begin to incrementally implement the initiatives identified through joint PSTP planning

completed in the 2016/17 financial year. These initiatives may include public transport, NMT and travel demand management projects in Stellenbosch;

- Establish the institutional and financial structures required to expand the PSTP;
- Take forward the recommendations of the Rail Implementation Programme developed during the 2016/17 financial year in partnership with PRASA and Metrorail;
- Develop a Freight Strategy and Implementation Programme in partnership with Programme 1: Administration and Programme 4: Transport Operations. This work will identify the current status and key issues facing the sector in the Western Cape and will identify interventions that the DTPW should consider to enhance the sector; and
- Further develop the recommendations of the Transport Data Hub Business Case, completed in the 2016/17 financial year towards establishing a centralised Transport Data Hub.

DTPW Traffic Law Enforcement will continue rendering a 24/7 traffic law enforcement service. Together with local authority partners, the DTPW will ensure that hazardous locations are policed to support a free flow of traffic. Safe learner transport will continue to be a focus area in partnership with the WCED.

The DTPW will continue to address the high number of fatalities in the Western Cape through ongoing operations focusing on reducing drinking and driving (alcohol blitzes), speed law enforcement (including ASOD) and overload control (nine weighbridges).

Implementation of the pilot District Safety Plan in the Overberg will continue. In-vehicle law enforcement technology that is integrated with the ANPR and ASOD systems will continue to be tested and refined.

The newly completed K53 and vehicle testing facilities at Gene Louw Traffic College will be used for training examiners from provincial and local authorities, as well as private testing centres. The GLTC vehicle testing facilities will be used by traffic law enforcement officials to assess the roadworthiness of motor vehicles used on public roads. Monitoring and evaluation and impact assessments will be conducted to determine and recommend improvements to the quality of traffic training delivered, as well as to monitor law enforcement activities which will include the institutionalisation of the DSP in the Overberg district.

Road safety awareness and education campaigns will be strengthened, and fatigue management interventions will continue. Specific focus will again be given to pedestrians and other vulnerable road user groups.

The DTPW will continue to liaise with the national Department of Transport, the RTMC and municipalities to manage the negative impact on service delivery of litigation and delays relating to the finalisation of contracts for the maintenance and development of eNATIS and live capturing units (LCUs) at driving licence testing centres.

Systems and procedures for EBAT will be further developed and refined at the Alcohol Evidence Centre (AEC) in Athlone in partnership with the Western Cape Directorate of Public Prosecutions. Other AECs in Worcester and George will be put back into operation.

The Provincial Regulatory Entity (PRE) will continue to refine standard operating procedures for the management of hearings called in terms of section 79 of the National Land Transport Act. Systems and procedures in the office of the Provincial Transport Registrar will also be reviewed and refined. The PRE and Registrar will use section 79 of the NLTA and provisions of the Western Cape Road Transportation Act Amendment Law (Law 8 of 1996) to regulate the conduct of public transport operators and associations. These legal provisions make it possible to suspend, withdraw or cancel operating licenses or registration in cases of repeated or gross violations of operating licence conditions or the code of conduct for registered associations. The PRE will continue reviewing operating licence conditions for all modes of road-based public transport services.

The PRE, National Department of Transport (NDoT) and the CoCT will resume the process to establish South Africa's first Municipal Regulatory Entity.

The DTPW will continue with the development and empowerment of communities and the construction industry towards sustainable economic and employment growth through various skills and training programmes. DTPW will continue implementing training programmes for emerging contractors. Participants will be invited to attend a two-day construction information session. Training is planned for 60 CIDB Grade 1 and 2 contractors to attend a five-week training programme and 50 Grade 1 and 2 contractors to attend a 10-week training programme. Twenty Grade 3 to 5 contractors will be trained and supported through the mentorship programme. A further 20 contractors from DPTW Road Network Management will be trained as part of the pilot implementation of the Contractor Development Programme Policy.

DTPW will equip 210 learners with construction-related skills through the National Youth Service (NYS) programme. Thirty apprentices will participate in artisan development programmes to help give effect to the WCG's Apprenticeship Game-Changer.

A total of 10 EmplAs will be conducted on planned departmental infrastructure projects and 20 empowerment target implementation reports (ETIRs) will be produced. Fifteen community engagements are planned in support of the implementing DTPW directorates and their client departments.

A total of 12 provincial EPWP forums will be maintained and technical support provided to 40 public bodies (municipalities and provincial departments) for the creation of 82 973 work opportunities and income support to poor and unemployed people through the labour-intensive delivery of public and community assets and services.

Public Private Partnerships (PPP)

PPP supports the public and private sectors to work together to fund and build infrastructure. PPPs are governed by Treasury Regulation 16 and the Public Finance Management Act. The PPP project cycle comprises four stages and National Treasury approval must be obtained at every stage.

Approval stage	Description
TA I	National Treasury approval for the project feasibility study.
TA II A	National Treasury approval for the procurement documentation, including the draft PPP agreement.
TA II B	National Treasury approval for the report that demonstrates how the three PPP criteria were applied in the evaluation of the bids, how they were satisfied in the preferred bid, and any other information the National Treasury requires.
TA III	National Treasury approval of the PPP agreement that certifies the project meets all the requirements of Treasury Regulation 16.

Project	Treasury approval stage				Comment
	TA I	TA II A	TA II B	TA III	
Chapman's Peak Drive				X	Chapman's Peak Drive continues to operate as a toll road in terms of the Western Cape Toll Roads Act, 1999 (Act 11 of 1999). The concession agreement runs until 2033.
13 Dorp Street – WCED Head Office		X			The project entails the construction of a 22 000 m ² office building through a PPP. The project has been registered with National Treasury (NT) and Treasury Approvals (TA I and TA II A) were granted. Unfortunately, the affordability criteria which is a key consideration prior to an award being made, was not achieved. The matter will be tabled in Cabinet for a decision on the way forward in the 2017/18 financial year.
Government Motor Transport (GMT) – Top Yard	X				The Top Yard project was registered as a PPP with the NT in January 2015. In August 2015, TA I Treasury Approval was received. Enabling planning and construction work on the new site is in progress, and existing personnel and vehicles must be relocated to the new GMT site in Maitland before the Top Yard site can be released to the market.

Note: Schedule of National Treasury approvals for Public Private Partnerships

Regeneration Projects

The table below provides a high-level summary of current regeneration projects.

The analysis of these potential opportunities includes stakeholder engagements, dispute resolution mechanisms, feasibility studies, construction and transport studies, environmental assessments, heritage scoping, rezoning, and land release-enabling work.

Project	Comment
Founders Garden – Artscape Precinct	This project aims to unlock the development potential of the Founders Garden site. It is currently in the enablement phase and the rezoning application for the site has been approved for two years. An application to extend the approval for a further five years has been submitted to the CoCT. The documentation for the appointment of transaction advisors is in the process of being prepared, and appointment is expected in the 2017/18 financial year.
Prestwich Precinct	Negotiations with existing tenants and users and their necessary relocation have revealed that the tenants will not be in a position to relocate within the next five

Project	Comment
	years, thereby delaying the release of the site. As a result, the DTPW has decided to defer the project.
Somerset Precinct – Helen Bowden Nursing Home (HBNH)	<p>This project aims to release the HBNH site for development, as Phase 1 of the Somerset Precinct project.</p> <p>A rezoning application for the entire precinct was submitted to the City of Cape Town in 2016, and a decision is expected in the 2017/18 financial year.</p> <p>The Provincial Cabinet resolved in March 2017 that the HBNH site will be released for affordable housing with the maximum number of affordable housing units to be included in the development will be determined by the viability of the development.</p> <p>Financial modelling will be undertaken to guide the response to the rezoning application process.</p>
Two Rivers Urban Park (TRUP)	<p>Officials from the CoCT, the DTPW and the Western Cape Department of Environmental Affairs and Development Planning continued to lead a multi-disciplinary team of consultants with support from the Dutch Government. The project team is currently developing scenarios and will, during the 2017/2018 financial year, complete a development framework which will guide the subdivision and rezoning processes for this 250 ha parcel of under-utilised land in the area where the Black and Liesbeek Rivers converge.</p> <p>Specialist studies on the pre-colonial and heritage aspects and the market potential analysis are now complete. Specialist studies on the modelling of the flood mitigation options, the engineering services model, the TRUP Green Corridor and the environmental impact assessment, transport impact assessment and heritage impact assessment (HIA) are in progress.</p>
Sea Point Main Road site	<p>In May 2015, the site of the disused Tafelberg High School was advertised for disposal by outright sale. This disposal process was challenged and a subsequent court ruling was made in May 2016.</p> <p>The court directed the MEC for Transport and Public Works to publish fresh notices in terms of section 3 of the Western Cape Land Administration Act, 1998 and the regulations in relation to the said proposed disposal and thereafter Cabinet should reach a decision on resiling from the contract or not; and advise the applicants accordingly.</p> <p>In June 2016, the State Attorney informed Ndifuna Ukwazi, the organisation which acted on behalf of the applicants in the court process that it would not be possible for the Western Cape Government to consider the representations received in response to the notices published in terms of the court order on time, as there were too many comments submitted and an extension of time was negotiated.</p> <p>On 29 July 2016, the Provincial Cabinet determined that it was not in a position to assess the financial viability of some of the proposals, given the range of comments that were submitted, and requested that the DTPW prepare and present with respect to the financial viability of an affordable housing option for the Tafelberg site.</p> <p>On 18 November 2016, notices were published inviting comments on the modelling so prepared and the initial closing date of 30 January 2017 was extended to 15 February 2017.</p> <p>On 22 March 2017, a submission was made to Cabinet where the options were duly considered by the DTPW and it was “the view of Cabinet that a decision to uphold the contract of sale is rational, prudent and appropriate, and accordingly decided not to resile from the current contract of sale concluded with the Phyllis Jowell Day School”.</p>
BLM - Conradie Game-Changer	<p>The project has progressed at “game-changing” pace since its inception in July 2015 with the completion of the scoping (first) phase in December 2015 and Part 1 of the enablement (second) phase in May 2016.</p> <p>Part 2 of the enablement and implementation phases were initiated in June 2016 and a final Development Framework and rezoning application was submitted to</p>

Project	Comment
	<p>the CoCT for approval of development rights on the site. A decision by the City Municipal Planning Tribunal about the rezoning application is expected in the next financial year, which may be followed by an appeal process if members of the public are not satisfied that their objections have been adequately taken into account.</p> <p>A developer procurement process was initiated in July 2016 and two bidders qualified for the proposal stage of the process. However, the release of the request for proposal document has been delayed as the DTPW awaits confirmation of grant funding from the relevant authorities. The current delay in the developer procurement process means that the planned "sod-turning" milestone of 1 April 2018 will no longer be achieved. The project team is considering options to mitigate the impact of funding constraints and loss of time.</p>

4.9 Discontinued activities

There are no discontinued activities to report.

4.10 New or proposed activities

There are no new or proposed activities to report.

4.11 Supply Chain Management (goods and services)

There were no unsolicited bids concluded for the year under review.

Standard operating procedures (SOPs), templates and tools are in place to mitigate the risk of irregular expenditure through the design and implementation of detective, corrective and preventative controls in the Accounting Officer's SCM delegations and accompanying delegations.

The main challenges relating to SCM include:

- The transversal Integrated Financial Management System (IFMS) is still under development;
- The lack of a functional standard Project Management System that is configured for the Department;
- The legislative framework for SCM is under review and there are potential risks associated with the change management process;
- The implementation of the NT's Central Supplier Database (CSD) and its implications for suppliers and contractors; and
- Preparation for the implementation of the 2017 Preferential Procurement Regulations.

These challenges are of particular concern given the fact that the Department is both supply chain- and project-intensive. These challenges were mitigated in the interim through:

- The design of standardised tools and templates;
- Using electronic application and services;
- The further roll-out in the line function of a user-specific EPM system, based on the requirements of the IDMS;

- Dealing with the challenges experienced with CSD on a case-by-case basis; and
- Various workshops and consultations with the Provincial Treasury and Legal Services on the 2017 Preferential Procurement Regulations.

4.12 Gifts and donations received in kind from non-related parties

No gifts and no donations were received from non-related parties.

4.13 Exemptions and departures received from National Treasury

The modified cash standard exempts a department from the recording of an accrual for taxation revenue. By implication, a department need not accrue for any receivables or payables such as interest or other charges that are directly related to the levying and or collection of the tax receipt.

4.14 Events after the reporting date

There were no events after the reporting date.

4.15 Other

There are no other matters to report.

4.16 Acknowledgements

The following officials received awards at the 2016 NDoT Annual Transport Awards ceremony on 29 October 2016:

- Jacqueline Gooch received the Best Head of a Transport Department Award from former National Minister of Transport Dipuo Peters;
- Western Cape Traffic Chief Kenneth Africa won the Best Male Transport Employee Award;
- Yasir Ahmed, Chief Director: Transport Operations, won second place in the Best Male Transport Employee category; and
- Bernie McMahon, Director: Operator Licensing and Permits, won second place in the Best Female Transport Employee category.

Minister Donald Grant handed staff members' certificates recognising long service of 10, 20, 30 and 40 years. These officials are appreciated for the part they played in strengthening the public service during their many years of service.

The contribution of the CFO, Mr Cedric Ismay, to the overall financial management maturity of the Department is sincerely appreciated. It is noted that Mr Ismay retired from the Department at the end of May 2017. Furthermore, while it is acknowledged that there is always room for improvement, many staff work long hours and put in substantial effort to support the Department in the continuous journey of improvement. This dedication is truly valued.

Acknowledgement and gratitude is extended to the Provincial Minister, Mr. Donald Grant for his strong leadership and governance during the reporting period.

The Annual Financial Statements set on pages 246 to 353 are hereby approved.



JT Gooch
Accounting Officer
Department of Transport and Public Works
Date: 30 August 2017

5 Statement of responsibility and confirmation of accuracy for the Annual Report

To the best of my knowledge and belief, I confirm the following:

- All information and amounts disclosed throughout the Annual Report are consistent.
- The Annual Report is complete, accurate and is free from any omissions.
- The Annual Report has been prepared in accordance with the guidelines on the Annual Report issued by NT.
- The Annual Financial Statements (Part E) have been prepared in accordance with the modified cash standard and the relevant frameworks and guidelines issued by NT.
- The AO is responsible for the preparation of the Annual Financial Statements and for the judgements made in this information.
- The AO is responsible for establishing, and implementing a system of internal control that has been designed to provide reasonable assurance as to the integrity and reliability of the performance information, Annual Financial Statements and, in line with an agreed governance framework with the Corporate Services Centre (CSC) in the DotP, for human resources (HR) information.
- The external auditors are engaged to express an independent opinion on the Annual Financial Statements.
- In my opinion, the Annual Report fairly reflects the operations, the performance information, the HR information and the financial affairs of the Department for the financial year ended 31 March 2017.

Yours faithfully



JT Gooch
Accounting Officer
Department of Transport and Public Works
Date: 30 August 2017

6 Strategic overview

6.1 Vision

The Department of Transport and Public Works (DTPW) embraces the Western Cape Government's vision as contained in the Provincial Strategic Plan 2014 – 2019:

"An open opportunity society for all".

The DTPW's own vision is consistent with the Western Cape Government's vision:

"To lead in the delivery of government infrastructure and related services".

6.2 Mission

"The DTPW delivers infrastructure and services to promote socio-economic outcomes and safe, empowered and connected communities".

6.3 Values

DTPW fully subscribes to the core values of the WCG:



These values are all underpinned by team work. A detailed explanation of the meaning of each core value follows.

Table 7: Provincial values and behavioural statements

Value	Behavioural statement
Caring	<p>We will endeavour to understand people's needs and pay attention to them.</p> <p>We will show respect for others.</p> <p>We will treat staff members as more than just workers and value them as people.</p> <p>We will empathise with staff members.</p> <p>We will emphasise positive features of the workplace.</p> <p>We will provide constructive criticism when necessary.</p>
Competence	<p>We will endeavour to ensure that staff members are able to do the tasks they are appointed to do, that they internalise DTPW's values, and that they always strive for excellence.</p> <p>We will deliver on our outcomes and targets with quality work, within budget, and on time.</p> <p>We will strive to achieve the best results to serve all the people of the Western Cape.</p> <p>We will work together to meet our constitutional obligations and our electoral mandate commitments.</p>

Value	Behavioural statement
Accountability	<p>We fully understand our objectives, roles, delegations, and responsibilities.</p> <p>We are committed to delivering all agreed outputs on time.</p> <p>We will hold each other accountable in a spirit of mutual trust and honouring all our commitments.</p> <p>As individuals we will take responsibility for and ownership of our work outcomes and accept the consequence of failing to do so.</p>
Integrity	<p>We will seek greater understanding of the truth in every situation and act with integrity at all times.</p> <p>We will be honest, show respect, and practise positive values.</p> <p>We will be reliable and trustworthy at all times, doing what we say we will do.</p> <p>We will act with integrity at all times and in all instances, ensuring that we remain corruption-free.</p>
Innovation	<p>We seek to implement new ideas, create dynamic service options and improve services.</p> <p>We strive to be creative thinkers who view challenges and opportunities from all possible perspectives.</p> <p>We are citizen-centric and have the ability to consider all options and find a resourceful solution.</p> <p>We value employees who question existing practices with the aim of renewing, rejuvenating and improving them.</p> <p>We foster an environment where innovative ideas are encouraged and rewarded.</p> <p>We understand mistakes made in good faith, and allow employees to learn from them.</p> <p>We solve problems collaboratively to realise our strategic organisational goals.</p>
Responsiveness	<p>We will take public opinion seriously, listening to and hearing the voice of the people (more listening and less talking).</p> <p>We will respond to all situations timeously, always asking ourselves whether it is the right response, where we could be wrong, and how we can provide better service.</p> <p>We will engage collaboratively with each other, our stakeholders, and the media, providing full information.</p> <p>We will strive to achieve the best results for the people we serve and to act on their feedback.</p>

7 Legislative and other mandates

The DTPW's mandate is derived from the Constitution of the Republic of South Africa, 1996, (hereafter referred to as the Constitution) and the Constitution of the Western Cape, 1997 (Act 1 of 1998). Certain mandates are concurrent responsibilities, while others are exclusively the responsibility of the provincial sphere of government. These mandates, as well as those derived from the functional legislation and policies, are outlined in this section.

Function	Legislation
Transport	<p>Administrative Adjudication of Road Traffic Offences Act, 1998 (Act 46 of 1998)</p> <p>Promotes road traffic quality by providing for a scheme to discourage road traffic contraventions, to facilitate the adjudication of road traffic infringements, to support the prosecution of offenders in terms of national and provincial laws relating to road traffic, to implement a points demerit system, to provide for the establishment of an agency to administer the scheme, to provide for the establishment of a board to represent the agency, and to provide for related matters.</p>

Function	Legislation
	<p>Advertising Along Roads and Ribbon Development Act, 1940 (Act 21 of 1940) Requires DTPW to regulate the display of advertisements outside certain urban areas at places visible from provincially proclaimed roads, and the depositing or leaving of disused machinery or refuse and the erection, construction, or laying of structures and other things near certain provincially proclaimed roads, and the access to certain land from such roads.</p>
	<p>National Land Transport Act, 2009 (Act 5 of 2009) Provides for the process of transformation and restructuring of the National Land Transport System initiated by the National Land Transport Transition Act, 2000 (Act 22 of 2000), through:</p> <ul style="list-style-type: none"> • the formulation and implementation of provincial land transport policy and strategy; • the planning, coordination, and facilitation of land transport functions; • collaboration between municipalities; and • liaison with other government departments.
	<p>National Road Traffic Act, 1996 (Act 93 of 1996) DTPW, with the MEC as designated authority, must ensure that all functions relating to the registration and licensing of motor vehicles, driver fitness testing and vehicle fitness testing are performed. In addition, the DTPW is responsible for the management of events that take place on public roads. The NRTA regulates registration and licensing of motor vehicles, manufacturers, builders and importers; fitness of drivers; operator fitness; road safety; road traffic signs; speed limits; accidents and accident reports; reckless or negligent driving; inconsiderate driving; driving while under the influence of intoxicating liquor or a drug having a narcotic effect; and miscellaneous road traffic offences.</p>
	<p>National Qualifications Framework Act, 2008 (Act 67 of 2008) Provides for the further development, organisation and governance of the National Qualifications Framework. Applies to: education programmes or learning programmes that lead to qualifications or part-qualifications offered within the Republic by education institutions; and skills development providers.</p>
	<p>Road Traffic Management Corporation Act, 1999 (Act 20 of 1999) Provides, in the public interest, for cooperative and coordinated strategic planning, regulation, facilitation, and law enforcement in respect of road traffic matters by the national, provincial, and local spheres of government; regulates the contracting out of road traffic services; provides for the phasing in of private investment in road traffic and, to that end, provides for the establishment of the Road Traffic Management Corporation and related matters.</p>
	<p>Road Transportation Act, 1977 (Act 74 of 1977) Provides for the control of certain forms of road transportation and related matters.</p>
	<p>Western Cape Provincial Road Traffic Administration Act, 2012 (Act 6 of 2012) Regulates certain road traffic matters in the province.</p>
	<p>Western Cape Road Transportation Act Amendment Law (Law 8 of 1996) Makes provision for the establishment of a provincial transport registrar and the registration of minibus taxi associations, operators, and vehicles.</p>
	<p>Western Cape Toll Road Act, 1999 (Act 11 of 1999) Provides for the tolling of provincial public roads in the Western Cape and for the planning, design, declaration, construction, operation, management, control, maintenance, and rehabilitation of provincial toll roads.</p>

Function	Legislation
	<p>Cape Roads Ordinance, 1976 (Ordinance 19 of 1976) Provides that the province has sole authority over relaxations of the statutory 5,0 metre and 95 metre building lines pertaining to various classes of provincially proclaimed roads, and provides for the alteration/change of a road's classification (section 4). Such applications are usually received from the district municipality with jurisdiction over the area in question via the District Roads Engineer, but they can also originate from DTPW's head office.</p>
Public Works and Property Management	<p>Government Immovable Asset Management Act, 2007 (Act 19 of 2007) (GIAMA) Promotes government's service delivery objectives through the sound management of immovable assets they use or control. GIAMA stipulates the responsibilities of the user and those of the custodian which, in the Western Cape, is DTPW Provincial Public Works.</p>
	<p>National Building Regulations and Building Standards Act, 1977 (Act 103 of 1977) Requires DTPW, as custodian and regulator of the built environment in the Western Cape, to ensure that all building and construction work on government property complies with the law.</p>
	<p>National Heritage Resources Act, 1999 (Act 25 of 1999) Introduces an integrated and interactive system for the management of the national heritage resources, sets down general principles for governing heritage resources management, introduces an integrated system for the identification, assessment and management of heritage resources, and enables the provinces to establish heritage authorities which must adopt powers to protect and manage certain categories of heritage resources. Requires DTPW to subject properties identified for development or regeneration activities to comprehensive heritage impact assessments and an approval process to preserve the heritage aspects of the properties in question.</p>
	<p>Western Cape Land Administration Act, 1998 (Act 6 of 1998) Provides for the acquisition of immovable property and the disposal of land that vests in the WCG, and for the management of incidental matters. DTPW is responsible for continuously updating the asset and property register, procuring additional properties that may be required, and relinquishing or redeveloping properties that fall into disuse.</p>
Transversal	<p>Basic Conditions of Employment Act, 1997 (Act 75 of 1997) Gives effect to fair labour practices referred to in section 23(1) of the Constitution by establishing and making provision for the regulation of basic conditions of employment, and thereby to comply with the obligations of the Republic as a member state of the International Labour Organization.</p>
	<p>Basic Conditions of Employment Act, 1997 (Act of 1997): Ministerial Determination 4: EPWP, gazetted 4 May 2012 Contains the standard terms and conditions for workers employed in elementary occupations in an EPWP project.</p>
	<p>Broad-Based Black Economic Empowerment Act, 2003 (Act 53 of 2003) Establishes a legislative framework for the promotion of broad-based black economic empowerment (BBBEE); empowers the Minister to issue codes of good practice and to publish transformation charters; and establishes the Black Economic Empowerment Advisory Council.</p>
	<p>Competition Act, 1998 (Act 89 of 1998) Provides for the establishment of a Competition Commission responsible for the investigation, control and evaluation of restrictive practices, abuse of dominant position, and mergers; for the establishment of a Competition Tribunal responsible for adjudicating such matters; for the establishment of a Competition Appeal Court; and for related matters.</p>

Function	Legislation
	<p>Construction Industry Development Board Act, 2000 (Act 38 of 2000) Establishes the CIDB, which is responsible for, among other things, developing the industry for the improved delivery of infrastructure to the South African public; working with all stakeholders for the sustainable growth of construction enterprises and the best practice of employers, contractors and the professions; identifying best practice and setting national standards; and promoting common and ethical standards for construction delivery and contracts.</p>
	<p>Consumer Protection Act, 2008 (Act 68 of 2008) (CPA) Constitutes an overarching framework for consumer protection. All other laws which provide for consumer protection (usually within a particular sector) must be read together with the CPA to ensure a common standard of protection. The Act applies to all suppliers of goods and services.</p>
	<p>Control of Access to Public Premises and Vehicles Act, 1985 (Act 53 of 1985) Provides for the safeguarding of certain public premises and vehicles and for the protection of the people therein or thereon, and for related matters.</p>
	<p>Criminal Procedure Act, 1977 (Act 51 of 1977) Makes provision for procedures and related matters in criminal proceedings.</p>
	<p>Division of Revenue Act (Annual) An annual Act of Parliament which provides, <i>inter alia</i>, for the equitable division of revenue anticipated to be raised nationally among the national, provincial, and local spheres of government and for Conditional Grants to provinces to achieve government's policy objectives. It further promotes predictability and certainty in respect of all allocations to provinces and municipalities so that such governments can plan their budgets over a multi-year period.</p>
	<p>Employment Equity Act, 1998 (Act 55 of 1998) Aims to achieve equity in the workplace by: 1) promoting equal opportunity and fair treatment in employment through the elimination of unfair discrimination; and 2) implementing affirmative action measures to redress the disadvantages in employment experienced by designated groups, in order to ensure their equitable representation in all occupational categories and levels in the workforce.</p>
	<p>Firearms Control Act, 2000 (Act 60 of 2000) Establishes a comprehensive, effective system of firearms control and related matters.</p>
	<p>Intergovernmental Relations Framework Act, 2005 (Act 13 of 2005) Provides for the establishment of a framework for national government, provincial governments, and local governments to promote intergovernmental relations; provides for mechanisms and procedures to facilitate the settlement of intergovernmental disputes; and provides for related matters.</p>
	<p>Labour Relations Act, 1995 (Act 66 of 1995) Enables the DTPW to advance economic development, social justice, labour peace, and the democratisation of the workplace.</p>

Function	Legislation
	<p>Local Government: Municipal Systems Act, 2000 (Act 32 of 2000) Provide for the core principles, mechanisms and processes that are necessary to enable municipalities to move progressively towards the social and economic upliftment of local communities, and ensure universal access to essential services that are affordable to all; defines the legal nature of a municipality as including the local community within the municipal area, working in partnership with the municipality's political and administrative structures; provides for the manner in which municipal powers and functions are exercised and performed; provides for community participation; establishes a simple and enabling framework for the core processes of planning, performance management, resource mobilisation and organisational change which underpin the notion of developmental local government; provides a framework for local public administration and human resource development; to empower the poor and ensure that municipalities put in place service tariffs and credit control policies that take their needs into account by providing a framework for the provision of services, service delivery agreements and municipal service districts; provides for credit control and debt collection; and establishes a framework for support, monitoring and standard setting by other spheres of government in order to progressively build local government into an efficient, frontline development agency capable of progressively build local government into an efficient, frontline development agency capable of integrating the activities of all spheres of government for the overall social and economic upliftment of communities in harmony with their local natural environment.</p>
	<p>National Environmental Management Act, 1998 (Act 107 of 1998) Provides for cooperative environmental governance by establishing principles for decision making on matters affecting the environment, institutions that promote cooperative governance, and procedures for coordinating environmental functions exercised by organs of state; and provides for related matters.</p>
	<p>Occupational Health and Safety Act, 1993 (Act 85 of 1993) Requires DTPW, as custodian and regulator of the built environment, to ensure that all building and construction work on government property, irrespective of whom it is undertaken by, complies with this legislation and that the structures remain compliant throughout their life cycle.</p>
	<p>Preferential Procurement Policy Framework Act, 2000 (Act 5 of 2000) (PPPFA) Provides that an organ of state must determine its preferential procurement policy and implement a preference points system whose aims may include contracting with persons, or categories of persons, historically disadvantaged by unfair discrimination on the basis of race, gender or disability.</p>
	<p>Prevention and Combating of Corrupt Activities Act, 2004 (Act 12 of 2004) Provides for the strengthening of measures to prevent and combat corruption and corrupt activities.</p>
	<p>Promotion of Access to Information Act, 2000 (Act 2 of 2000) (PAIA) Fosters a culture of transparency and accountability in public and private bodies by giving effect to the right of access to information (provided by section 32 of the Constitution), and actively promoting a society in which people have effective access to information to enable them to more fully exercise and protect all their rights.</p>
	<p>Promotion of Administrative Justice Act, 2000 (Act 3 of 2000) (PAJA) Gives effect to section 33 of the Constitution which provides that everyone has the right to administrative action that is lawful, reasonable, and procedurally fair. Anyone whose rights have been adversely affected by administrative action has the right to be given reasons. PAJA deals with general administrative law and therefore binds the entire administration at all levels of government.</p>

Function	Legislation
	<p>Protection of Personal Information Act, 2013 (Act 4 of 2013) Promotes the protection of personal information processed by public and private bodies; introduces certain conditions so as to establish minimum requirements for the processing of personal information; provides for the establishment of an Information Regulator to exercise certain powers and to perform certain duties and functions in terms of this Act and the Promotion of Access to Information Act, 2000; provides for the issuing of codes of conduct; provides for the rights of persons regarding unsolicited electronic communications and automated decision making; regulates the flow of personal information across the borders of the Republic; and provides for related matters.</p>
	<p>Provincial Archives and Records Service of the Western Cape Act, 2005 (Act 3 of 2005) Preserves archival heritage for use by the government and people of South Africa, and promotes efficient, accountable, transparent government through the proper management and care of government records.</p>
	<p>Public Finance Management Act, 1999 (Act 1 of 1999) Supports transparency, accountability, and sound management of the revenue, expenditure, assets, and liabilities of DTPW.</p>
	<p>Public Service Act, 1994 (Proclamation 103 published in Government Gazette 15791 of 3 June 1994) This is the principal Act governing public administration. It provides the administrative and operational framework for government departments by providing guidelines on employment and human resource practices, i.e. conditions of employment, terms of office, discipline, retirement, and discharge of members of the public service, and related matters.</p>
	<p>Public Administration Management Act, 2014 (Act 11 of 2014) Promotes the basic values and principles governing the public administration referred to in section 195(1) of the Constitution; provides for the transfer and secondment of employees in the public administration; regulates conducting business with the State; provides for capacity development and training; provides for the establishment of the National School of Government; provides for the use of information and communication technologies in the public administration; and provides for the Minister to set minimum norms and standards for public administration.</p>
	<p>Skills Development Act, 1998 (Act 97 of 1998) Provides an institutional framework to devise and implement national, sector and workplace strategies to development and improve the skills in the workplace, and to integrate those strategies in the National Qualifications Framework. As the lead employer, DTPW has to ensure compliance with the employer's duties in terms of the workplace agreement and to ensure the implementation of the agreement in the workplace. Through the Expanded Public Works Programme, DTPW implements learnership and skills development programmes to participants in artisan-related fields.</p>
	<p>Radio Act, 1952 (Act 3 of 1952) Controls radio activities and related matters.</p>
	<p>Western Cape Land Use Planning Ordinance, Amendment Act, 2009 (Act 1 of 2009) Regulates land use planning in the Western Cape and related matters.</p>
	<p>Western Cape Procurement (Business Interests of Employees) Act, 2010 (Act 8 of 2010) Manages the business interests of employees of the provincial government and of provincial public entities, as well as members of controlling bodies of such entities, in entities conducting business with the provincial government and provincial public entities; provides for the disclosure of such interests; and related matters.</p>

Function	Legislation
	<p>Western Cape Monitoring and Support of Municipalities Act, 2014 (Act 4 of 2014)</p> <p>Gives effect to sections 154(1) and 155(6) of the Constitution by making further provision for measures to support municipalities, to develop and strengthen the capacity of municipalities, and to improve their performance. Also gives effect to section 106(1) of the Local Government: Municipal Systems Act, 2000, by providing for the monitoring of suspected non-performance and maladministration in municipalities, and for related matters.</p>

In the main, the national and provincial policies and strategies described below guide DTPW in the discharge of its responsibilities.

Function	Policies
Transport	<p>National Freight Logistics Strategy, 2005</p> <p>Reduces inland freight costs through lower system costs that result from increased efficiency, reliability, and lower transit times, thus offering the customer viable modal choices between road and rail.</p>
	<p>National Public Transport Strategy, 2007</p> <p>This strategy has two key thrusts, namely:</p> <ul style="list-style-type: none"> • Accelerated modal upgrading, which aims to provide for new, more efficient, universally accessible, and safe public transport vehicles and skilled operators; and • Integrated rapid public transport networks which aim to develop and optimise integrated public transport solutions.
	<p>National Road Safety Strategy, 2009-2015</p> <p>Deals with road safety issues by integrating and coordinating the various road safety strategies, structures, and interventions of all the roleplayers and agencies in the road safety arena.</p>
	<p>National Road Safety Strategy, 2011-2020</p> <p>Informs a national coordinated effort to improve education and enforcement regarding poor road use behaviour in line with international best practices and recommendations from the World Health Organization for developing countries.</p>
	<p>National Rural Transport Strategy, 2007</p> <p>Provides guidance to all three spheres of government on dealing with challenges of mobility and access to mobility experienced in rural areas in an integrated, aligned, coordinated manner. Its two main strategic thrusts are: promoting coordinated rural nodal and linkage development; and developing demand-responsive, balanced, sustainable rural transport systems.</p>
	<p>White Paper on National Transport Policy, 1996</p> <p>Deals with safe, reliable, effective, efficient, fully integrated transport operations and infrastructure. These should meet the needs of freight and passenger customers in a way that supports government strategies for economic and social development while also being environmentally and economically sustainable.</p>
	<p>White Paper on Provincial Transport Policy, 1997</p> <p>Builds on the foundation created by the White Paper on National Transport Policy by providing details of specific interventions responsive to the needs and opportunities in the Western Cape; and recognises current and future competencies assigned to provinces and other spheres of government under the Constitution.</p>
	<p>Road Access Guidelines</p> <p>Provides guidelines to assist practising engineers and planners, as well as property developers, to develop acceptable road access standards.</p>
	<p>Road Infrastructure Strategic Framework for South Africa (RISFSA)</p> <p>Provides guidelines for the redefinition of the South African road network; and assists roads authorities to reclassify existing road networks.</p>

Function	Policies
	<p>Road Safety Strategy for the Western Cape Province, 2005 Encourages a safer road environment by promoting road safety throughout the province focusing on national and provincial routes; and is responsible for the basic training of all traffic officer recruits in the province in order to ensure uniformity and professionalism.</p> <p>Western Cape Policy Statement on Transport for Special Needs Passengers (SNPs), 2009 Places certain responsibilities on the DTPW:</p> <ul style="list-style-type: none"> • Encouraging the incremental accessibility of rail infrastructure and providing training to operators and their staff on dealing sensitively with special needs persons; • Supporting the provision of universally accessible public transport information services; • In association with the NDoT, preparing and publishing guideline requirements for accessible public transport vehicles; • Ensuring that all new public transport facilities cater for special needs persons; and • Ensuring that all future contracted public transport services in the province progressively include the operation of accessible services until all contracted services are either accessible and/or an alternative demand-responsive service is available.
Public Works and Property Management	<p>Western Cape Provincial Acquisition Policy Guides custodian(s), among others, in the acquisition of immovable assets; promotes and specifies uniform criteria and processes.</p> <p>Western Cape Provincial Government White Paper on the Management of Provincial Property, 2004 Provides a framework to guide activities relating to fixed properties of the Western Cape Government and other properties it uses; and covers coordination with the property management activities of other public and civil society role-players in the province.</p> <p>Western Cape Infrastructure Framework, 2013 Aligns the planning, delivery, and management of infrastructure provided by all stakeholders (national government, provincial government, local government, parastatals, and the private sector) with the strategic agenda and vision for the province.</p> <p>Western Cape Provincial Property Disposal Policy Guides development, drives transformation, and instils confidence, especially in underdeveloped areas, to redress the imbalances of the past and to promote economic activities.</p>
Expanded Public Works Programme	<p>Guidelines on the implementation of the EPWP The EPWP's objective is to create short- and medium-term work opportunities for the poor and unemployed as part of government's anti-poverty strategy. These work opportunities are combined with training to increase the employability of the low-skilled beneficiaries in the formal employment market. The programme targets opportunities in the infrastructure, environment, culture, and social and non-state sectors.</p> <p>Guidelines on the Implementation of the National Youth Service Provides that implementation of youth programmes is the responsibility of all the institutions of government. The responsibility for planning, coordinating, and initiating effective and innovative strategies for youth development therefore reside equally with the National Youth Commission and individual government departments in the national and provincial spheres.</p>

Function	Policies
Transversal	Provincial Strategic Plan, 2015/16-2019/20 A set of overarching Strategic Objectives for the WCG for the current electoral term, setting out desired outcomes for the medium term (five years). These objectives reflect the needs and priorities of the provincial government and jointly promote integrated, improved performance across the public sector in the Western Cape.
	Departmental Monitoring and Evaluation Framework and Manual Describes the monitoring and evaluation systems and tools in place for results-based management in the public service.
	Departmental Records Management Policy Provides the foundation for a corporate culture of responsibility for the management of information and records as an essential requirement for effective service delivery.
	Western Cape E-Mobility Policy Transversal policy on the use of cellular data cards for official purposes. It regulates and standardises the practices and procedures for the acquisition, provisioning, and use of the data cards in the WCG and its departments and for the efficient and cost-effective management of this essential service.
	Western Cape Government Transversal Management System Aims to achieve measurable outcomes through the facilitation of sectoral clusters addressing issues transversally with individual line departments as the implementing agents; and manages the implementation of the provincial strategic plan transversally throughout the WCG. The Executive Project Dashboard is the information management tool for the system.
	White Paper on Human Resource Management, 1997 Focuses on the essential role of developing and transforming human resource capacity in order to meet the goals of efficient service delivery and transforming the public service.

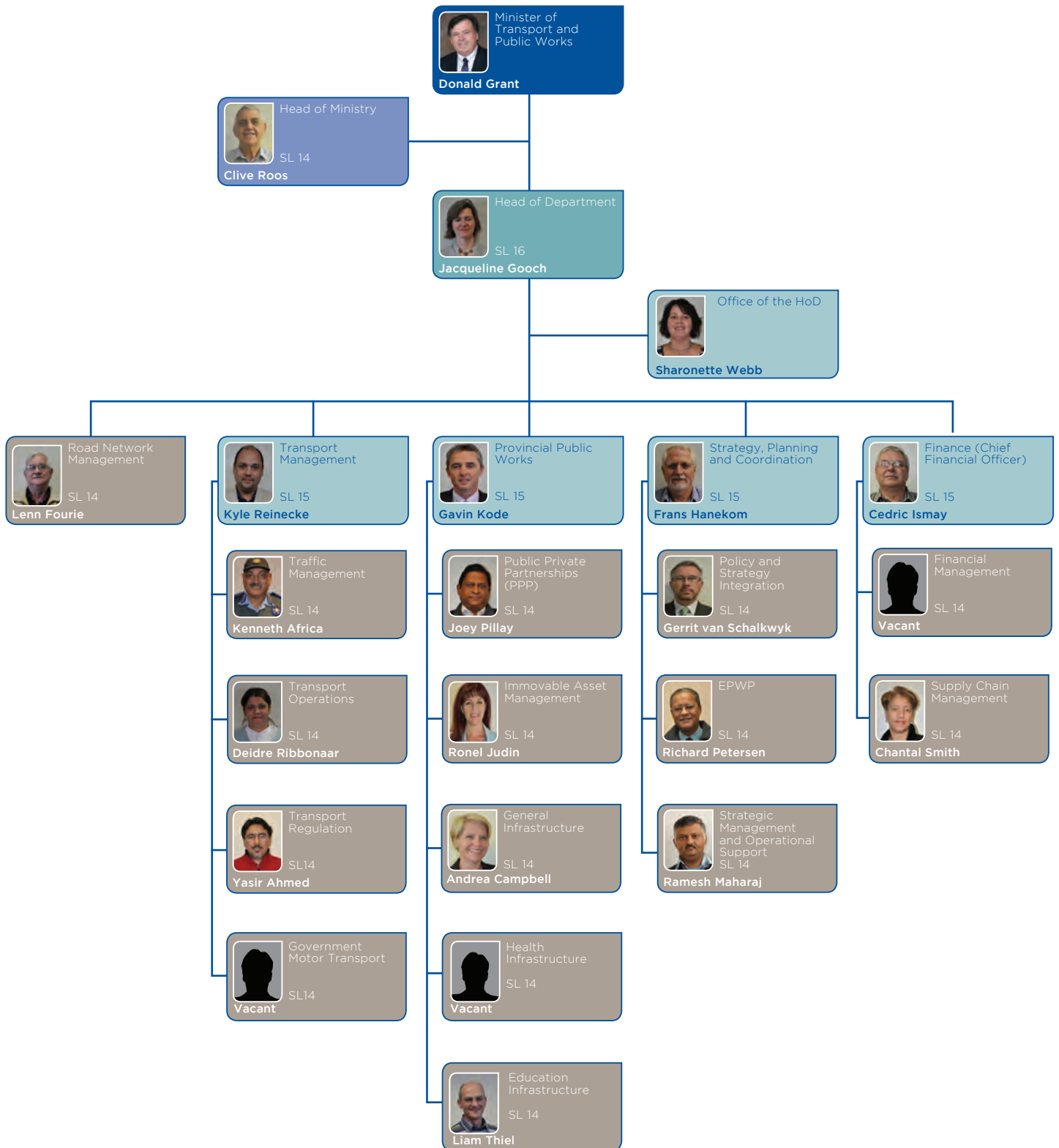
8 Organisational structure as at 31 March 2017

DTPW's macro-organisational structure is presented on the next four pages of this report.



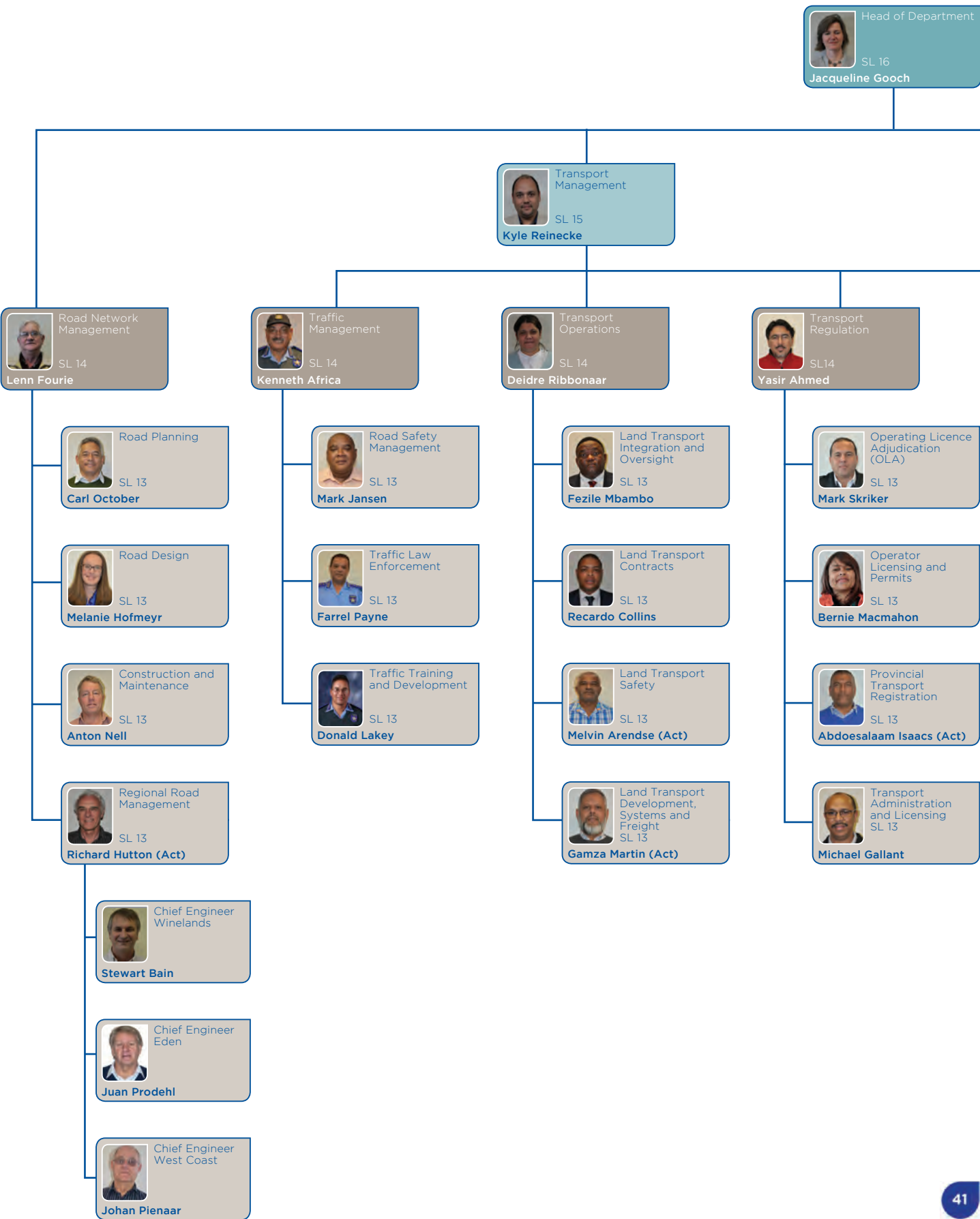
Organisational Organogram

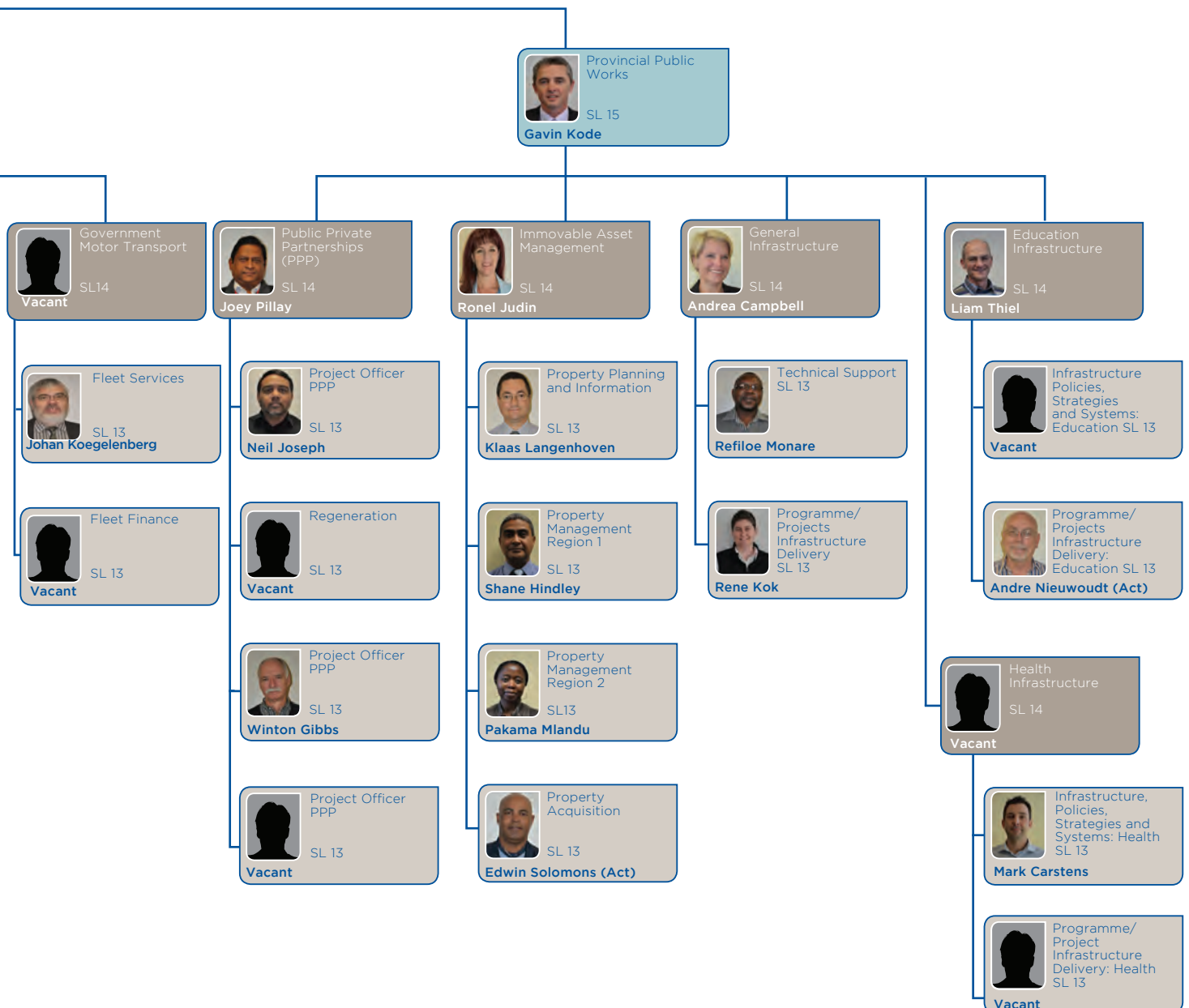
Extended Top Management



Organisational Organogram

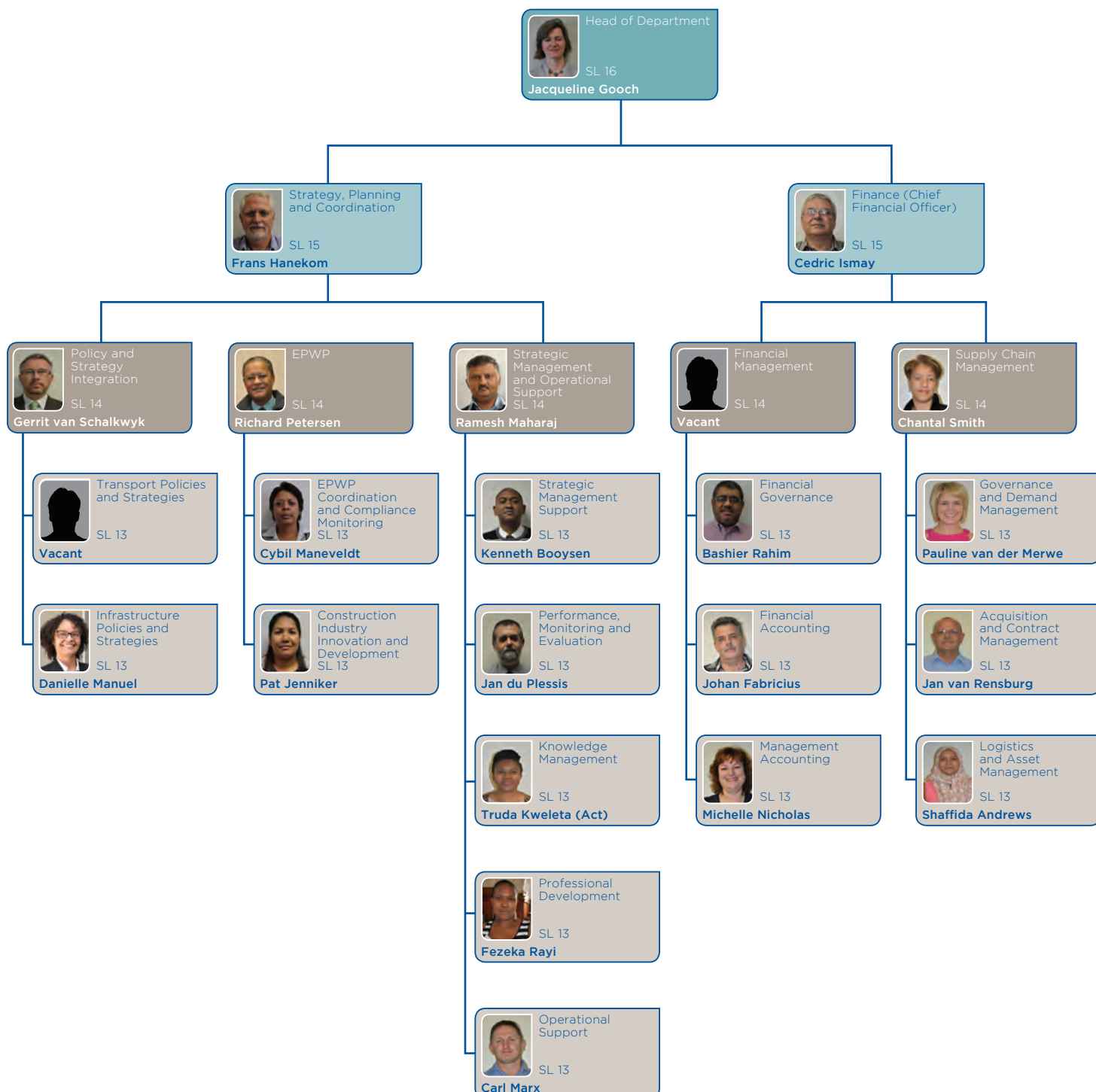
Senior Management





Organisational Organogram

Senior Management continued



9 Entities reporting to the Provincial Minister

Although the Department is not responsible for any public entities, it operates the GMT trading entity within its administration.

Table 8: Entities reporting to the Provincial Minister

Name of entity	Legislative mandate	Financial relationship	Nature of operations
Government Motor Transport	Chapter 19 of the Treasury Regulations.	GMT operates as a trading entity in terms of Chapter 19 of the Treasury Regulations. The AO of the Department is also the AO of the trading entity. The AO reports to the Provincial Minister.	Provision of government motor vehicles to client departments for service delivery purposes.



Part B Performance Information

Part B: Performance information

1 Auditor-General's report: Predetermined objectives

The Auditor-General of South Africa (AGSA) performed the necessary audit procedures on the performance information to provide an audit conclusion on the performance against predetermined objectives in the report to management. The objective of the test was to identify reportable findings on the reported performance information but not to gather evidence to express assurance or to express an opinion or conclusion on these matters in the audit report.

Refer to page 238 for the Report of the Auditor-General, published as Part E: Financial Information.

2 Overview of departmental performance

2.1 Service delivery environment

The main services of the Department are:

Main service	Key functions
Administrative Services	<ul style="list-style-type: none">• Provide strategic, policy and operational support within the Department.• Provide financial management and supply chain services within the Department.• Assist municipalities to develop ITPs.• Facilitate the development of provincial, departmental strategies, policies and plans.• Manage the PDP to develop scarce skills in the transport, built environment and engineering fields.• Provide bursaries for individuals studying in the transport, engineering and built environment fields.
Public Works Infrastructure Services	<ul style="list-style-type: none">• Acquire and dispose of immovable assets.• Ensure optimal utilisation of provincially owned properties.• Lease property to provide accommodation.• Provide accommodation services to provincial departments and entities.• Construct and maintain health, education and general building facilities.• Create job opportunities and economic empowerment through infrastructure provision.
Transport Infrastructure Services	<ul style="list-style-type: none">• Construct, rehabilitate and maintain the provincial road network.• Offer learnerships and graduate training.• Offer diesel mechanic apprenticeships.• Provide technical support services.• Create job opportunities and economic empowerment through infrastructure provision.

Main service	Key functions
Transport Operations Services	<ul style="list-style-type: none"> • Manage and monitor subsidised and specialised public transport services. • Coordinate and facilitate land transport safety and compliance programmes. • Assess, assist and capacitate municipalities on land transport mobility. • Support the implementation of NMT.
Transport Regulatory Services	<ul style="list-style-type: none"> • Provide motor vehicle registration and licensing services through municipalities. • Provide motor vehicle roadworthy testing services. • Issue driving licences to competent drivers through municipalities. • Issue permits for abnormal load vehicles and events on public roads. • Provide overload control services on national and provincial roads. • Provide licensing services to public transport operators. • Register minibus taxi operators and associations. • Implement and coordinate road safety programmes. • Provide dispute resolution services in the public transport domain. • Provide law enforcement on national and provincial public roads.
Community-Based Programmes	<ul style="list-style-type: none"> • Coordinate the EPWP. • Facilitate programmes to develop emerging contractors. • Offer construction-related skills development opportunities, including apprenticeships for artisanal skills.

Key service delivery challenges

During the year under review, a number of challenges had a negative impact on the DTPW's service delivery:

- Public transport sector unrest relating to the GIPTN;
- Public demands for WCG-owned land in centrally located parts of Cape Town to be used for affordable housing purposes;
- Remedial interventions that had to be undertaken to address structural defects in Vuyiseka High School, Garden Village Primary School, Silversands High School, Hawston Primary School, Scottsdene High School, Masakhane Primary School and Delft South Primary School; and
- Community unrest at construction sites slowed down the delivery of public infrastructure, and community unrest at taxi ranks affected public transport. Protocols are in place for the management of such events.

The current weak economic environment is expected to have a negative effect on the payment for services such as leases and vehicle licences, and increase the cost of delivering services.

Key service delivery achievements

Service: Coordinate the EPWP

A total of 88 953 work opportunities were created against the provincial target of 80 594 work opportunities (including work opportunities created by all spheres of government and the non-state sector). In addition, 28 752 full-time equivalents (FTEs) were created in the year under review.

Twelve provincial EPWP forums were maintained and 40 public bodies were provided with technical support.

Service: Facilitate programmes to develop emerging contractors

Three Contractor Development Programme interventions were implemented in the year under review and 347 emerging contractors received skills and business enhancement training in order to compete more effectively in the industry. A total of 220 contractors were trained through 12 construction information sessions, 108 contractors received Foundation Phase training, and 19 CIDB Grade 3 and 5 contractors participated in the Advanced Training and Mentoring Programme. A total of 40 Grade 1 and 2 contractors attended the five-week municipality-based training programme to enhance their business skills.

The EmplA tool of the DTPW Preferential Procurement Implementation Plan informs the design and construction of specific infrastructure projects worth over R5 million. In the 2016/2017 financial year, 20 EmplAs were initiated and 13 EmplAs were concluded.

A total of 27 departmental infrastructure projects were monitored and evaluated using the ETIR tool to determine whether the empowerment objectives were achieved. The EmplAs confirmed that the DTPW complied with the minimum targets.

Service: Create jobs and economic empowerment through infrastructure provision

Through the construction and maintenance of WCG buildings and facilities, 5 976 EPWP work opportunities were created.

Three multi-year consultant framework contracts were concluded to reduce procurement timeframes, thereby enabling more efficient service delivery.

Service: Offering construction-related skills development opportunities, including apprenticeships

A total of 539 unemployed young people were offered training opportunities in construction related trades and skills development as part of the NYS Programme. Of the 539 learners, 420 participated in a 12-month programme to acquire various construction trade skills.

A total of 55 apprentices received artisanal training in trades like electrical wiring, welding, carpentry, and plumbing. The artisan and skills development programmes of the DTPW form part of the Western Cape Apprenticeship Game-Changer. Artisan development interventions are implemented in collaboration with construction industry host employers as well as accredited technical and vocation education training (TVET) institutions. A total of 17 of the 55 apprentices were offered competency-based modular training and experiential training in the welding trade as part of a partnership agreement between the DTPW and the PSETA.

A total of 64 Western Cape matriculants were placed in the DTPW as part of the Premier's Advancement of Youth (PAY) project. Programme participants gained valuable work experience over a 12-month period in addition to receiving training in

customer care, project management, computer literacy, work readiness, and job hunting skills.

A number of other activities were undertaken in the year under review:

- Eighteen construction apprentices received support from DTPW to undergo their trade tests in carpentry and plumbing.
- A total of 11 plumbers and part carpenters successfully completed their Red Seal Artisan qualification at the first attempt. Eight of the 11 newly qualified artisans were able to gain permanent employment after receiving their qualifications.

Service: Offering transport mechanic-related apprenticeships

To become qualified artisans, apprentices undergo a four-year period of formal and practical training, prescribed examinations, and practical assessment by the Manufacturing, Engineering and Related Services Sector Education and Training Authority (MERSETA). Apprentices who are supported by DTPW attend training at the Bellville Mechanical Workshop and do National Technical Certificate (NTC) courses at technical college. A total of 15 mechanical artisans completed their training through the Apprenticeship Programme in the year under review. Four artisans from the Programme were permanently employed by the DTPW after registration.

In-house training of diesel mechanics began in 2010. By the end of the 2016/17 financial year, 19 apprentices had successfully completed the trade level test (the practical assessment by MERSETA for the designated trade of diesel mechanic). Of the 19 trained diesel mechanics, 15 pursued careers in the private sector. There are currently 16 apprentices on the programme, 14 of whom are diesel mechanic apprentices, one is a welding apprentice and one is a fitter and turner apprentice.

Service: Manage the Professional Development Programme to address the shortage of skills in the transport, engineering and built environment fields

The main objective of the PDP is to address the skills shortage in the transport, built and engineering fields by enabling employees to gain and maintain professional registration. The PDP provides a platform for experienced registered professionals to share and transfer their experience, expertise, competencies and skills to young graduates. The training and development material was reviewed and updated to ensure it reflects the developments in the professional bodies that govern the transport, built environment and engineering professions. Ongoing monitoring and evaluation helps to ensure the main objective is achieved.

During the 2016/17 reporting period, eight participants successfully attained professional registration with the relevant professional bodies, details below.

Discipline	Category	Total	Race				Gender	
			A	C	W	I	M	F
Architectural	Architect	1	-	1	-	-	1	-
Electrical	Engineer	1	-	1	-	-	1	-

Civil	Engineer	6	1	2	3	-	6	-
Total		8	1	4	3	-	8	-

A=African; C=coloured; I=Indian; W=white; F=female; M=male

Service: Manage the Graduate Professional Engineering Programme to facilitate the proper training and retention of graduates in the transport and engineering fields

In support of infrastructure delivery, the Graduate Professional Engineering Programme (GPEP), supported by mentors to facilitate the proper training and retention of graduates, continued during the year. Ten new engineering graduates (five engineers and five technicians) were taken into the programme at the beginning of February 2017. During 2016/17, eight engineering graduates (all of them engineers) met the minimum requirements for registration with the ECSA and six of them have registered with ECSA as professionals (two are still awaiting registration). Seven of these graduates were appointed in permanent positions in the DTPW after successfully applying for advertised positions. Currently 28 graduates are enrolled on the GPEP.

Service: Provide bursaries for deserving students through the Masakh'iSizwe Bursary Programme

The Masakh'iSizwe Bursary Programme focuses on attracting external students studying towards a higher diploma, degree or post-graduate qualification in the transport, built environment or engineering fields, and facilitating their development. Bursaries are offered on a work-back basis. In other words, bursars have to work for the public service for one year for every year that they received a bursary. This investment helps to address the shortage of scarce and critical skills and to meet the operational needs of the DTPW. A total of 172 students from outside the government sphere received support through the Programme in 2016/17. This has the potential to significantly change their lives.

In response to instability in the economic climate and the impact of the #FeesMustFall campaign, the support services programmes were strengthened during the year to help ensure that the Masakh'iSizwe Bursary Programme delivered on its mandate. The support services programme entails academic support, social adjustment and employability skills to unlock and maximise the potential of bursars. It aims to make them academically strong, competitive and employable in the labour market. An outreach programme was introduced to instil a sense of social responsibility amongst bursars by encouraging them to volunteer to tutor Grade 11 and 12 learners in mathematics and physical science in partnership with non-governmental organisations (NGOs).

A total of 19 new external bursaries were awarded for the 2016 academic year, bringing the total to 172. The breakdown is described below.

Discipline	Number of bursars	Race				Gender	
		A	C	I	W	F	M
Architecture	4	-	1	-	3	-	4
Civil Engineering	103	34	49	3	17	27	76
Electrical Engineering	14	5	6	-	3	4	10
Mechanical Engineering	20	4	10	1	5	5	15

Discipline	Number of bursars	Race				Gender	
		A	C	I	W	F	M
Geomatics	4	1	3	-	-	2	2
Property Studies	2	-	1	-	1	-	2
Quantity Surveying	19	8	9	1	1	7	12
Town and Regional Planning	3	1	2	-	-	1	2
Transport Studies	3	3	-	-	-	2	1
Total	172	56	81	5	30	48	124

A=African; C=coloured; I=Indian; W=white; F=female; M=male

Service: Provide, construct and maintain accommodation for provincial departments

Education facilities

Infrastructure delivery for education facilities is provided under Vote 5: Education, whilst provision is made in Vote 10: Transport and Public Works to perform the function of implementing agent for the WCED.

A total of 24 school projects, 18 Grade R classroom projects comprising of 54 classrooms and six new school halls were completed during the year under review. The planning and design of a further 16 new and replacement schools were completed.

A total of 61 scheduled maintenance projects were completed of which 43 letters of award were issued in the 2016/17 year and 18 in the previous year.

With the improvements in procurement and delivery of the emergency maintenance sub-programme, 384 requests were executed, 382 of which were confirmed by WCED. A total of 330 sites were handed over, 382 projects achieved completion, and 49 projects were in planning stages.

A total of seven ad hoc maintenance projects were also attended to with four having reached completion.

Health facilities

Infrastructure delivery for health facilities is funded under Vote 6: Health, and provision is made in Vote 10: Transport and Public Works to perform the function of implementing agent for the provincial Department of Health.

Thirteen health facilities were successfully completed under the capital expenditure programme with a further 66 scheduled maintenance projects achieving practical completion. All of these contributed to the objective of improving the efficacy of the health delivery system in the Western Cape.

The capital projects completed generally included the construction of new community day clinics, upgrading of and additions to existing facilities, new psychiatric facilities, and staff accommodation facilities.

The DTPW also continued to carry out the planning and design of many capital expenditure projects. The most notable one was the Observatory Forensic Pathology Laboratory, scheduled for commencement in the 2017/18 financial year.

At the conclusion of the 2016/17 financial year, the DTPW had 70 capital expenditure projects and 192 scheduled maintenance projects for health infrastructure in different stages of planning, construction and close-out.

General buildings

The construction of the new Bellville Regional Offices on the Karl Bremer site is nearing completion. The GBCSA awarded this building a 5-Star Green Star SA design rating.

Upgrading of the examination reprographic centre for the WCED is underway at the Alexandra Precinct and construction was completed to relocate the Education Library and Information Service (EDULIS) facility from the Middestad Mall to the WCG-owned Cape Teaching and Leadership Institute in Kuils River.

Solar photovoltaic panels are being installed on the roofs of the 9 Dorp Street, 27 Wale Street, Alfred Street Library and Vangate Shared Service Centre and will be completed in the first quarter of 2017/2018. Implementing smart metering at selected buildings to improve energy efficiency continues.

A total of 122 scheduled maintenance projects were completed. Planning commenced for a further 551 scheduled maintenance projects to be executed in the future.

Planning is at an advanced stage to put in place maintenance framework contracts in six regions to address maintenance emergencies and day-to-day breakdowns of components. The multi-discipline and multi-region framework contract was awarded on 31 March 2017.

Term contracts for the provision of cleaning services are in place for 37 WCG-occupied buildings, both provincially owned and leased-in buildings.

Service: road infrastructure provision

Planning continued for two of the five projects that were approved based on their expected contribution to economic growth and job creation, namely Wingfield Interchange on the N1, and the planning of road network improvements to support the Saldanha IDZ, the latter of which was completed during the year under review. In addition, the conceptual proposal to realign the Borchers Quarry Interchange on the N2 linking the Cape Town International Airport and Philippi industrial area was completed in 2015. The multi-year construction of a first stage which comprises the addition of a third lane on the N2 between Borchers Quarry Interchange and the R300, as well as the construction of a third lane on the N1 between Durban Road Interchange and the Old Oak Interchange commenced during 2015, and is still underway. The planning stage for upgrading the N7 between Potsdam and Melkbosstrand to freeway standards is nearing completion.

The following key construction and maintenance projects to improve the preservation and condition of the road network were completed during the year under review:

- C846.1: Upgrading of the road between the Plettenberg Bay Airport and the N2;
- C838.4: Upgrading of the Hemel-en-Aarde Road (R320) between Hermanus and Caledon;
- C1034: Resealing of the R43 between Bot River and Hermanus;
- C1030: Resealing of the R316 between Caledon and Bredasdorp;
- C992: Resealing of the R27 between Milnerton and Melkbos;
- C1041: Resealing of the R27 between Melkbos and the West Coast District Municipality boundary;
- C1003: Upgrading of Old Paarl Road (R101) between Kraaifontein and the Stellenbosch-Malmesbury road (R304) intersection;
- C97: Resealing of the R43 between Wolseley and Bainskloof;
- C995: Resealing of the R317 between Bredasdorp and Stormsvlei (N2);
- C988: Resealing of the R45 near Hopefield, rehabilitation of the R45 near Malmesbury and rehabilitation of the road between the R27 and Langebaan;
- C817: Rehabilitation of the R307 between Mamre and Darling and resealing of the R315 between Darling and Yzerfontein;
- C920: Rehabilitation of the R311 between Hopefield and Moorreesburg; and
- C1031: Resealing of the R62 between Montagu and Barrydale.

Service: Manage and monitor subsidised and specialised public transport services

The WCG and the CoCT have established a dedicated curb-to-curb public transport service for people with disabilities who cannot access mainstream public transport, known as the Dial-a-Ride (DAR) service. This partnership continued in the year under review and is considered a successful intervention to address some of the public transport needs of special needs passengers.

A service provider was appointed by CoCT to provide the DAR service for a period of three years from 1 December 2015 to 31 November 2018. The service is operated with a fleet of 21 vehicles and currently caters for approximately 7 700 users a month. According to the latest information supplied by the CoCT, there is currently a database of approximately 6 000 registered users, of which approximately 1 103 are regular. Approximately 2 061 of eligible applicants are considered severely physically impaired. Bookings for transportation to a user's place of employment are prioritised during the peak period.

The DTPW continued to subsidise bus services in the CoCT area during this review period. As stipulated in the Division of Revenue Act (DORA) and the agreement between the NDoT and the DTPW, DTPW is responsible for the management and administration of road-based subsidised public transport and the associated PTOG allocation. Approximately 1,3 million bus passenger trips were subsidised during the financial year, which provided commuters with access to work, education, services and other opportunities.

DTPW is responsible for the subsidy payments to the service provider as per the interim contract between the two parties. In 2009, an addendum to the contract was concluded that shifted subsidy payments from a per passenger to a per kilometre rate.

The DTPW also continued to electronically monitor subsidised bus operations to ensure service delivery and to verify subsidy payments to the operator.

The CoCT has applied for the devolution of the contracting authority function and this is being considered by the national Minister of Transport.

The DTPW, together with the Municipality of George and George Link (a private company composed of former taxi and small bus operators) continued to run and refine the Phase 1, Phase 2 and Phase 3 services of Go George to increase bus utilisation and better serve the public of George. Phase 3 was rolled out to Pacaltsdorp and surrounding areas. Usage on this route was substantial and was refined to better serve the local public and increase bus utilisation. The introduction of minibuses, the first branded universally accessible minibuses as part of a service fleet on an IPTN in South Africa, was another first for George. Currently, a total of 96 buses with a total of 203 drivers are providing services on Phase 1, 2 and 3 routes, and an additional cohort of drivers will be trained for the implementation of Phase 4. In excess of 250 candidates from the taxi industry have received driver training and can now be employed as Go George bus drivers. All planned urban stops have been constructed, with more being planned to better facilitate the implementation of Phase 4 and to increase the number of transfer points within the George town centre. The construction of the Blanco triangle transfer point and numerous Phase 4 civil engineering upgrades were completed with interim shelters in the year under review. Permanent shelters have been installed at key stops and transfer point throughout the GIPTN network to protect the public from the elements. These upgrades include significant upgrades to the road infrastructure which were necessary for an efficient Go George service.

The George Transport Hub, an enabling infrastructure investment in the George town centre, was also commissioned in 2016/17. It provides a central point for Go George tickets and information.

In addition to the construction of significant infrastructure components of the Phase 4 system, planning has commenced with possible alternate implementation scenarios. The introduction of Phase 4 doubles the current Go George service offering and, once completed, it will also serve the communities of Thembaletu and neighbouring areas.

Sales of an off-bus multi-journey ticket which allows passengers to obtain a discount by purchasing “bulk” trips in advance are increasing. This is aided by an expanded network of associated vendors who sell both multi-journey tickets and single-journey tickets on commission. Purchasing a single ticket from a vendor is slightly cheaper than purchasing one on board. Numerous small businesses have become vendors to earn additional income. This has increased the vendor footprint significantly, increased the number of passengers, and greatly reduced the on-board sale of tickets, thereby reducing boarding times and the amount of cash carried on vehicles.

Service: Coordinate and facilitate land transport safety and compliance programmes

The DTPW held 19 integrated driver fatigue awareness events during the view period as part of a campaign aimed at modifying driver behaviour to reduce the number of fatal crashes in the Western Cape. In support of rail safety, the DTPW continued its partnership with the CoCT and Metrorail to implement the findings of a study conducted with regard to critical infrastructure interventions required to stabilise the South Peninsula Transport Corridor, particularly at Glencairn Beach.

The Drakenstein impoundment facility was promulgated in March 2017 and construction is scheduled to be completed in the 2017/18 financial year. The development of this facility will boost traffic law enforcement efforts in the region.

Service: Issue driving licences to competent drivers

The DTPW continued to work closely with authorised municipalities to improve the standards of the services they provide to the public. Driver licence testing centres (DLTCs) were able to bring the average time a member of the public had to wait to obtain a learner's licence to two months, and the wait to obtain a driving licence to three months. These waiting periods are considered reasonable as they allow applicants to thoroughly prepare for examination and may reduce the likelihood of high failure rates that could create backlogs and increase waiting periods.

The DTPW ensure a safe and appropriately regulated vehicle and driver population through compliance inspections to combat fraud at vehicle testing stations (VTSs) and DLTCs.

Service: Issue permits for abnormal load vehicles and events on public roads

The DTPW processed and issued 9 041 abnormal load vehicle permits during 2016/17 compared to 7 835 in the previous year. This increase has been attributed to a higher number of applications, the function being demand-driven. A system for streamlining the classification and registration of abnormal load vehicles is being developed and substantial progress has been made.

Service: Provide overload control services on national and provincial roads

The percentage of overload transgressions prosecuted, expressed as a percentage of all vehicles weighed, stayed constant at 2 per cent. The practice of tallying the number of public transport vehicles weighed at all weighbridges continued and a total of 10 420 public transport vehicles were weighed, which positively contributed to the decrease in the number of public transport vehicles involved in major crashes. This effort plays a major role in preserving the province's road network, which results in a large net saving in maintenance costs.

Service: Register minibus taxi operators and associations

The Provincial Transport Registrar supervised 111 annual general meetings (AGMs) of minibus taxi associations as required by the Standard Minimum Constitution of associations and the Western Cape Land Transport Act Amendment Law.

Memoranda of understanding between the DTPW and industry structures representing minibus taxi, metered taxi, and small bus operators were reviewed in 2016/17.

Service: Provide dispute resolution services in the public transport domain

The DTPW continued to work with the PRE and the Provincial Transport Registrar, the SAPS and traffic law enforcement authorities to manage public transport operations. Illegal operations and oversupply of services were identified as key causes of the minibus-taxi related conflicts that plagued the Western Cape during the year under review.

The development of a provincial Conflict Management Action Plan (CMAP) was finalised and tested with stakeholders including municipalities, traffic authorities and the SAPS. The CMAP provides agreed internal procedures to be followed in cases of disputes between taxi operators and associations, and establishes protocols to be followed by all government stakeholders in the event of violent conflict in the public transport domain.

E-hailing services such as Uber caused major disruptions to established metered taxi businesses all over the world, and South Africa and the Western Cape were no exception. Metered taxi operators as well as Uber drivers organised protests against Uber and requested intervention by the DTPW. The DTPW established and led an inter-governmental task team with the CoCT and the SAPS to address the major concerns raised by parties, including illegal operations (operating without valid operating licences) and the impact that an oversupply of vehicles has on metered taxi operators as well as Uber partners. The task team agreed on a plan of action, which included a review by the PER of legislation and practice notes in order to accommodate e-hailing services, a joint enforcement plan, and a review of the City's ITP to accommodate and regulate e-hailing services.

Conflict between the Vrygrond Taxi Association (VTA) (which is aligned to CODETA) and the Retreat, Westlake and Steenberg Taxi Associations escalated during the year under review. Simmering tensions between legal and illegal operators remain a cause for concern, and the SAPS engaged in ongoing monitoring of the situation with the support of CoCT and DTPW Traffic Law Enforcement. Blatantly illegal acts such as recruiting illegal operators and preventing legal operators from entering the Vrygrond area led to the Provincial Transport Registrar implementing disciplinary measures against VTA in terms of section 7(A)(20) of the Western Cape Road Transportation Act Amendment Law. The VTA has approached the Western Cape High Court to challenge the decisions of the Registrar and order the CoCT to review its supply and demand decisions. The case is pending.

During the latter part of the financial year, conflict between Delft Taxi Association members and operators supported by Cape Amalgamated Taxi Association escalated into violence, with a number of fatal shootings being directly associated with the conflict. In terms of the CMAP, the SAPS took charge of the situation in Delft, with support from the DTPW and CoCT to identify legal and illegal operators and provide mediation services. The Provincial Transport Registrar prepared a notice in terms of section 91 of the NLTA, enabling the MEC for Transport and Public Works to declare an area as one where extraordinary measures may be applied, including the closure of certain ranks or routes. The prospect of ranks and routes being closed was enough to bring all parties to the

negotiating table. An agreement was reached with the assistance of an independent mediator to settle the conflict and end the violence. The DTPW and the SAPS continue to monitor the situation in Delft.

Following the public protest and burning of four Go George government-owned buses in August 2015, various individuals in George sent a number of memoranda to the Municipality of George and the DTPW. The Department coordinated a series of responses to this group. The group also approached the National Department of Transport which responded by initiating a mediation process late in 2016 between the Municipality and Western Cape Government on the one hand and the so-called “disgruntled group” of taxi operators in George on the other. It is important to note that many of the members of this “disgruntled group” are not valid taxi operators. The NDoT mediation process aimed to address issues raised by the taxi industry in Thembalethu. The mediator asked the parties to file formal documentation, affidavits and supporting documentation before formal hearings could begin in George.

The DTPW coordinated government’s response and led evidence at the mediation hearings. Towards the end of 2016, the mediator submitted a report to the National Minister of Transport which confirmed that all processes leading up to the conclusion of the operator contract and the establishment of the GIPTN, including all public participation processes, were legally sound, and that the compensation model was equally acceptable. The National Minister encouraged all parties to continue working towards the ongoing success of the GIPTN, including the implementation of future phases of the Go George bus service.

Service: Implement and coordinate road safety programmes

Road safety education and awareness interventions continued with a particular focus on vulnerable road users. Pedestrians, cyclists and motorcyclists were specifically targeted. Greater interaction was evident with transport agencies such as the Road Traffic Management Corporation and the Road Accident Fund. The focus on learners and schools continued with more schools becoming involved in road safety. The effective management of scholar patrols continued together with local authority traffic departments and the WCED. This programme contributed significantly to the safety of learners, educators and the public crossing roads in the vicinity of schools.

The annual Participatory Education Technique (PET) and debate competitions are national initiatives arranged in conjunction with the RTMC, and these remain highlights on the road safety calendar. In October 2016, Breërivier High School in Worcester represented the Western Cape and achieved the third place in the national PET competition in Polokwane, Limpopo. Breërivier High School is situated next to the R43 which runs between Villiersdorp and Worcester. There have been many crashes and pedestrian deaths on the R43 and the learners of the Breërivier PET team used developmental communication techniques to put forward proposals for making this road safer for all road users. Architects from the DTPW Public Works branch held a scale modelling workshop which capacitated learners to build models of their proposed road safety solutions.

Service: Road Safety Communication

In 2016/17, the Safely Home Calendar road safety campaign continued to expand, with good results. The “First Kiss” seatbelt campaign, which focused on cinemas around the province, with television and radio support, together with out-of-home and digital coverage, ran over the first ten weeks of the year. Data from seatbelt compliance surveys carried out pre- and post-campaign showed an increase of 27,5 per cent in overall seatbelt use, with huge improvements in backseat compliance. The period of the campaign saw record lows in passenger fatalities, reversing the previous overall trend. Return on investment of the campaign was calculated, using CSIR figures for road trauma costs, at 4.4:1.

The December and January period saw the launch of the Ubuthakathi pedestrian alcohol commercial, focused on free-to-air television and online, supported by cinema. The year ended with road deaths down 8 per cent when compared to the final quarter of 2015/16.

The second annual Safely Home Calendar survey showed promising improvements in the perception of the importance of road safety as a socio-economic challenge (moved to top five issues excluding crime for both motorists and non-motorists). However, few inroads were made on the fundamental issues of lack of personal responsibility and respect for traffic law enforcement. Finally, the Safely Home Calendar was integrated into the very promising District Safety Plan pilot launched in the Overberg District in October 2016.

Service: Traffic law enforcement

There were 1 370 road crash fatalities in the Western Cape during 2016/17, representing a 2,4 per cent decrease compared to the 2015/16 financial year.

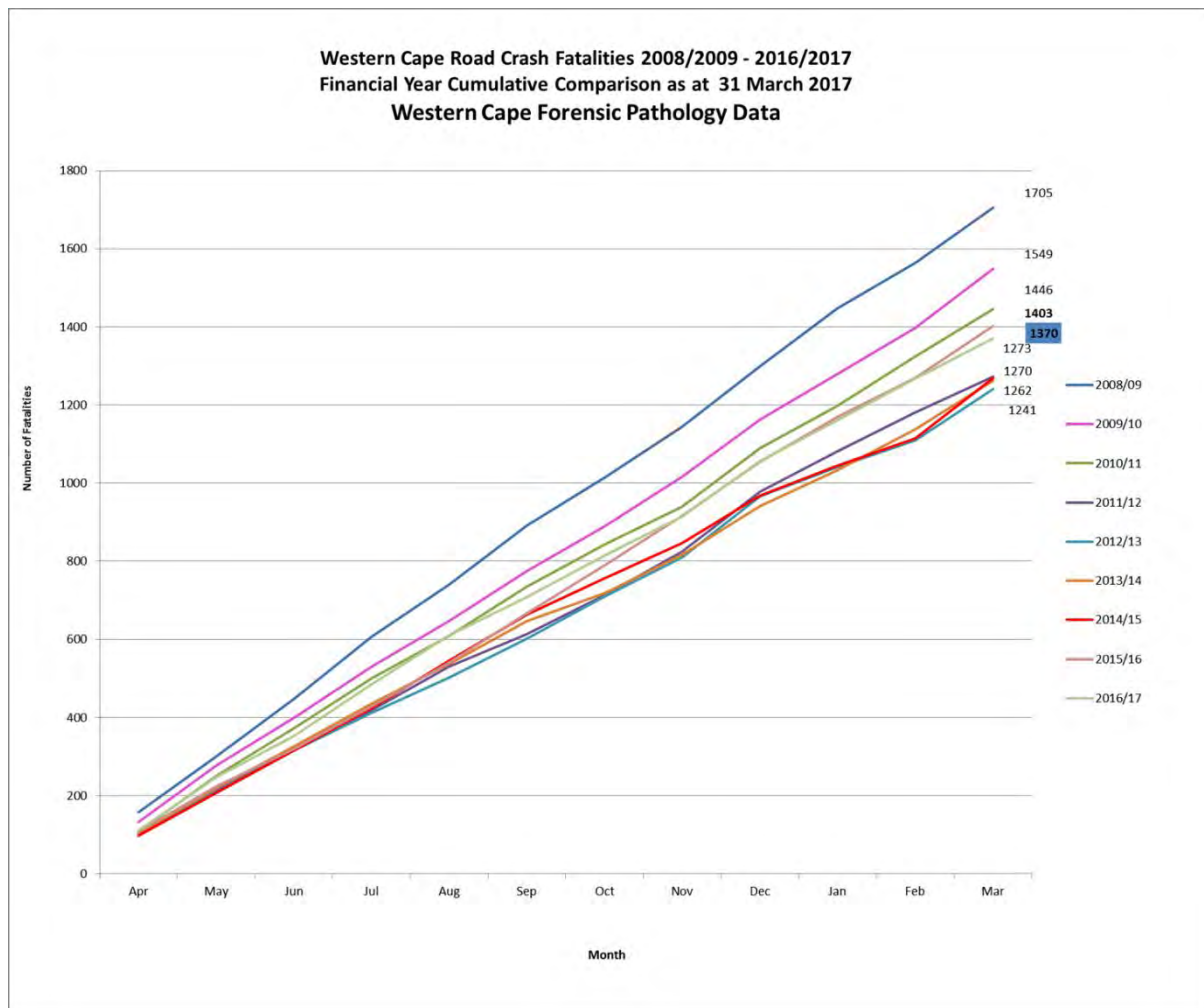


Figure 1: Western Cape road crash fatalities 2008/2009 – 2016/17: Financial year cumulative comparison as at 31 March 2017

A comparison between 2015/16 and 2016/17 festive season periods indicates a 4,3 per cent decrease in fatalities from 208 to 199 across the province. Festive season pedestrian fatalities on provincially monitored roads decreased by 20,5 per cent between the 2015/16 and the 2016/17 festive seasons. Most pedestrian fatalities occurred in the City of Cape Town. During the festive season 2016/17, the Western Cape was one of only four provinces where a decrease in fatalities was recorded.

In an effort to fight the use of unroadworthy vehicles on our roads, the RTMC donated two mobile vehicle testing units, which were very successfully used, especially over the festive season. Several heavy motor vehicles, buses and minibus taxis were taken off the road for being unroadworthy. Special operations were also executed in Ceres, Worcester, Malmesbury, Joostenbergvlakte and Paarl where learner transport vehicles were tested and several school buses were taken off the road. During one of these operations, 15 buses were tested and 11 of these were found to be unroadworthy because their brakes were defective.

The DSP, a pilot initiative of the DTPW to improve safety at district level in collaboration with local municipalities, the SAPS and DTPW Traffic Law Enforcement was launched on

30 September 2016 in the Overberg District, which comprises of the Overstrand, Theewaterskloof and Cape Agulhas local municipalities. The implementation of the DSP resulted in a decrease in road fatalities against quarterly targets. During the third quarter of 2015/16, 21 fatalities were recorded compared to the same period in 2016/17, when only 11 people died. Pedestrian fatalities also showed a decrease from five in the third quarter of 2015/16 to two in the same period in 2016/17. Four children below the age of 14 years died in road crashes during the third quarter of 2015/16, compared to a zero fatality figure in the same period in 2016/17.

There were a number of successes with regard to the confiscation of drugs and illegal substances between 1 December 2016 and 16 January 2017. One such instance was in the Worcester area where 3 790 abalone were confiscated with a street value of R1,3 million. In Laingsburg, a successful drug bust involved 90 000 Mandrax tablets to the value of R4,5 million. In the 2016/17 financial year, a total of R112 million worth of illegal substances and drugs were confiscated on provincial and national roads in the Western Cape.

Ongoing engagements with various radio and television stations as well as the printed media created opportunities to inform motorists about road conditions, traffic patterns and other information which could assist them to plan their journeys. Special broadcasts were regularly done on radio. During the festive season, a total of 41 000 views of relevant material took place on YouTube and there were also 34 000 views on Facebook, 42 800 impressions on Twitter, 10 000 flightings in cinemas, 34 interviews and 111 recorded media spots.

Over the course of the financial year, 17 394 vehicles were stopped between 20:00 and 06:00 on the roads between Beaufort West, Laingsburg and Aberdeen. A total of 2 548 tired drivers were stopped and instructed to rest for four to five hours before continuing their onward journeys.

To address the ongoing drinking and driving problem on our roads, DTPW Traffic Law Enforcement executed 1 618 weekend alcohol blitzes, during which 109 659 drivers were screened for alcohol, and 1 542 drivers arrested for readings over the legal limit.

EBAT was put on hold in 2009, following the High Court judgment in the *State v Hendricks* case. The judgment confirmed that breath alcohol testing does not violate the constitutional rights of drivers suspected of driving over the legal limit, but it made a number of technical, legal and operational recommendations for the results of breath alcohol testing to be accepted as evidence. The DTPW, with the support of the National Minister of Transport, took the lead in establishing an Inter-Governmental Task Team which included the National Prosecuting Authority (NPA), the NDoT, the RTMC, the South African Bureau of Standards, the National Metrology Institute of SA (NMISA), the National Regulator for Compulsory Standards (NRCS) and other stakeholders. Workstreams were established to address the recommendations which include, *inter alia*, technical specifications, type-approval and calibration of breath alcohol testing machines, training of personnel in the operations of machines, testing procedures and record keeping. In August 2016, the NPA gave approval for the phased re-introduction of EBAT in the Western Cape, with the Athlone Alcohol Evidence Centre as the first facility where EBAT is performed. The DTPW is confident that, given the speed and efficiency with

which conclusive results are obtained, EBAT will be an effective deterrent against driving over the legal limit.

Service: Traffic training

The Directorate: Traffic Training and Development is responsible for the training and development of provincial and municipal traffic officers in the Western Cape. The Gene Louw Traffic College maintained its registration as a traffic training college with the RTMC, an accredited training institution with the Safety and Security Sector Education and Training Authority (SASSETA) and an institution approved by the SAPS to provide firearm training.

GLTC facilitated formal training on the Further Education and Training Certificate: Road Traffic Law Enforcement as well as examiner of vehicles (EOV) training and examiner of driving licences (EDL) training. The College also provided training for traffic wardens, firearm refresher training, as well as training for provincial traffic officers to be licensed motorcycles and heavy motor vehicle drivers.

As part of the vision of lifelong learning and continuous improvement, the GLTC embarked on four specific projects which are aligned to the strategic objectives of the DTPW. The e-learning and video conferencing projects launched in March 2017 will play a vital role by providing up-to-date interactive online learning channels for traffic law enforcement officials to keep improving their knowledge and skills without having to travel to GLTC.

The following formal training of authorised officers (traffic officers, EOVs and EDLs) and informal training programmes for traffic law enforcement officers took place during the year:

- Fifty traffic officers successfully completed the formal traffic officers' training programme, 30 of whom were provincial traffic officers and the balance came from various local traffic authorities;
- A total of 179 traffic officers completed their annual compulsory firearm refresher training and 233 traffic officers successfully completed Microsoft Office training in preparation for the implementation of an e-learning training intervention in the Western Cape; and
- A total of 68 EDLs completed the K53 course, and a further 37 EOVs completed assessments of competence.

2.2 Service Delivery Improvement Plan (SDIP)

Service delivery improvement plan

The DTPW developed a SDIP for the MTEF period 2016/17 – 2019/20 which is informed by its Strategic Plan and aligned to its APP 2016/17. The SDIP aims to address the following two service improvement areas: RNM and Road Safety Management (RSM).

Service 1 for RNM: Manage identification of upgrade projects for design approval for gravel roads.

The general condition of gravel roads has again deteriorated compared to the previous year due to limited financial resources to maintain the entire network to acceptable standards, as well as the continued difficulties in finding approved gravel borrow pits. The re-gravelling need on the gravel road network would cost R112 million to address. In addition, there are nearly 230 km of road that would carry an economic benefit if they were upgraded from gravel to surfaced standard. Of the Western Cape commuters who travel on gravel roads, 20 per cent are travelling on roads of poor to very poor condition, 60 per cent travel on roads in fair condition and the remaining 20 per cent on roads of good to very good condition.

As a result of its joint planning initiatives (JPIs) and consultation with stakeholders, the DTPW has decided to streamline the process of selecting which gravel roads will be upgraded to surface standard. The service improvement envisages the development and institutionalisation of a business decision-making process to select gravel roads for upgrading that takes relevant stakeholder inputs and factors such as economic importance rating into account. The intention is to optimise the selection of 20 gravel road upgrade projects for design approval.

Service 2 for RSM: Enhance road safety awareness amongst the public

Currently negative road user behaviour results in road crashes that lead to fatalities and serious injuries. Road crashes place a significant cost burden on the economy, and there is a causal relationship between the number of road crashes and the cost to the state.

Through increasing awareness of road safety amongst residents of the Western Cape, the number of crashes, fatalities and injuries will be reduced, resulting in significant cost savings. These savings can be allocated to services to enhance the lives of residents. Interventions focus on school learners; include road safety debates, competitions and scholar patrols.

The envisaged service improvement entails fostering better road user behaviour through an increase in the road safety education awareness interventions from the baseline of 440 in 2015/16 to 690 in 2019/20. The targeted number of interventions for 2016/17 was 650.

Tables 9 to 13 highlight the Department's SDIP achievements in 2016/17.

Table 10: Batho Pele arrangements with beneficiaries (Consultation, access etc)

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Current arrangements: 2015/16	Desired arrangement 2016/17	Actual achievement 2016/17
<ul style="list-style-type: none"> Annual Report; Annual Report to Citizens; Intranet and Internet; JPIs; IDP Indaba sessions; and Public meetings. <p>Value for money: Improvement needed in the personnel resourcing of the West Coast and Eden offices.</p>	<ul style="list-style-type: none"> Annual Report; Annual Report to Citizens; Intranet and Internet; JPIs; IDP Indaba sessions; and Public meetings. <p>Value for money: Improvement needed in the personnel resourcing of the West Coast and Eden offices.</p>	<p>Value for money: The desired arrangement has not been fully achieved. To augment the capacity issues in these regions; one (1) person has been transferred from the Metro to the Eden office.</p>

Table 11: Service information tool

Current/actual information tools	Desired information tools	Actual achievements
Manage identification of upgrade projects for design approval.		
<p>Information is communicated through:</p> <ul style="list-style-type: none"> DTPW Annual Performance Plan; Annual Report; Annual Report to Citizens; Internet and Intranet; Internal and external newsletter; Billboards; DTIMS; Preservation Report; JPIs; and Service Charter. 	<p>Information is communicated through:</p> <ul style="list-style-type: none"> DTPW Annual Performance Plan; Annual Report; Annual Report to Citizens; Internet and Intranet; Internal and external newsletter; Billboards; DTIMS; Preservation Report; JPIs; and Service Charter. 	<p>The desired standard has been achieved.</p>

Current/actual information tools	Desired information tools	Actual achievements
Enhance road safety awareness amongst the public.		
Information is communicated through: <ul style="list-style-type: none"> • Annual Performance Plan; • Internet and Intranet; • Annual Report; • Annual Report to Citizens; • Public meetings; • Exhibitions; • Awareness interventions; • Radio advertisements; • Social media; • Pamphlets; • Brochures; • Service Charter; • Email; • Internal and external newsletter; • Internet and Intranet; • Billboards; • Flyers; • Media releases; • Thusong Centres; and • Community radio interviews. 	Information is communicated through: <ul style="list-style-type: none"> • Annual Performance Plan; • Internet and Intranet; • Annual Report; • Annual Report to Citizens; • Public meetings; • Exhibitions; • Awareness interventions; • Radio advertisements; • Social media; • Pamphlets; • Brochures; • Service Charter; • Email; • Internal and external newsletter; • Internet and Intranet; • Billboards; • Flyers; • Media releases; • Thusong Centres; • Safely Home Reporter and website; and • Community radio interviews. 	The desired standard has been achieved.

Table 12: Complaints mechanism

Current/actual complaints mechanism	Desired complaints mechanism	Actual achievements
Manage identification of upgrade projects for design approval.		
Complaints/ suggestions/ compliments/ queries are registered and monitored through: <ul style="list-style-type: none"> • Panel discussions; 	Complaints/ suggestions/ compliments/ queries are registered and monitored through: <ul style="list-style-type: none"> • Panel discussions; 	The desired standard has been achieved. In addition:

Current/actual complaints mechanism	Desired complaints mechanism	Actual achievements
<ul style="list-style-type: none"> JPIs; Departmental stakeholder relationships. 	<ul style="list-style-type: none"> JPIs; Departmental stakeholder relationships. 	EG4C (e-Government for Citizens) services were utilised by the citizens for road enquiries.
Enhance road safety awareness amongst the public.		
Complaints/ suggestions/ compliments/ queries are registered and monitored directly with management.	Complaints/ suggestions/ compliments/ queries are registered and monitored: <ul style="list-style-type: none"> Directly with management; and Safely Home Reporter and website. 	The desired standard has been achieved.

Table 13: Promotion of Access to Information Act (PAIA) applications granted in terms of Section 46

No.	Detail of information requested	Date request received	Date extension granted*	Date request granted
1/2016-2017	All licences for Golden Arrow Bus Services (GABS) and Sibanye Bus Service	10.05.2016	31.05.2016	06.10.2016
2/2016-2017	All information pertaining to Porter Estate	04.04.2016	03.05.2016	22.02.2017
3/2016-2017	Tender S123/15 and 124/15	07.04.2016	06.05.2016	11.05.2016
4/2016-2017	Franschhoek Pass – 2000: All documents pertaining to the Pass	26.04.2016	25.05.2016	11.09.2016
5/2016-2017	Tender C1009.01	06.05.2016	No	20.05.2016
6/2016-2017	Quantities supplied to the schools in terms of: reinforcing steel and reinforcing mesh	21.04.2016	No	19.05.2016
7/2016-2017	Translux operating licences	25.04.2016	23.05.2016	26.05.2016
8/2016-2017	Applications for operating licence permits: 8334707, 8334708 and 8334709	25.05.2016	27.06.2017	12.07.2016
9/2016-2017	New applications for operating licence permits: 8287470, 8287471, 8287472, 8287474 and 8287475	02.06.2016	01.07.2016	10.11.2016
10/2016-2017	Erven 1449, 1450, 1452 and 1734: all documents pertaining to the land	06.06.2016	04.07.2016	06.07.2016
11/2016-2017	Transcripts for OLA 2015-32: Meeting held pertaining to permit applications	08.06.2016	05.07.2016	08.08.2016
12/2016-2017	Ownership of operating licence permits: C de Villiers	29.07.2016	01.09.2016	20.09.2016
13/2016-2017	Ownership of operating licence permits: I Masarapa	29.07.2016	01.09.2016	24.10.2016

No.	Detail of information requested	Date request received	Date extension granted*	Date request granted
14/2016-2017	Request for Operating Licence Permit: OP8331200	11.08.2016	19.09.2016	13.10.2016
15/2016-2017	Contracts with GMT	20.08.2016	14.09.2016	31.10.2016
16/2016-2017	Request for operating licence permits for: OLB18100667/1	21.09.2016	No	24.10.2016
17/2016-2017	Legal opinion pertaining to expropriated land	21.09.2016	No	21.10.2016
18/2016-2017	SLA between Rainbow Cape Services and Western Cape Government	29.09.2016	25.10.2016	21.11.2016
19/2016-2017	PERMIS documentation: Requested by employee	10.10.2016	No	22.11.2016
20/2016-2017	Requesting operating licence Permit: OLB508440	28.11.2016	15.12.2016	11.02.2017
21/2016-2017	Tender Contract: C0708/09	09.12.2016	15.12.2016	07.02.2017
22/2016-2017	Various operating licences	15.12.2016	22.12.2016	09.02.2017
23/2016-2017	Minutes dated 26 August 1994: Assigning routes for taxis from the top deck rank : Cape Town Station	01.02.2017	28.02.2017	28.03.2017
24/2016-2017	Upgrade of old George-Knysna road	02.02.2017	13.03.2017	current
25/2016-2017	Request for operating licence: Pedro Permits	13.03.2017	No	12.04.2017

Note: Extension provided in terms of section 26 of PAIA.

2.3 Organisational environment

Restructuring

During the year under review the macro structure of the Chief Directorate: RNM was designed and Organisational Design (OD) is currently developing the micro-structure.

The restructuring of the GMT was concluded as well as the matching and placing of staff. Recruitment processes are underway with regard to the filling of vacancies on the structure.

Organisational challenges

The DTPW took steps to prioritise resources to achieve optimum socio-economic impact.

There are significant challenges in the labour market with regard to professionals in the built environment sector, namely that there are too few applications for jobs on offer in the Department. This meant that the DTPW continued to rely on ageing experienced professionals on the one hand and new graduates with limited experience on the other. This required the procurement of private sector expertise, which placed pressure on limited budgets.

In the traffic law enforcement environment, the DTPW competes with local government authorities to attract graduates from its own Gene Louw Traffic College.

The DTPW aimed to enhance its delivery capacity through recruitment for targeted positions that promote integrated service delivery and good governance. However, progress has been slower than expected because of difficulties within filling these posts. In mitigation, DTPW in collaboration with the CSC, appointed five talent sourcing officials on three-year contracts to assist the DTPW with its recruitment drive.

Organisational successes

Empowerment remains high on the DTPW development agenda, and it cuts across all functions and programmes. In the year under review, the DTPW created a number of jobs and development opportunities to promote empowerment and to strengthen the supply of scarce skills in the built environment sector.

- During the reporting period, 72 staff members received support through the Staff Bursary Scheme and, through the Departmental Work Place Skills Plan, another 944 were able to improve their academic qualifications and skills.
- To help ensure that officials are professionally registered, highly skilled with technical knowledge, experienced, competent and abreast of new developments in their specialised fields, the PDP has three (3) sub-programmes, namely, the Candidate Training Programme, Mature Candidate Training Programme and Continuing PDP, which provide the platform for appointed graduates and existing employees to attain professional registration. In addition, the programme is in the process of being expanded to include disciplines covered under the South African Council for Project and Construction

Management Professions (SACPCMP). A total of 15 candidates (four in architecture, three in mechanical engineering, one in electrical engineering and seven in civil engineering) attained professional registration in the years 2015/16 and 2016/17.

Resignations/ appointments

Because the Chief Financial Officer (CFO) was scheduled to retire at the end of May 2017, the recruitment process for his successor began in the year under review. The head of GMT retired during the reporting period.

Strikes

There were no personnel strikes during 2016/17.

System failures

The application status of the system is continually monitored and necessary action taken to keep the system stable.

The DTPW BizProjects program runs on a shared environment with the other Provincial BizProjects instances and is managed by the Transversal Application Support component of CE-I. System failures were experienced due to network issues. Although there were initial challenges, upgrading the BizSuite to run in a cloud environment has greatly stabilised the environment.

Cases of fraud or corruption

Cases of fraud or corruption for the year under review are described in the Provincial Forensic Service (PFS) Case Movement Certificate below.

Open cases as at 1 April 2016	7
New cases (2016/17)	9
Reallocated to Department	1
Closed cases (2016/17)	(8)
Referred cases (2016/17)	(4)
Open cases as at 31 March 2017	5

2.4 Key policy developments and legislative changes

The following key policy developments took place in 2016/17:

- The Contractor Development Programme policy was approved in April 2016; and
- The draft Western Cape Provincial Traffic Administration Amendment Bill was published for public comment on 12 September 2016. Comments received were analysed, submitted to the MEC and approval was granted for a request to Cabinet to introduce the Bill to the legislature.

3 Strategic Outcome-Oriented Goals

The Department's Strategic Outcome Oriented Goals, and progress made towards the achievement of the five-year Strategic Plan targets, are outlined below.

Strategic Outcome-Oriented Goal 1: Maximise empowerment and job creation in the Western Cape.

Goal statement:

To maximise empowerment and job creation through development programmes and infrastructure investment in the Western Cape by 31 March 2020.

Justification:

Strategic intervention identified by all spheres of government to support the aim to halve unemployment and poverty in terms of the National Development Plan (NDP).

Links to PSG:

Provincial Strategic Goals 1; 2; 4 and 5.

The DTPW provided bursaries for tertiary education in the transport, built environment and engineering fields through the Masakh'iSizwe Bursary Programme.

The PDP supported the development of employees who are the holders of Occupation Specific Dispensation (OSD) posts. Participants included candidate engineers and architects who required further training and the experience of working under the supervision and mentorship of registered professionals in order to meet the requirements for professional registration. The PDP supports candidate professionals to be registered, and it supports registered professionals to keep their registrations current. It also supports registered professionals to meet the continuing professional development requirements of their professional bodies.

The coordination of the EPWP in the Western Cape ensured that nationally determined work opportunity targets were met. Support strategies are being rolled out to the EPWP implementing bodies in the province in order to achieve the set targets.

Young people continue to be trained in construction trades through the NYS programme.

EmplAs were concluded on departmental capital projects with a value of more than R5 million and a number of these projects were subjected to monitoring and evaluation to determine whether the empowerment objectives were achieved.

Strategic Outcome-Oriented Goal 2: Manage provincial infrastructure and immovable assets in the Western Cape.

Goal statement:

To facilitate, plan, design, develop and deliver provincial infrastructure and accommodation and to strategically manage the asset life cycle of the provincial property portfolio in order to unlock socio-economic growth in the Western Cape by 31 March 2020.

Justification:

Infrastructure delivery and asset management of the provincial property portfolio is a requirement for unlocking socio-economic growth.

Links to PSG:

Provincial Strategic Goals 1; 2; 3; 4 and 5.

The implementation of the IDMS is continuing, together with the AO System and associated governance procedures to promote good governance in construction

planning, procurement, administration and management across public works infrastructure.

The implementation of framework contracts continued in the year under review to enhance efficient delivery of building infrastructure projects.

The development of a BLM is one of the key Game-Changer projects of the WCG. Development work on the former Conradie Hospital site continued as a pilot project.

Efforts to optimise office space utilisation across the Western Cape continued in the form of the Office Modernisation Programme. This Programme is aimed at improving space utilisation efficiency and improving all accommodation-related cost efficiencies.

The PER enabled ongoing monitoring of management information to allow for the identification and implementation of efficiency gains and reduce the amount of leased accommodation needed for WCG departments.

Strategic Outcome-Oriented Goal 3: Deliver safe, efficient, integrated transport systems in the Western Cape.

Goal statement:

To deliver safe, efficient, integrated transport systems that support economic growth and social connectivity in the Western Cape through partnerships by 31 March 2020.

Justification:

Safe, efficient, integrated transport is critical to ensure improvement in all modes of transport and in the infrastructure and systems that supports them in order to achieve the intended modal shift from private to public transport and the movement of freight from road to rail in the Western Cape.

Links to PSG:

Provincial Strategic Goals 1; 3 and 4.

A complete review of the Provincial Land Transport Framework was completed in the year under review. The review aimed to ensure that the frameworks for transport and land-use related provincial decision making are aligned with the Provincial Strategic Goals.

The DTPW finalised the PSTP which assists municipalities to develop locally appropriate public and NMT, incorporating lessons learned through the implementation of public transport improvement initiatives in South Africa, particularly in George and Cape Town. In this regard, a MOA was concluded with the Municipality of Stellenbosch and extensive planning support resulted in the development of a joint programme of sustainable transport initiatives for incremental implementation in the coming years.

The DTPW continued to effectively manage and monitor a subsidised bus operator and the associated PTOG, until such time as the function is transferred to the CoCT. It also continued to implement further phases of the high-quality public transport network (Go George/ GIPTN) in George, which is enhancing the quality of life of the people of the town in partnership with the George Municipality and the NDoT.

Road deaths decreased in the Western Cape when compared to the last financial year. Pedestrian safety and fatalities remain a concern and further work was done during the year in an attempt to reduce road crash fatalities across all categories of road users, including safety improvements to hazardous locations for pedestrians on provincial roads; providing ASOD infrastructure and ANPR capability; enhancing visible traffic

policing at strategic points; conducting visible integrated traffic law enforcement operations; implementing road safety, education and awareness campaigns with a focus on schools and communities at risk; and implementing fatigue management interventions.

To stimulate economic growth, the planning for the extensions to the road network supporting the development of the Saldanha Bay IDZ was completed. Planning for the Wingfield Interchange upgrade continued.

Construction and maintenance of key projects were undertaken during the year to preserve and improve the condition of the road network and facilitate the creation of temporary jobs; including the rehabilitation and upgrading of the N2 between Borchers Quarry and Swartklip Interchange, the rehabilitation and upgrading of the N1 between Durbanville Interchange and Old Oak Interchange, and the rehabilitation of Trunk Road 31 between Ashton and Montagu.

The bi-annual Asset Preservation Report that describes the status of provincial roads and the impact of current investment in roads on future condition of the network indicates that of the total 6 595 km surfaced road network, 5 870 km is in fair to very good condition.

An investigation continued during the year into the economic and operational efficiency of the present regional road maintenance model in which certain district municipalities act as service providers to maintain provincial roads.

To support effective infrastructure delivery, the GPEP, including professional mentoring to facilitate the proper training, retention of graduates, meeting the minimum requirements for professional registration with the ECSA, continued. Some graduates were permanently employed by the DTPW.

Strategic Outcome-Oriented Goal 4: Promote good governance, effectiveness, and efficiency throughout the DTPW.

Goal statement:

To provide strategic leadership, governance, and support to enable the DTPW to deliver integrated services in respect of government priorities effectively and efficiently by 31 March 2020.

Justification:

An efficient and effective Department that provides integrated services.

Links to PSG:

Provincial Strategic Goal 5.

The approved macro and micro organisational structure, effective from 1 October 2013, continues to be implemented in a phased manner. Posts were not filled as planned due to compulsory savings on COE expenditure.

The Departmental Corporate Governance Improvement Plan (DCGIP) continues to improve the quality of financial management and will be carried forward into future financial years. The Department's commitment to sound governance ensured the achievement of a clean audit outcome for the 2016/17 financial year.

The prudent monitoring of payment of invoices within 30 days through the Supplier Invoice Tracking System continued.

The DTPW continues to implement the Broad-Based Black Economic Empowerment Act in the procurement of all goods and services, contractors, and service providers.

Effective SCM is vital for the infrastructure delivery-focus business of the Department. To enhance the effectiveness of SCM, further investment was made in inventory management, training, as well as implementation, review and refinement of IDMS processes related to construction procurement.

4 Performance information by Programme

4.1 Programme 1: Administration

Purpose

The purpose of this Programme is to provide overall management support to the Department.

Sub-programmes

- Office of the MEC (Office of the Provincial Minister – Transport and Public Works)
- Management of the Department
- Corporate Support
- Departmental Strategy

Strategic Objectives

1.1	Improve quality of finance management.
1.2	Facilitate effective and secure utilisation of information systems, processes and knowledge within the Department.
1.3	Improve skills and capacity in the transport, built, engineering and related disciplines.
1.4	Improve management of transversal and integrated strategic planning, policy development, coordination and monitoring and evaluation.

Strategic objectives, performance indicators, planned targets and actual achievements

This Programme contributes to Departmental Strategic Outcome-Oriented Goal 4: Promote good governance, effectiveness and efficiency throughout the Department, through a number of endeavours.

With respect to participating in intergovernmental planning, Programme 1 facilitated participation in integrated municipal engagements (IMEs) and JPIs. Assessments of municipal IDPs were also concluded. Section 36(1) of the NLTA requires municipalities to develop five-year ITPs. The Department assisted 29 municipalities (excluding the CoCT) to adhere to this legislative requirement. These plans are updated annually and reviewed every five years. In terms of section 9(2)(c) of the NLTA, the Provincial Minister must provide assistance to planning authorities that lack the capacity and resources to carry out the integrated planning function.

With respect to facilitating the development of provincial infrastructure strategies, policies and plans, status quo reports were completed for each of the five local municipalities in the West Coast District and consolidated into a West Coast District Status Quo Report. The socio-economic and current status of roads and transport are described here, including future plans as outlined in the ITP and IDP of each local municipality. The Report concludes with a list of development priorities that may provide a common point of departure to inform planning and budgetary process for a more integrated approach to infrastructure development in the short, medium and long term.

Against the backdrop of a weak economic environment and to maintain a sustainable fiscal path, measures were implemented to curtail and control expenditure on COE within the limit determined by Provincial Treasury during January and February 2016. Provision was made for the filling of a limited number of critical posts, mainly in the infrastructure and traffic management components. Certain posts in the staff establishment approved in 2013 will not be filled under current conditions.

To improve SCM governance, the SCM Unit:

- Implemented the acceptance of sworn affidavits when allocating preferential procurement points for empowerment to bidders in terms of the new BBBEE codes;
- Implemented the NT's Central Supplier Database which runs in parallel with the Western Cape Supplier Database. Furthermore, a CSD roadshow was held in collaboration with Provincial Treasury to introduce the "Infrastructure" functionality on the Integrated Procurement System; and
- Communicated the content of the new Public Service Regulations (PSR) which came into effect on 1 August 2016 to officials where possible non-compliance was identified, as well as the institutionalisation of the transitional arrangements described in Annexure 1(2) of the PSR.

The Department is procurement-intensive, contract-intensive and project-driven in the sense that more than 60 per cent of its expenditure goes through the SCM System. The effect is that any burden, risk on the system, or any challenge to the system has a potential impact on the ability of the system to optimally perform in terms of budget management, project resourcing, and infrastructure delivery.

Ongoing review and performance monitoring of, and client engagements on the SCM System of the Department aims to improve turnaround times, and support fit-for-purpose procurement strategies to accelerate infrastructure delivery and improve overall efficiency.

In order to manage the impact of COE cost containment on personnel recruitment in construction procurement and construction delivery, a number of initiatives were undertaken. This includes, but is not limited to, putting plans in place to manage the impact of COE directives on the delivery and procurement capabilities of the DTPW. Mechanisms will be developed to ease the pressure caused by the significant vacancy rate in both the construction procurement and construction delivery domains. This also prompted the move to optimise resources across all DTPW infrastructure delivery components.

A total of 32 framework contracts for scheduled, day-to-day and emergency maintenance for all classes of work have been put in place. Specific care was taken not to exclude small graded contractors from this process to continue to pursue the objectives of contractor development and the focus of achieving the socio-economic obligations of government.

Additional delivery strategies already deployed, being implemented, in procurement and in investigation phase include:

- Procurement and use of a management contractor for the DTPW for implementation of infrastructure programmes;
- Making use of facilities management contractors to address the maintenance backlog in respect of the rapidly ageing education infrastructure;
- Utilising an Engineering Peer Review Committee to evaluate and advise on infrastructure designs before approval to mitigate the risk of under- or over-design; and
- The design and implementation of a strategy for the procurement of infrastructure consultants in respect of health facilities, in advance, for a full MTEF cycle.

Preferential procurement regulations have a direct impact on the amount of money available for service delivery. The Western Cape Government's annual spend on goods and services for the 2015/16 financial year amounts to R10,9 billion. A financial analysis conducted by the Provincial Treasury on WCG contracts awarded under the 2011 Preferential Procurement Regulations shows an average cost premium of 7,71 per cent on these contracts (a total of R832 million). The 2017 Preferential Procurement Regulations impose an 80/20 preference point system on contracts worth less than R50 million, compared to the 11 per cent premium on such contracts under the 2011 regulations. A total of 39 per cent of all provincial contracts are worth less than R50 million, and the 2017 regulations will increase the cost premium paid on these contracts to 10,33 per cent (R1.1 billion in total).

This might mean that the Department has to consider implementing fewer projects to fund the socio-economic obligations imposed by these regulations on the SCM System. Because the DPTW is the implementing agent for the WCED and provincial Department of Health infrastructure, more expensive procurement may also mean that maintenance, upgrading and construction of new health and education facilities may suffer.

Finally, the weakened economy has also taken its toll on the ability of contractors and suppliers, triggering a rethink of infrastructure delivery models, using a panel of completion contractors where contractors fail to perform and, perhaps, even rethinking the business case on "insurance" as a result of failing contractors.

In an effort to protect frontline services, the implementation of curbs on COE expenditure impacted on the activities of SCM as well as financial management in support of the line functions. Management must therefore keep reprioritising its deliverables to fit within current human resource constraints.

The primary objective of the IFMS project is to: enhance the policy environment for improved financial management; support the policy environment through implementing new systems; modernise financial management systems; support the implementation of financial and other related legislation; replace outdated and costly systems with an integrated system; eliminate duplication of systems; improve access to information; improve quality of data; enhance efficiency; curtail manual processes, and reduce system integration costs. The implementation of the system has been delayed, but in preparation for migration to the IFMS, the DTPW has been actively involved in cleaning up data in the legacy systems.

The SCM unit actively participated in the Contractor Development Programme in collaboration with the EPWP by providing SCM training to contractors, as well as to keep registering suppliers on the WCSD and CSD databases at supplier development sessions in collaboration with the Department of Economic Development and Tourism and various municipalities.

As part of the development and empowerment of contractors and to promote competition, the SCM Unit also held briefing sessions with contractors after the outcome of tender awards to identify errors that had been made, responsiveness requirements that had not been met, and ineffective pricing strategies.

The Department invests in ongoing training and development of staff involved in the supply chain. Infrastructure delivery and construction procurement-focused training was provided to 121 officials in the Department. In addition, ethics in procurement training was provided to 134 officials.

A total of 737 formal bids were awarded, of which 565 bids with a combined value of R3,1 billion were awarded to BBBEE suppliers.

The Department has a zero tolerance approach towards fraud and corruption. The Financial Governance Directorate coordinated fraud awareness training sessions presented by PFS which were attended by 510 officials from the Department. Officials were provided with examples of actual reported incidents and their outcomes.

Internal control measures were further tightened to address control gaps identified during PFS irregular, fruitless and wasteful, or internal control investigations. Training to mitigate the risk of controls being overridden was provided to DTPW officials.

The Department maintained its Departmental Corporate Governance Implementation Plan, a strategic intervention to create and continuously improve a control environment that supports the DTPW to achieve its service delivery objectives and planned audit outcomes. By addressing areas of concern through the DCGIP, an unqualified audit opinion was received in 2016/17.

Having successfully put a "mature" stage system in place to help ensure a clean audit of pre-determined objectives, the DTPW is in the process of implementing a programme outcomes monitoring system. This has helped to shift the DTPW's focus from the "compliance" stage to the "performance" stage of organisational maturity.

The Programme's strategic objectives, performance indicators, planned targets and actual achievements are presented in Tables 14 and 15.

Strategic Objectives

Table 14: Programme 1: Administration: Strategic Objectives

No	Strategic Objectives/ Indicators	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target to actual achievement 2016/2017	Comment on deviations
Sub-programme 1.3: Corporate Support						
1.1	Improve quality of finance management.					
1.1.1	Level of finance capability maturity.	3	3+	3+	0	-
1.2	Facilitate effective and secure utilisation of information systems, processes and knowledge within the Department.					
1.2.1	Level of Enterprise Information Management maturity.	1	2	2	0	-
1.3	Improve skills and capacity in the transport, built, engineering and related disciplines.					
1.3.1	Number of candidates registered with relevant professional body.	7	14	15	1	Candidate opted to write examinations ahead of schedule.
Sub-programme 1.4: Departmental Strategy						
1.4	Improve management of transversal and integrated strategic planning, policy development, coordination and monitoring and evaluation.					
1.4.1	Number of departmental planning processes achieved.	31	1	1	0	-

Performance Indicators

Table 15: Programme 1: Administration: Performance indicators

No	Performance Indicator	Actual Achievement 2013/2014	Actual Achievement 2014/2015	Actual Achievement 2015/2016	Planned Target 2016/2017	Actual Achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on deviations
Sub-programme 1.3: Corporate Support								
1.1.1.1	Number of strategies (SCM, Financial Management, MA and Internal Control) compiled*	n/a	n/a	4	4	4	0	-
1.2.1.1	Number of phases of knowledge management initiative completed	n/a	n/a	4	1	1	0	-
1.3.1.1	Number of employees registered as candidates	n/a	n/a	16	14	14	0	-
Sub-programme 1.4: Departmental Strategy								
1.4.1.1	Number of transport integrated processes assessed	n/a	n/a	29	0	0	0	-

No	Performance Indicator	Actual Achievement 2013/2014	Actual Achievement 2014/2015	Actual Achievement 2015/2016	Planned Target 2016/2017	Actual Achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on deviations
1.4.1.2	Number of infrastructure integrated processes assessed	n/a	n/a	2	1	1	0	-

Note: * SCM- Supply Chain Management, Chief Directorate: Financial Management, FA- Financial Accounting, MA- Management Accounting, FG-Financial Governance

n/a – Not applicable as this is a new indicator.

Strategies to overcome areas of under performance

The DTPW is satisfied that adequate control measures and strategies were put in place to ensure that the set service delivery standards could be met.

Changes to planned targets

There were no changes to planned targets.

Sub-Programme expenditure

Table 16: Programme 1: Administration: Sub-programme expenditure

Sub-Programme		2016/2017			2015/2016		
		Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure R'000	Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure R'000
1.1	Office of the MEC	6 533	6 345	188	6 302	6 209	93
1.2	Management of the Department	4 581	4 481	100	4 337	4 325	12
1.3	Corporate Support	122 290	120 273	2 017	137 262	128 121	9 141
1.4	Departmental Strategy	32 064	31 546	518	45 349	43 074	2 275
Total		165 468	162 645	2 823	193 250	181 729	11 521

4.2 Programme 2: Public Works Infrastructure

Purpose

The purpose of this Programme is to provide balanced provincial government building infrastructure that promotes integration, accessibility, sustainability, equity, environmental sensitivity, economic growth, and social empowerment.

Sub-programmes

- Programme Support
- Planning
- Construction
- Maintenance
- Immovable Asset Management
- Facility Operations

Strategic Objectives

2.1	Improve efficiency of office accommodation through the reduction of cost and improved space utilisation.
2.2	Delivery of sustainable infrastructure and accommodation to clients.
2.3	Effective usage of provincial immovable assets.
2.4	Promote and facilitate socio-economic development through infrastructure development and property management projects.

Strategic objectives, performance indicators, planned targets and actual achievements

This Programme contributes to Departmental Strategic Outcome Oriented Goal 2: Manage provincial infrastructure and immovable assets in the Western Cape.

The Government Immovable Asset Management Act requires condition assessments on the entire portfolio of properties in WCG ownership once every five years. The first five-year period ended on 31 March 2015. The DTPW contracted-in capacity to assist with the next round of condition assessments scheduled to be completed toward the end of the financial year.

The results of the building condition assessments conducted by the DTPW on WCG buildings are summarised below.

Table 17: Summary of condition assessments conducted on WCG buildings during 2016/17 as at 31 March 2017

Condition assessments of state owned buildings audited during 2016/17 (number and percentage of assessments conducted)							
Department	Poor (C1-2)		Average (C3)		Very good (C4-5)		Total
Health	6	5%	50	37%	78	58%	134
Education	9	2%	267	53%	226	45%	502

Condition assessments of state owned buildings audited during 2016/17 (number and percentage of assessments conducted)							
Department	Poor (C1-2)		Average (C3)		Very good (C4-5)		Total
Other Infrastructure	223	30%	136	19%	372	51%	731
Total 2016/17	238	18%	453	33%	676	49%	1 367

Note: The condition assessments exclude the Department of Human Settlements' portfolio. A facility may comprise one or several buildings, i.e. Groote Schuur Hospital is considered to be a single facility but has a number of buildings on the property with varying condition ratings.

Definitions for condition of buildings are as follows:

Very good	C5	Accommodation has no apparent defects. Appearance is as new. Risk index: No effect on service capability. No risk.
	C4	Accommodation exhibits superficial wear and tear, with minor defects and minor signs of deterioration to surface finishes. Risk index: Intermittent, minor inconvenience to operations. Probability of risk to health and safety or property is slight. Low cost implication.
Average	C3	Accommodation is in average condition, deteriorated surfaces require attention; services are functional, but require attention, there is a backlog of maintenance work. Risk index: Constant inconvenience to operations. Some risk to health and safety or property. Medium cost implications.
Poor	C2	Accommodation has deteriorated badly, with serious structural problems. General appearance is poor with eroded protective coatings; elements are broken, services are not performing; there is a significant number of major defects. Risk index: Major disruption to service capability, high probability of risk to health and safety or property. High cost implication/financial loss.
	C1	Accommodation has failed; is not operational and is unfit for occupancy. Risk index: Accommodation is unusable, immediate high risk to security, health and safety or property. Significant cost impact.

Of the 1 367 condition assessments conducted on WCG buildings during 2016/17, the assessment showed that 18 per cent were in a poor condition.

In the case of general office accommodation, the Department is prioritising budget allocation for maintenance to retain and raise the condition of this category of building to at least "average". With regard to health and education facilities where the maintenance budgets reside with the provincial Departments of Health and Education respectively, the Department will continue working closely with them to highlight the need for appropriate budgeting for maintenance.

The Department continued to be the implementing agent in the execution of capital and maintenance projects for and on behalf of the provincial Departments of Health and Education. A total of 16 properties were acquired for service delivery purposes, ten for health, and six for education.

After investigative and feasibility studies were undertaken, four solar photovoltaic rooftop plants were installed on buildings in Cape Town. The combined capability of the first four plants is 252,6 kilowatt peak (kWp), which will generate an estimated 381,8 megawatt-hour (MWh) per annum.

The leasing rationalisation initiative for the outlying regions continued. In this regard the construction phase for the refurbishment of the Dan de Villiers Hostel in Beaufort West

was completed. Planning is also underway for the rationalisation of accommodation in Mossel Bay and George. The planning phases of these projects will be completed during 2017/18 with construction planned to commence in 2018/19.

The Department continued to conduct space and utilisation audits of all office accommodation in the city centre of Cape Town as well as all provincially occupied office facilities with a floor area in excess of 1 000m² in areas outside of Cape Town. The aim of these audits is to promote the effective and efficient utilisation of office accommodation.

The fifth Property Efficiency Report (covering the period 2015/16) was published in December 2016. The latest edition of the Report reported on a total of 36 owned and leased facilities, comprising the majority of the WCG's office building portfolio where the gross usable area per facility is in excess of 1 000m². A total of 17 of the 36 facilities were in the Cape Town city centre and 19 outside the CBD.

This PER reports on the building and environmental performance of the selected portfolio. Building performance included the space efficiencies achieved through the Department's Office Modernisation Programme, which has seen an average space utilisation improvement of 56 per cent achieved in modernised facilities since the Programme began. Environmental performance included key consumption data for electricity and water utilised in the selected portfolio, comparing year-on-year consumption figures across the portfolio with private sector benchmark figures. A notable achievement is that the selected portfolio's average electricity and water consumption outperforms private sector benchmarks in South African corporate offices.

Such a report further allows the Department to determine whether the performance of the portfolio is improving through interventions such as the Office Modernisation Programme, as well as other interventions (e.g. fixing leaking pipes).

Significant progress and improvements have been made in the Department's ability to capture and report on property data and, in turn, Immovable Asset Management's ability to enable efficiency improvements. This system of reporting also establishes a baseline for future reporting on the optimal utilisation of the provincial property portfolio.

The Department signed 11 deeds of sale and the transfers of these immovable assets are scheduled to take place during the next financial year.

Infrastructure norms and standards have been set. These demonstrate the Department's ongoing commitment to "green principles" across general, health and education infrastructure as well as a response to the current water crisis.

Water reduction initiatives

- All cooling set points in water-cooled air-conditioning systems have been adjusted to reduce consumption.
- All air-conditioner chemical treatment systems have been switched off.
- Groundwater systems are being implemented at 9 Dorp Street.
- Water meters are being installed in CBD buildings.
- Priority attention is given to water-related maintenance help desk queries.

- Office modernisation norms and standards adhere to 4-Star Green Star GBCSA standards, including water standards.
- Retrofitting of plumbing fixtures is taking place.
- At the Bellville regional offices on the Karl Bremer Hospital site, all water (waste water and stormwater) is either re-used on site or allowed to infiltrate into the ground. Major water innovations in the regional office project include:
 - a blackwater treatment plant which will supply recycled water to the heating, ventilation and air conditioning (HVAC) cooling towers in the building;
 - harvesting of HVAC bleed-off for re-use; and
 - 1-in-100 year stormwater is infiltrated into the ground.
- An Aquatrip leak detection system is being piloted at 67 schools and is installed in all new schools. The system monitors the flow of water into a property and is programmable so that in the event of burst geysers, burst pipes, taps left running, dripping toilet cisterns, dripping urinals and vandalism, the system will automatically switch off the water supply.
- Composting toilets at CapeNature's Kogelberg and Rocherpan reserves greatly reduce water use and help to protect precious wetlands from degradation. Irrigation control systems include a sensor to ensure they do not switch on when it rains and grass blocks have been placed on driveways to permit a tolerable degree of vegetation growth and allow free permeation of water into the ground.

The Programme's strategic objectives, performance indicators, planned targets and actual achievements are presented in the tables below.

Strategic Objectives

Table 18: Programme 2: Public Works Infrastructure: Strategic Objectives

No	Strategic Objectives/Indicators	Actual Achievement 2015/2016	Planned Target 2016/2017	Actual Achievement 2016/2017	Deviation from planned target to Actual Achievement 2016/2017	Comment on deviations
Sub-programme 2.2: Planning						
2.1	Improve efficiency of office accommodation through the reduction of cost and improved space utilisation.					
2.1.1	Percentage reduction in full-time employee cost.	1%	1%	2.8%	1.8%	Improved data transparency and accuracy. Modernisation has delivered a significant improvement in space per person.
Sub-programmes 2.4: Construction						
2.2	Delivery of sustainable infrastructure and accommodation to clients.					
2.2.1	Number of capital and maintenance projects completed.	243	211	258	47	Utilisation of the existing framework agreements reduced the time for awarding contracts.
2.2.2	Number of lease and purchase agreements concluded for office accommodation.	6	46	22	(24)	A complex acquisition process for leases impacted on the concluding of leases which included the obtaining of approval to complete negotiations with landlords. This prompted the review of the process and the adoption of a more streamlined acquisition process which provides for the approval of multiple leases in a single consolidated submission, foreseeing fast-tracking the lease approval process.
Sub-programme 2.6: Immovable Asset Management						
2.3	Effective usage of provincial immovable assets.					
2.3.1	Number of properties released for regeneration purposes.	1	1	0	(1)	No new potential properties were identified for investigation to determine development potential.

No	Strategic Objectives/Indicators	Actual Achievement 2015/2016	Planned Target 2016/2017	Actual Achievement 2016/2017	Deviation from planned target to Actual Achievement 2016/2017	Comment on deviations
Sub-programmes 2.4: Construction, 2.5: Maintenance						
2.4	Promote and facilitate socio-economic development through infrastructure development and property management projects.					
2.4.1	Number of jobs created.	24 779	11 900	15 074	3 174	Improvement in the controls, tracking of contractor certificates for the reporting of work opportunities.

Performance Indicators

Table 19: Programme 2: Public Works Infrastructure: Performance Indicators

No	Performance Indicator	Actual achievement 2013/2014	Actual achievement 2014/2015	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on variances
Sub-programme 2.2: Planning								
2.1.1.1	C-AMP submitted to the relevant Treasury in accordance with GIAMA	1	1	1	1	1	0	-
Sub-programme 2.3: Construction								
2.2.1.1	Number of infrastructure designs ready for tender*	n/a	n/a	56	37	29	(8) (22%)	Note: The reasons for the consolidated variance of the indicator are provided below:

No	Performance Indicator	Actual achievement 2013/2014	Actual achievement 2014/2015	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on variances
	• Education Facilities	n/a	n/a	17	24	16	(8) (33%)	<ul style="list-style-type: none"> Projects in the Standardised Design Initiative led to intense scrutiny of the new approach which slowed progress. Cost estimates exceeded budget and led to value engineering process. Site occupied by informal occupants and the project could not proceed to tender. Strategic briefs were received late.
	• Health Facilities	n/a	n/a	16	8	3	(5) (63%)	<ul style="list-style-type: none"> Tenders delayed by the client rescheduling.
	• General Infrastructure	n/a	n/a	23	5	10	5 100%	<ul style="list-style-type: none"> Projects brought forward/ escalated due to delays experienced with the lack of ICT Infrastructure being procured/ installed by CE-I.

No	Performance Indicator	Actual achievement 2013/2014	Actual achievement 2014/2015	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on variances
2.2.1.2	Number of capital infrastructure projects completed within the agreed time period*	79	15	23	58	39	(19) (33%)	Note: The reasons for the consolidated variance of the indicator are provided below:
	• Education Facilities	69	5	11	23	17	(6) (26%)	• Delays were due to late site hand over, community disruptions, inclement weather, and material supply.
	• Health Facilities	10	6	1	11	9	(2) (18%)	• Extension of the completion dates for projects granted.

No	Performance Indicator	Actual achievement 2013/2014	Actual achievement 2014/2015	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on variances
	<ul style="list-style-type: none"> General Infrastructure 	0	4	11	24	13	(11) (46%)	<ul style="list-style-type: none"> Delay in procurement and installation of the ICT infrastructure. An increase in the scope of work, in either User Department additional requests as well as unforeseen circumstances (asbestos / inclement weather etc.). Extension of time claims which all extended the project programme and resulted in the completion of the project not falling into the period under review. Project rescheduling

No	Performance Indicator	Actual achievement 2013/2014	Actual achievement 2014/2015	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on variances
2.2.1.3	Number of capital infrastructure projects completed within agreed budget*	16	33	37	58	54	(4) (7%)	Note: The reasons for the consolidated variance of the indicator are provided below:
	• Education Facilities	4	14	15	23	25	2 9%	• Contractually revised construction period shifted completion dates from 2015/16 to 2016/17 financial year.
	• Health Facilities	8	8	4	11	11	0	-
	• General Infrastructure	4	11	18	24	18	(6) (25%)	<ul style="list-style-type: none"> • Delay in procurement and installation of the ICT infrastructure. • An increase in the scope of work, in either User Department additional requests as well as unforeseen circumstances (asbestos / inclement weather etc.). • Extension of time claims which all extended the

No	Performance Indicator	Actual achievement 2013/2014	Actual achievement 2014/2015	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on variances
								project programme and resulted in the completion of the project not falling into the period under review.
2.2.1.4	Total number of capital infrastructure projects completed*	n/a	n/a	n/a	58	54	(4) (7%)	Note: The reasons for the consolidated variance of the indicator are provided below:
	• Education Facilities	n/a	n/a	n/a	23	25	2 9%	• Contractually revised construction period shifted completion dates from 2015/16 to 2016/17 financial year.
	• Health Facilities	n/a	n/a	n/a	11	11	0	-

No	Performance Indicator	Actual achievement 2013/2014	Actual achievement 2014/2015	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on variances
	<ul style="list-style-type: none"> General Infrastructure 	n/a	n/a	n/a	24	18	(6) (25%)	<ul style="list-style-type: none"> Delay in procurement and installation of the ICT infrastructure. An increase in the scope of work, in either User Department additional requests as well as unforeseen circumstances (asbestos / inclement weather etc.). Extension of time claims which all extended the project programme and resulted in the completion of the project not falling into the period under review.

No	Performance Indicator	Actual achievement 2013/2014	Actual achievement 2014/2015	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on variances
Sub-programme 2.4: Maintenance								
2.2.1.5	Number of projects submitted to the Green Building Council of South Africa (GBCSA) for a Green Star rating	n/a	1	1	0	0	0	-
	• Education Facilities	n/a	n/a	-	0	0	0	-
	• Health Facilities	n/a	n/a	-	0	0	0	-
	• General Infrastructure	n/a	n/a	1	0	0	0	-
2.2.1.6	Number of planned maintenance projects awarded*	483	270	239	199	239	40 17%	Note: The reasons for the consolidated variance of the indicator are provided below:
	• Education Facilities	242	70	78	29	41	12 41%	• Awards were rescheduled from the 2015/16 to the 2016/17 financial year by the client department, due to insufficient budget allocation.
	• Health Facilities	64	71	61	50	47	(3) (6%)	• Changes in scope and budget by client department delayed planning and tender awards.

No	Performance Indicator	Actual achievement 2013/2014	Actual achievement 2014/2015	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on variances
	<ul style="list-style-type: none"> General Infrastructure 	177	129	100	120	151	31 26%	<ul style="list-style-type: none"> Utilisation of the existing framework agreements reduced the time for the awarding contracts.
2.2.1.7	Number of planned maintenance projects completed within the agreed contract period*	262	90	165	153	182	29 19%	Note: The reasons for the consolidated variance of the indicator are provided below:
	<ul style="list-style-type: none"> Education Facilities 	137	7	59	33	42	9 27%	<ul style="list-style-type: none"> Maintenance projects awarded were rescheduled from the 2015/16 to the 2016/17 financial year by the client department.
	<ul style="list-style-type: none"> Health Facilities 	61	42	35	70	34	(36) (51%)	<ul style="list-style-type: none"> Slow contractor progress and changes in scope of the work by the client department delayed project completion.

No	Performance Indicator	Actual achievement 2013/2014	Actual achievement 2014/2015	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on variances
	<ul style="list-style-type: none"> General Infrastructure 	64	41	71	50	106	56 112%	<ul style="list-style-type: none"> Utilisation of the existing framework agreements reduced the time for the awarding contracts.
2.2.1.8	Number of planned maintenance projects completed within agreed budget*	283	100	206	153	204	51 33%	Note: The reasons for the consolidated variance of the indicator are provided below:
	<ul style="list-style-type: none"> Education Facilities 	137	5	60	33	50	17 52%	<ul style="list-style-type: none"> Projects from the previous cycle were rescheduled and completed within the current reporting cycle including additional maintenance projects.
	<ul style="list-style-type: none"> Health Facilities 	55	46	48	70	44	(26) (37%)	<ul style="list-style-type: none"> Slow contractor progress and changes in scope of the work by the client department delayed project completion.

No	Performance Indicator	Actual achievement 2013/2014	Actual achievement 2014/2015	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on variances
	<ul style="list-style-type: none"> General Infrastructure 	91	49	98	50	110	60 120%	<ul style="list-style-type: none"> Utilisation of the existing framework agreements reduced the time for the awarding contracts.
2.4.1.1	Total number of jobs created through construction and maintenance projects*	n/a	n/a	24 779	11 900	15 074	3 174 27%	Note: The reasons for the consolidated variance of the indicator are provided below:
	<ul style="list-style-type: none"> Education Facilities 	n/a	n/a	19 086	8 500	9 107	607 7%	<ul style="list-style-type: none"> Improvement in the controls, tracking of contractor certificates for the reporting of work opportunities.
	<ul style="list-style-type: none"> Health Facilities 	n/a	n/a	3 539	2 400	3 041	641 27%	<ul style="list-style-type: none"> Improvement in the controls, tracking of contractor certificates for the reporting of work opportunities.
	<ul style="list-style-type: none"> General Infrastructure 	n/a	n/a	2 154	1 000	2 926	1 926 193%	<ul style="list-style-type: none"> Improvement in the controls, tracking of contractor certificates for the reporting of work opportunities.

No	Performance Indicator	Actual achievement 2013/2014	Actual achievement 2014/2015	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on variances
Sub-programme 2.5: Immovable Asset Management								
National Indicators								
2.1.1.2	Number of immovable assets verified in the Immovable Asset Register (IAR) in accordance with the mandatory requirements of National Treasury	n/a	5 353	5 352	5 353	5 406	53 1%	Properties vested / endorsed in the name of the WCG.
Provincial Indicators								
2.1.1.3	Number of utilisation inspections conducted for office accommodation	n/a	n/a	150	150	150	0	-
2.2.2.1	Number of properties acquired for WCG service delivery*	33	17	19	7	16	9 129%	Note: The reasons for the consolidated variance of the indicator are provided below:

No	Performance Indicator	Actual achievement 2013/2014	Actual achievement 2014/2015	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on variances
	• Education Facilities	20	2	6	4	6	2 50%	• Gratis Transfer: Kuyakhanya Primary School sports field and Eisleben High School Driveway servitude (Crossroads).
	• Health Facilities	12	15	13	3	10	7 233%	Gratis transfer of seven PPHC facilities in line with the principle of asset follows function.
	• General Infrastructure	1	0	-	0	0	0	-
2.3.1.1	Number of assessments undertaken on new properties identified with development potential	n/a	n/a	0	1	0	(1) (100%)	Due to funding and resource constraints, the current resources have been applied to reprioritised projects, to ensure timeous release to the market of these projects.
2.3.1.2	Number of projects for which pre-feasibility work is completed	n/a	n/a	0	1	0	(1) (100%)	Due to funding and resource constraints, the current resources have been applied to reprioritised projects.

No	Performance Indicator	Actual achievement 2013/2014	Actual achievement 2014/2015	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on variances
2.3.1.3	Number of projects for which feasibility work is completed	n/a	n/a	0	1	2	1 100%	Department provided assistance to the Bitou Local Municipality on the new municipal Office Project which received TVR1 from National Treasury.
2.3.1.4	Number of property partnerships concluded	n/a	n/a	0	1	0	(1) (100%)	Due to the affordability criteria of the PPP process not being achieved, the appointment of a preferred bidder has been delayed, and hence no partnership agreement concluded.
2.1.1.5	% in electricity consumption reduction (net of solar energy generated) per square metre in the office estate	5%	n/a	0	5%	10%	5%	Numerous and various interventions have been implemented to reduce energy consumption across the current 36 PER office buildings.

No	Performance Indicator	Actual achievement 2013/2014	Actual achievement 2014/2015	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on variances
Sub-programme 2.6: Facility Operations								
2.1.1.4	Number of condition assessments conducted on state-owned buildings*	621	1 137	1 156	1 390	1 367	(23) (2%)	Note: The reasons for the consolidated variance of the indicator are provided below:
	• Education Facilities	0	0	43	360	502	142 39%	• Surveys were not done over a five year cycle as originally planned, but over a two year accelerated cycle.
	• Health Facilities	137	142	64	130	134	4 3%	• Surveys were not done over a five year cycle as originally planned, but over a two year accelerated cycle.

No	Performance Indicator	Actual achievement 2013/2014	Actual achievement 2014/2015	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on variances
	<ul style="list-style-type: none"> General Infrastructure 	484	995	1 049	900	731	(169) (19%)	<ul style="list-style-type: none"> The activity of conducting condition assessment was halted due to the understanding that these could be done on the SPM system. Only in September 2016 it became evident that SPM could not be used resulting in the delayed commencement of undertaking condition assessments.

Note: *Denotes that this indicator is cumulative (education, health and general);

n/a – Not applicable as this is a new indicator

Strategies to overcome areas of under performance

A number of strategies are being implemented to improve performance:

- No longer including projects not reaching Concept stage in target-setting;
- Ongoing improvement in planning of works in cooperation with client departments and recorded and managed in accordance with the applicable Infrastructure Programme Management Plan and Infrastructure Programme Implementation Plan;
- Pursuing improved management of the design process (time and cost criteria);
- Implementing standardisation to reduce costs through scope control;
- Implementing sound contract management through new / status reports to clients to mitigate risk and ensure that a quality product is delivered;
- Developing scope documents to reduce the number of user department changes (in process); and
- Developing a strategy to ensure strict implementation of IDMS between departments which will refine the planning process to ensure accurate achievement of targets.

Changes to planned targets

There were no changes to planned targets.

Sub-Programme expenditure

Table 20: Programme 2: Public Works Infrastructure: Sub-programme

Sub-Programme		2016/2017			2015/2016		
		Final Appropriation R'000	Actual Expenditure R'000	(Over)/ Under Expenditure R'000	Final Appropriation R'000	Actual Expenditure R'000	(Over)/ Under Expenditure R'000
2.1	Programme Support	271 759	245 666	26 093	240 228	220 101	20 127
2.2	Planning	47 608	45 310	2 298	28 257	27 710	547
2.3	Design	-	-	-	-	-	-
2.4	Construction	385 806	385 806	-	325 958	302 299	23 659
2.5	Maintenance	116 625	116 625	-	121 907	121 131	776
2.6	Immovable Asset Management	833 211	826 821	6 390	837 188	836 270	918
2.7	Facility Operations	76 157	76 058	99	60 352	58 378	1 974
Total		1 731 166	1 696 286	34 880	1 613 890	1 565 889	48 001

4.3 Programme 3: Transport Infrastructure

Purpose

The purpose of this Programme is to deliver and maintain transport infrastructure that is sustainable, integrated, and environmentally sensitive that supports and facilitates social empowerment and economic growth and promotes accessibility and the safe, affordable movement of people, goods and services.

Sub-programmes

- Programme Support Infrastructure
- Infrastructure Planning
- Infrastructure Design
- Construction
- Maintenance

Strategic Objectives

3.1	Enable an efficient road-based transport infrastructure network through maintenance and repair.
3.2	Support economic growth and empowerment through road-based transport Infrastructure investment.

Strategic objectives, performance indicators, planned targets and actual achievements

This Programme contributes to Departmental Strategic Outcome-oriented Goal 3: Deliver safe, efficient and integrated transport systems in the Western Cape.

The Road Preservation Report is now included in the Road Access Management Plan (RAMP). The information that describes the status of provincial roads and the impact of current investment in roads on the future condition of the provincial road network has been concluded and submitted to the appropriate authorities. The annual Road Preservation Report, in which the information used to be recorded in previous years, has now been rescinded as the same information is recorded in the annual RAMP. The format of the information is now aligned to the ISO 55 000 and Technical Methods for Highways (TMH) 22 standards for RAMPs as prescribed in the annual Division of Revenue Act framework.

Of the total 6 616 km surfaced road network, 5 869 km is in fair to very good condition. This is an increase of 94 km on the previous year. A total of 94 per cent of all vehicle kilometres travelled on surfaced roads are travelled on roads that are in fair or very good condition. In general, the visual condition of surfaced roads improved slightly between 2015 and 2016. On the managed gravel road network, only 5 888 km of 10 366 km is in a fair to very good condition. However, only 5 per cent of total vehicle kilometres travelled in the Western Cape are travelled on the gravel road network. The general condition of gravel roads has again deteriorated since the previous year due to limited financial resources to maintain the entire network to acceptable standards, as well as the continued difficulties in finding approved gravel borrow pits. Available funding is prioritised to go to roads where the most vehicles kilometres are travelled.

The visual condition of the assessed provincial road network over a 10-year period, differentiated between surfaced and gravel, is shown in the tables below.

Table 21: Condition of surfaced roads in the Western Cape

Road condition per percentage of network						Total km
Year	Very poor	Poor	Fair	Good	Very good	
2007	1.3	9.6	24.8	38.4	26.0	5 911.89
2008	3.6	11.2	24.9	36.6	23.7	6 009.35
2009	2.0	9.0	24.0	37.2	27.8	6 146.58
2010	2.1	8.2	26.5	38.6	24.7	6 355.53
2011	1.9	9.5	30.0	38.2	20.4	6 366.90
2012	2.2	10.3	30.7	36.3	20.4	6 408.88
2013	2.6	8.3	25.7	35.6	27.7	6 485.80
2014	2.5	9.1	27.8	36.7	23.9	6 499.10
2015	1.6	11.1	29.3	36.2	21.8	6 521.57
2016	0.9	10.4	22.8	35.2	30.7	6 616.32

Source: Visual Condition Index/ Pavement Management System 2016

Table 22: Condition of gravel roads in the Western Cape

Road Condition per Percentage of Network						Total km
Year	Very Poor	Poor	Fair	Good	Very Good	
2007	4.5	28.3	43.8	19.2	4.2	10 207.52
2008	3.6	29.5	50.1	15.5	1.3	10 309.02
2009	0.8	24.6	55.6	18.0	1.0	10 325.97
2010	1.2	28.7	53.7	15.3	1.1	10 399.55
2011	0.6	30.5	46.7	20.1	2.0	10 399.55
2012	2.2	34.2	51.5	10.7	1.3	10 406.88
2013	1.9	30.5	57.1	10.0	0.4	10 415.23
2014	4.6	38.8	45.5	9.3	1.7	10 418.68
2015	6.4	30.7	50.8	11.5	0.6	10 373.52
2016	12.0	31.1	42.8	12.5	1.5	10 365.78

Source: Visual Condition Index/ Gravel Road Management System 2016

Description of degrees of overall condition of road	
Very good	Very few or no defects. Degree of defects less than warning.
Good	Few defects. Degree of structural defects mostly less than warning.
Fair	A few defects with degree of defects seldom severe. Extent is only local if degree is severe.
Poor	General occurrence of particularly structural defects with degrees warning to severe.
Very poor	Many defects. The degree of the majority of structural defects is severe and the extent is predominantly general to extensive.

The condition of “very poor” gravel roads worsened due to the shortage of approved gravel material borrow pits in the Western Cape.

A number of key construction and maintenance projects to preserve and improve the condition of the road network were completed during the year under review. These are listed in the service delivery section.

The draft Western Cape Provincial Traffic Administration Amendment Bill was published for public comment on 12 September 2016. Comments received were analysed, submitted to the MEC, and approval was granted for a request to Cabinet to introduce the Bill to the provincial legislature.

The Road Access Guidelines were completed in June 2016, are already in use by industry, and will be reviewed after a period of two years.

A new organisational structure for the Chief Directorate: RNM is at an advanced stage. Its adoption is expected to: streamline the road planning, construction and maintenance functions; make these functions more responsive to government-wide objectives; optimise the use of internal and external resources; and align these functions with the IDMS.

At a project level, the DTPW facilitated environmental assessments and implementation agreements with municipal and national authorities, including agencies such as SANRAL, PRASA, City Electrical and the national Department of Water Affairs and Sanitation.

In support of infrastructure delivery, the DTPW developed guidelines to assist the transport sector such as the review of the Road Access Management Guidelines, the on-going formulation of new access management plans on strategic routes, the classification of the road network in line with the Committee of Transport Officials (COTO TRH 26) Road Classification and Access Management (RCAM) Guidelines and Road Infrastructure Strategic Framework for South Africa in the Western Cape. Other technical support services provided include surveying, expropriations, proclamations, geographical information systems, and road construction material testing. All the roads as defined within the Road Network Information System (RNIS) are classified according to the new RISFSA guidelines. The draft COTO documents that are Road Asset Management-related (i.e. TMH22) are currently being revised at national level and draft versions were developed.

The Programme’s strategic objectives, performance indicators, planned targets and actual achievements are presented in the tables below.

Strategic Objectives

Table 23: Programme 3: Transport Infrastructure: Strategic Objectives

No	Strategic Objectives/ Indicators	Actual Achievement 2015/2016	Planned Target 2016/2017	Actual Achievement 2016/2017	Deviation from planned target to Actual Achievement 2016/2017	Comment on deviations
Sub-programme 3.5: Maintenance						
3.1	Enable an efficient road-based transport infrastructure network through maintenance and repair.					
3.1.1	Percentage vehicle kilometres travelled on surfaced roads that are in a fair to very good condition.	90	90	94	4	Achievement is slightly higher due to additional resealing that was performed on some of the higher trafficked roads during the 2015/16 financial year.
Sub-programmes 3.4: Construction and 3.5: Maintenance						
3.2	Support economic growth and empowerment through road-based transport Infrastructure investment.					
3.2.1	Number of work opportunities created.	7 706	7 000	8 004	1 004 14%	Achievement is higher due to substantial additional blacktop patching (which is labour intensive) that was performed during the year (2016/17).

Performance Indicators

Table 24: Programme 3: Transport Infrastructure: Performance Indicators

No	Performance Indicator	Actual achievement 2013/2014	Actual achievement 2014/2015	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on deviations
Sub-programme 3.2: Infrastructure Planning								
3.1.1.1	Number of kilometres of surfaced roads visually assessed as per the applicable TMH manual	6 480	6 500	6 522	6 520	6 616	96 1.5%	Upgrade of gravel roads to surfaced roads in 2016/17 increased the total kms of surfaced roads to be assessed. Additionally, both carriageways are assessed on dual-carriageways, and the worst lane-Visual Condition Index per carriageway is used.
3.1.1.2	Number of kilometres of gravel roads visually assessed as per the applicable TMH manual	10 499	10 419	10 366	10 360	10 366	6	Nominal over performance.
Sub-programme 3.4: Construction								
3.1.1.3	Number of kilometres of gravel roads upgraded to surfaced roads	13	24	59	60	58	(2) (3%)	Nominal under performance. Two of the 12 projects, delivered a km less than originally estimated.

No	Performance Indicator	Actual achievement 2013/2014	Actual achievement 2014/2015	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on deviations
3.1.1.4	Number of square metres of surfaced roads upgraded	28 510	446 228	102 036	32 000	31 860	(140) (0.4%)	Nominal under performance.
3.1.1.5	Number of bridges constructed/ upgraded	2	7	4	1	2	1 100%	A bridge was upgraded on the Moorreesburg project that was not originally planned for.
3.1.1.6	Number of culverts constructed/ upgraded	13	88	38	49	40	(9) (18%)	The Ladismith West and Montagu East flood damage repair projects, originally scheduled to be completed in the fourth quarter, have been rescheduled due to budget restraints and will now only be completed in the first quarter of 2017/18.
Sub-programme 3.5: Maintenance								
3.1.1.7	Number of square metres of surfaced roads rehabilitated	n/a	n/a	344 308	586 000	559 848	(26 152) (4%)	The 20 000 m ² Buffeljagsriver project was completed in 2015/16 already and not in the 1st quarter of 2016/17 as originally estimated/planned.
3.1.1.8	Number of square metres of surfaced roads resealed	2 324 430	1 741 772	1 943 853	4 405 000	5 868 111	1 463 111 33%	Substantial additional resealed was performed due to an increase in the original budget allocation.

No	Performance Indicator	Actual achievement 2013/2014	Actual achievement 2014/2015	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on deviations
3.1.1.9	Number of kilometres of gravel roads re-gravelled	155	251	239	65	133	68 105%	There was substantial additional re-gravelling by most of the district municipalities due to availability of re-gravelling material within the road reserves.
3.1.1.10	Number of square metres of blacktop patching	60 929	55 927	111 860	50 000	157 216	107 216 214%	To a large extent blacktop patching is a reactive operation. During the past winter months more than expected blacktop patching were necessary, especially in the West Coast area, in order to eradicate some of the backlog.
3.1.1.11	Number of kilometres of gravel roads bladed	49 932	43 595	49 549	45 000	48 323	3 323 7%	Blading is weather dependant and more favourable weather was experienced in various regions this year.
3.1.1.12	Number of bridges rehabilitated	11	19	13	19	19	0	-
3.1.1.13	Number of culverts rehabilitated	23	18	21	51	56	5 10%	A number of the flood damage repair projects necessitated the rehabilitation of more culverts than originally envisaged.

Strategies to overcome areas of under performance

The Department is satisfied that adequate control measures and strategies were put in place to ensure that the set service delivery standards could be met.

Changes to planned targets

There were no changes to planned targets.

Sub-Programme expenditure

Table 25: Programme 3: Transport Infrastructure: Sub-programme expenditure

Sub-Programme		2016/2017			2015/2016		
		Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure R'000	Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure R'000
3.1	Programme Support Infrastructure	38 922	38 636	286	36 576	34 752	1 824
3.2	Infrastructure Planning	84 807	82 773	2 034	78 349	78 348	1
3.3	Infrastructure Design	148 561	148 160	401	220 809	216 085	4 724
3.4	Construction	1 474 016	1 469 891	4 125	1 240 907	1 239 644	1 263
3.5	Maintenance	1 510 033	1 504 195	5 838	1 617 767	1 605 648	12 119
Total		3 256 339	3 243 655	12 684	3 194 408	3 174 477	19 931

4.4 Programme 4: Transport Operations

Purpose

The purpose of this Programme is to plan, regulate and facilitate the provision of integrated land transport services through coordination and cooperation with national planning authorities, municipalities, community-based and non-governmental organisations, and the private sector in order to enhance and facilitate the mobility of all communities.

Sub-programmes

- Programme Support Operations
- Public Transport Services
- Transport Safety and Compliance
- Transport Systems

Strategic Objectives

4.1	Enhance mobility and access in municipalities through the development, implementation and management of incremental public and non-motorised transport networks.
4.2	Improve transport safety through the development and implementation of a public transport safety implementation programme.
4.3	Enhance strategic approach to rail and freight and strengthen coordination with key stakeholders through the development of an implementation programme for rail and freight.
4.4	Improve support to public and non-motorised transport stakeholders through institutional change initiatives.

Strategic objectives, performance indicators, planned targets and actual achievements

This Programme contributes to Departmental Strategic Outcome-oriented Goal 3: Deliver safe, efficient and integrated transport systems in the Western Cape.

The DTPW continued to ensure the development of an IPTN for George by providing specialist services for planning and implementation support to George Municipality, and by underwriting the operational costs of the service.

Additionally, during the 2016/17 financial year:

- The PSTF commenced with the conclusion of a MOA with the Municipality of Stellenbosch. Extensive planning support was provided for the Municipality resulting in the development of a joint programme of sustainable transport initiatives for incremental implementation in the coming years. The DTPW also provided support for the development of NMT infrastructure projects in Stellenbosch that were identified through the initial planning process. Aligned to these efforts, significant work was done to try and bolster funding flows for the PTSP from a variety of sources;
- A Rail Implementation Programme was developed in cooperation with Metrorail (Western Cape Region) and PRASA. The Programme identifies opportunities for cooperation and joint initiatives between the DTPW and PRASA; and

- A business case for the development of a Transport Data Hub was completed. The aim of the Hub is to align and integrate the DTPW's existing databases to improve business intelligence and service delivery. Further development of the hub is planned for the 2017/18 financial year.

A core focus for the PSTP is enhancing the conditions for pedestrians and cyclists (NMT users) by improving infrastructure, access to bicycles, safety and security and lowering traffic speeds. A number of priority NMT projects were identified in the jurisdiction of the Stellenbosch Municipality for further development as part of the PSTP. Planning, community engagement and detailed design for the identified projects have been completed. Funding was obtained through the Budget Adjustment process and construction will be completed by end of June 2017.

During the financial year 2016/17, Stage 1 of the Provincial Bicycle Distribution Framework development project was completed. The Bicycle Distribution Framework was aligned with the PSTP with the aim of transforming and improving Public and NMT in the Western Cape outside of Cape Town and represents an important potential source of funding for future bicycle distributions in the selected municipalities.

Finally, the Nekkies Infrastructure Project was implemented with the aim of curbing road fatalities along a stretch of the N2 in Knysna (part of the Eden District Municipality) between Nekkies and Hornlee Informal settlements. The three key elements of the project were as follows:

- Street light installation;
- Fencing construction; and
- Construction of pedestrian footways.

The Programme's strategic objectives, performance indicators, planned targets and actual achievements are presented in the tables below.

Strategic Objectives

Table 26: Programme 4: Transport Operations: Strategic Objectives

No	Strategic Objectives / Indicators	Actual Achievement 2015/2016	Planned Target 2016/2017	Actual Achievement 2016/2017	Deviation from planned target to Actual Achievement 2015/2016	Comment on deviations
Sub-programme 4.2: Public Transport Services						
4.1	Enhance mobility and access in municipalities through the development, implementation and management of incremental public and non-motorised transport networks.					
4.1.2	Number of subsidised kilometres operated in terms of the approved timetable.	37 495 646	37 957 424	38 315 171	357 747 1%	Due to an increase in the PTOG allocation for 2016/17 which was communicated by NDoT after the conclusion of the target-setting process for the year under review.
Sub-programme 4.3: Transport Safety and Compliance						
4.2	Improve transport safety through the development and implementation of a public transport safety implementation programme.					
4.2.1	Number of public transport safety implementation programmes developed.	0	1	0	(1) (100%)	The redefinition of the project scope during 2015/16 resulted in the project being approached in a phased manner over three years. Phases 4 to 8 were completed during 2016/17 and the final phase will be completed during September 2017. The final phase of the project will be completed in September 2017. The indicator in the 2017/18 Annual Performance Plan has been amended to reflect the phased approach to the project.

No	Strategic Objectives / Indicators	Actual Achievement 2015/2016	Planned Target 2016/2017	Actual Achievement 2016/2017	Deviation from planned target to Actual Achievement 2015/2016	Comment on deviations
Sub-programme 4.4: Transport Systems						
4.1	Enhance mobility and access in municipalities through the development, implementation and management of incremental public and non-motorised transport networks.					
4.3	Enhance strategic approach to rail and freight and strengthen coordination with key stakeholders through the development of an implementation programme for rail and freight.					
4.4	Improve support to public and non-motorised transport stakeholders through institutional change initiatives.					
4.1.1	Number of mobility and access enhancement interventions supported.	0	1	1	0	-
4.3.1	Number of implementation programmes developed for rail and freight.	0	1	1	0	-
4.4.1	Number of institutional change initiatives.	0	1	1	0	-

Performance Indicators

Table 27: Programme 4: Transport Operations: Performance Indicators

No	Performance Indicator	Actual Achievement 2013/2014	Actual Achievement 2014/2015	Actual Achievement 2015/2016	Planned Target 2016/2017	Actual Achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on deviations
Sub-programme 4.2: Public Transport Services								
4.1.2.1	Number of routes subsidised	2 492	2 417	2 462	2 460	2 520	60 2%	The increase in the demand for the service has resulted in the creation of additional routes to accommodate the demand for the service. Applications for route changes were made in terms of the contract.
4.1.2.2	Number of kilometres subsidised	36 918 327	36 733 044	37 495 646	37 957 424	38 315 171	357 747 1%	Due to an increase in the PTOG allocation for 2016/17 which was communicated by NDoT after the conclusion of the target-setting process for the year under review.
4.1.2.3	Number of trips subsidised	1 364 929	1 333 276	1 310 624	1 339 674	1 422 856	83 182 6%	Passenger demand increased.
4.1.2.4	Number of Provincial Regulatory Entity (PRE) hearings conducted*	-	-	-	-	-	-	-
Sub-programme 4.3: Transport Safety and Compliance								
4.2.1.1	Number of road safety awareness programmes**	-	-	-	-	-	-	-

No	Performance Indicator	Actual Achievement 2013/2014	Actual Achievement 2014/2015	Actual Achievement 2015/2016	Planned Target 2016/2017	Actual Achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on deviations
4.2.1.2	Number of schools involved in road safety education programmes **	-	-	-	-	-	-	-
4.2.1.3	Number of public transport safety programmes developed	n/a	n/a	0	1	0	(1) (100%)	The redefinition of the project scope during 2015/16 resulted in the project being approached in a phased manner over three years. Phases 4 to 8 were completed during 2016/17 and the final phase will be completed during September 2017.
4.2.1.4	Number of road safety awareness interventions conducted	n/a	n/a	13	12	19	7 58%	The variance is due to the fact that additional requests from stakeholders were received, and interest of promoting road safety, these were accommodated.
Sub-programme 4.4: Transport Systems								
4.1.1.1	Number of detailed incremental public and non-motorised transport plans developed	n/a	0	0	1	1	0	-
4.1.1.2	Number of PPTIF pilot projects initiated	n/a	0	0	0	0	0	-

No	Performance Indicator	Actual Achievement 2013/2014	Actual Achievement 2014/2015	Actual Achievement 2015/2016	Planned Target 2016/2017	Actual Achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on deviations
4.3.1.1	Number of Implementation programmes developed for rail and freight	n/a	0	0	1	1	0	-
4.4.1.1	Number of institutional change interventions implemented	n/a	0	0	1	1	0	-

Note: * This Programme Performance Indicator is reported in Sub-programme 5.3 Operating licence and permits.

** This Programme Performance Indicator is reported in Sub-programme 5.4: Law Enforcement.

n/a – Not applicable as this is a new indicator.

Strategies to overcome areas of under performance

The DTPW is satisfied that adequate control measures and strategies were put in place to ensure that the set service delivery standards could be met.

To a large extent the national performance indicators within Public Transport Services are demand-driven and the achievement of the targets is outside the control of the DTPW.

Changes to planned targets

There were no changes to planned targets.

Sub-Programme expenditure

Table 28: Programme 4: Transport Operations: Sub-programme expenditure

Sub-Programme		2016/2017			2015/2016		
		Final appropriation R'000	Actual expenditure R'000	(Over)/ Under Expenditure R'000	Final appropriation R'000	Actual expenditure R'000	(Over)/ Under Expenditure R'000
4.1	Programme Support Operations	2 329	2 251	78	3 051	1 568	1 483
4.2	Public Transport Services	1 097 000	1 096 342	658	982 525	981 725	800
4.3	Transport Safety and Compliance	11 142	10 912	230	30 461	29 960	501
4.4	Transport Systems	79 085	78 782	303	26 804	25 787	1 017
Total		1 189 556	1 188 287	1 269	1 042 841	1 039 040	3 801

4.5 Programme 5: Transport Regulation

Purpose

The purpose of this Programme is to regulate the transport environment through the registration and licensing of vehicles, associations, operators, and drivers; to promote safety through traffic law enforcement services, facilitate road safety education, communication, awareness, and the operation of weighbridges; and to provide training to traffic policing and other law enforcement officials.

Sub-programmes

- Programme Support Regulation
- Transport Administration and Licensing
- Operator Licence and Permits
- Law Enforcement

Strategic Objectives

5.1	Improve governance in the transport regulatory environment.
5.2	Improve road transport safety.
5.3	Implement an efficient, effective, and professional traffic management service.

Strategic objectives, performance indicators, planned targets and actual achievements

This Programme contributes to Departmental Strategic Outcome-oriented Goal 3: Deliver safe, efficient and integrated transport systems in the Western Cape.

The DTPW concluded the first phase of the project to develop service level agreements (SLAs) for the management of the agency function pertaining to registering authorities (RAs), DLTCs and VTSSs. As part of this project, a revised remuneration model was developed after consultation with all municipalities. However, this model is considered to be unaffordable and its implementation has been put on hold. The DTPW will retain the current remuneration model, while participating with the NDoT and other provinces in drafting a national SLA that can be customised by provinces to meet the requirements for SLAs as provided for by national road traffic legislation. The DTPW has regular engagements with South African Local Government Association to keep this entity and its constituent local authorities up to date on progress.

An investigation into a best practice model for the management and operation of VTSSs led to the tabling of recommendations which were considered, but deemed to be unaffordable for implementation in the short term. The DTPW will reconsider the recommendations when proposed national legislation pertaining to periodic vehicle testing is finalised by the NDoT. No date has been set for the implementation of periodic vehicle testing.

The training and development of a professional traffic workforce remains a priority and the establishment of e-learning and video conference capability at the Gene Louw Traffic College, linked to the various Provincial Traffic Centres is testament to the progress

made during the year. The Traffic Training College has also registered as a VTS and a DLTC which will further enhance training and law enforcement capability within the Branch.

The DTPW continued testing and developing in-vehicle enforcement technology that integrates with ANPR software and ASOD cameras.

The DTPW continued to engage with NDoT and municipalities to manage and alleviate the negative impact on RAs' service delivery resulting from a legal dispute with the eNATIS service provider. Delays in the provision and maintenance of LCUs further affected service delivery at DLTCs.

The PRE developed standard operating procedures for the management of hearings called in terms of section 79 of the NLTA which may lead to the suspension, withdrawal or cancellation of public transport operating licences. These procedures were drawn up in consultation with Legal Services in the Department of the Premier and the leadership of the public transport industry.

As part of continuous improvement, post-graduate assessments of newly appointed officers were done, and field training officers were trained via the e-learning platform.

Monitoring and evaluation of traffic law enforcement activities continued during 2016/17 in order to identify best practices and rectify shortcomings. The implementation of the pilot DSP in the Overberg District was evaluated using a logical framework.

The instability of information technology systems for the effective and efficient regulation of public transport operating licences remained a challenge in the year under review.

The National Land Transport Information System (NLTIS) is not being used by the Western Cape PRE because of its inherent instability as well as its lack of integration with the NLTA and the Department's business processes. The NDoT is on a drive to stabilise the NLTIS. The DTPW is in the process of considering options to develop a provincial system that will be compatible with future national and local government systems.

The PRE continues to perform the inter-provincial functions of the National Public Transport Regulator (NPTR) in respect of tourist transport services under Regulation 47 of the National Land Transport Regulations (2009). No other NPTR functionality has been made available yet.

The Programme's strategic objectives, performance indicators, planned targets and actual achievements are presented in the tables below.

Strategic Objectives

Table 29: Programme 5: Transport Regulation: Strategic Objectives

No	Strategic Objectives / Indicators	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target to actual achievement 2016/2017	Comment on deviations
Sub-programme 5.2: Transport Administration and Licensing						
5.1	Improve governance in the transport regulatory environment.					
5.1.1	Number of governance interventions implemented.	2	2	2	0	-
Sub-programme 5.4: Law Enforcement						
5.2	Improve road transport safety.					
5.2.1	Number of road crash fatalities per 100 000 population.	23	18	21	(3) (16%)	The increase in the vehicle population on the roads is a contributing factor to the under performance.
5.3	Implement an efficient, effective, and professional traffic management service.					
5.3.1	Number of traffic law enforcement operations implemented.	6 941	7 240	7 251	11 0.2%	Nominal over performance.
5.3.2	Number of education and awareness interventions facilitated.	658	480	782	302 63%	Intensified awareness interventions in the Overberg DSP pilot and more partnership requests from stakeholders.

Performance indicators

Table 30: Programme 5: Transport Regulation: Performance Indicators

No	Performance Indicator	Actual achievement 2013/2014	Actual achievement 2014/2015	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on deviations
Sub-programme 5.2: Transport Administration and Licensing								
5.1.1.1	Number of compliance inspections conducted	370	367	390	390	390	0	-
Sub-programme 5.3: Operating License and Permits								
5.1.1.2	Number of Provincial Regulatory Entity (PRE) hearings conducted	n/a	n/a	111	120	113	(7) (6%)	During the year under review, the public transport industry has been marred by incidents of violence stemming mainly from overtrading/ route invasions. This resulted in fewer applications being received by the PRE given that transactions in certain areas were suspended.
5.1.1.3	Number of taxi associations that held AGMs	134	132	98	115	105	(10) (9%)	Taxi conflict necessitated the rescheduling of scheduled AGM's into the new financial year.
Sub-programme 5.4: Law Enforcement								
5.3.1.1	Number of speed operations conducted	n/a	2 276	3 085	2 500	4 708	2 208 88%	The activation and operationalisation of Average Speed Over Distance cameras on national routes contributed to the over performance.

No	Performance Indicator	Actual achievement 2013/2014	Actual achievement 2014/2015	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on deviations
5.2.1.1	Number of vehicles weighed	658 256	673 920	668 101	674 000	591 064	(82 936) (12%)	Operational activities from other operational partners contributed towards the under performance.
5.3.1.2	Number of drunken driving operations conducted	n/a	n/a	1 421	2 340	2 467	127 5%	Increased operations included operations from other operational partners such as SAPS and local traffic departments.
5.2.1.2	Number of vehicles stopped and checked	n/a	n/a	1 170 701	1 185 000	1 128 873	(56 127) (5%)	Veld fires and protest action impacted on the number of planned law enforcement activities directed at checking of vehicles.
5.2.1.3	Number of road safety awareness programmes	n/a	634	384	420	562	142 33%	The Overberg District Safety Plan pilot necessitated more interventions and ad hoc requests. There was a better management of requests and planning.
5.2.1.4	Number of schools involved in road safety education programme	n/a	362	281	345	361	16 5%	In partnership with SANRAL conducted STEP presentations in schools that are within a 5 kilometres radius of the National routes. There was a better management of requests and planning.

No	Performance Indicator	Actual achievement 2013/2014	Actual achievement 2014/2015	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on deviations
5.3.2.1	Number of students successfully completing formal traffic training courses as a percentage of students enrolled for formal training courses	n/a	n/a	(94%) 149	88% 130	98% 154	10% 24	A total of 157 learners attended formal training interventions.

Strategies to overcome areas of under performance

A number of strategies are being implemented to improve performance.

- Letters have been sent to all taxi associations that have not met the required minimum requirement to hold an AGM.
- Identification of early warning signs is taking place through regular engagements with public transport operators/ representative bodies/ stakeholders. This will allow government to develop informed strategies to address the challenges with regards to the PRE hearings conducted.
- There will be a deployment of officials at unplanned road activities which includes protest actions, escort duties of abnormal loads, and other auxiliary services.

Changes to planned targets

There were no changes to planned targets.

Sub-Programme expenditure

Table 31: Programme 5: Transport Regulation: Sub-programme expenditure

Sub-Programme		2016/2017			2015/2016		
		Final appropriation R'000	Actual expenditure R'000	(Over)/ Under expenditure R'000	Final appropriation R'000	Actual expenditure R'000	(Over)/ Under expenditure R'000
5.1	Programme Support Regulations	6 964	6 949	15	7 663	7 662	1
5.2	Transport Administration and Licensing	337 557	335 150	2 407	319 640	319 629	11
5.3	Operator Licence and Permits	56 806	56 806	-	52 646	52 645	1
5.4	Law Enforcement	289 398	283 068	6 330	280 774	280 739	35
Total		690 725	681 973	8 752	660 723	660 675	48

4.6 Programme 6: Community-Based Programmes

Purpose

The purpose of this Programme is to manage the implementation of programmes and strategies that lead to the development and empowerment of communities and contractors, including the provincial management and co-ordination of the Expanded Public Works Programme (EPWP).

Sub-programmes

- Programme Support Community-Based
- Innovation and Empowerment
- Coordination and Compliance Monitoring

Strategic Objectives

6.1	To contribute to sustainable economic and employment growth in communities through construction-related development and empowerment interventions.
6.2	Facilitate provincial coordination and monitoring of EPWP activities amongst all implementing bodies.

Strategic Objectives, Performance Indicators, planned targets and actual achievements

This Programme contributes to Departmental Strategic Outcome-oriented Goal 1: Maximise empowerment and job creation in the Western Cape. This is achieved through:

- Coordinating the EPWP in the Western Cape: The creation of work opportunities were coordinated, across spheres of government and the non-state sector, in order to achieve the provincial target. Twelve provincial EPWP forums were maintained and 40 public bodies were provided with technical support;
- Facilitating programmes to develop emerging contractors: These included skills and business training, information sessions, Foundation Phase training; the Advanced Training and Mentoring Programme, and EmplAs for contracts over R5 million; and
- Offering construction-related skills development opportunities, including apprenticeships, construction related trades and skills development as part of the NYS Programme, artisanal training in trades like electrical wiring, welding, carpentry, and plumbing as part of the Western Cape Apprenticeship Game-Changer.

The Programme's strategic objectives, performance indicators, planned targets and actual achievements are presented in the tables below.

Strategic Objectives

Table 32: Programme 6: Community-Based Programmes: Strategic Objectives

No	Strategic Objectives / Indicators	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target to actual achievement 2015/2016	Comment on deviations
Sub-programme 6.3: Innovation and Empowerment						
6.1	To contribute to sustainable economic and employment growth in communities through construction-related development and empowerment interventions.					
6.1.1	Number of construction industry empowerment programmes sustained.	3	3	3	0	-
Sub-programme 6.4: EPWP Provincial Coordination and Compliance Monitoring						
6.2	Facilitate provincial coordination and monitoring of EPWP activities amongst all implementing bodies.					
6.2.1	Number of Provincial EPWP Forums maintained.	12	12	12	0	-

Performance Indicators

Table 33: Programme 6: Community-Based Programmes: Performance Indicators

No	Performance Indicator	Actual achievement 2013/2014	Actual achievement 2014/2015	Actual achievement 2015/2016	Planned target 2016/2017	Actual achievement 2016/2017	Deviation from planned target for 2016/2017	Comment on deviations
Sub-programme 6.3: Innovation and Empowerment								
6.1.1.1	Number of beneficiary empowerment interventions	4	4	3	3	3	0	-
Sub-programme 6.4: EPWP Provincial Coordination and Compliance Monitoring								
6.2.1.1	Number of public bodies reporting on EPWP targets within the Province*	n/a	40	40	40	40	0	-
6.2.1.2	Number of interventions implemented to support public bodies in the creation of targeted number of work opportunities in the province	n/a	53	88	80	81	1 1%	An additional request was received from the Implementing bodies.

Note: *Target indicator is not cumulative.

N/a – Not applicable as this is a new indicator.

Strategy to overcome areas of under performance

The DTPW is satisfied that adequate control measures and strategies were put in place to ensure that the set service delivery standards could be met.

Changes to planned targets

There were no changes to planned targets.

Sub-Programme expenditure

Table 34: Programme 6: Community-Based Programmes: Sub-programme expenditure

Sub-Programme Name		2016/2017			2015/2016		
		Final appropriation R'000	Actual expenditure R'000	(Over)/under expenditure R'000	Final appropriation R'000	Actual expenditure R'000	(Over)/under expenditure R'000
6.1	Programme Support Community	1 925	1 731	194	2 412	1 929	483
6.2	Community Development*	-	-	-	-	-	-
6.3	Innovation and Empowerment	42 285	39 292	2 993	36 841	30 956	5 885
6.4	EPWP Coordination and Compliance Monitoring	15 200	14 839	361	14 910	13 700	1 210
Total		59 410	55 862	3 548	54 163	46 585	7 578

Note: *Sub-Programme 6.2: Community development as per the National Treasury uniform budget and Programme structure is not utilised as it is not part of the DTPW's mandate.

5 Transfer payments

5.1 Transfer payments to public entities

No transfer payments were made to public entities.

5.2 Transfer payments to all organisations other than public entities

The tables below reflect the transfer payments made for the period 1 April 2016 to 31 March 2017 per Programme.

Programme 2: Public Works Infrastructure

The transfer payments per municipality listed in the table below relate to the payment of property rates in respect of provincially owned and deemed owned properties.

Table 35: Programme 2: Transfer payments in respect of property rates

Name of transferee	Amount transferred (R'000)
Beaufort West	1 837
Bellville	101 827
Berg River	1 190
Bitou	765
Blaauberg	23 105
Breedde Valley	7 124
Cape Agulhas	682
Cape Town	263 247
Cederberg	1 530
Drakenstein	15 109
George	7 006
Hessequa	2 165
Kannaland	1 982
Knysna	2 481
Laingsburg	290
Langeberg	1 218
Matzikama	1 674
Mossel Bay	280
Oostenberg	27 642
Oudtshoorn	6 050
Overstrand	1 801
Prince Albert	103
Saldanha Bay	4 285
Somerset West	37
Stellenbosch	9 627
Swartland	2 305
Swellendam	1 449
Theewaterskloof	4 130
Vredendal	14
Witzenberg	5 584
Total	496 539

Programme 3: Transport Infrastructure

The table below reflects the transfer payments made for the period 1 April 2016 to 31 March 2017 for Programme 3: Transport Infrastructure.

Name of transferee	Purpose for which the funds were used	Compliance with s 38 (1) (j) of the PFMA	Amount transferred (R'000)	Amount spent by the entity (R'000)	Reasons for the funds unspent by the entity
Cape Town	To plan, maintain and improve transport and related systems in the CoCT Transport Authority area consisting of a total network of 292 kilometres of road.	Complied	18 000	14 599	The formation of a new Transport and Urban Development Authority required wider stakeholder consultations with transverse government-wide planners in order to obtain the urban and transport planning cohesion needed for the development of a comprehensive ITP.
Berg River	To financially assist/subsidise municipalities with the maintenance/ construction of proclaimed municipal main roads, where the municipality is the road authority. (Section 50 of Ordinance 19 of 1976).	Complied	74	74	-
Bitou		Complied	2 754	2 754	-
Breede Valley		Complied	152	152	-
Cape Agulhas		Complied	52	52	-
Cederberg		Complied	45	45	-
Drakenstein		Complied	19 903	19 903	-
George		Complied	5 734	5 734	-
Hessequa		Complied	111	111	-
Laingsburg		Complied	49	49	-
Langeberg		Complied	100	100	-
Matzikama		Complied	64	64	-

Name of transferee	Purpose for which the funds were used	Compliance with s 38 (1) (j) of the PFMA	Amount transferred (R'000)	Amount spent by the entity (R'000)	Reasons for the funds unspent by the entity
Mossel Bay		Complied	59	59	-
Oudtshoorn		Complied	115	115	-
Overstrand		Complied	137	137	-
Prince Albert		Complied	49	49	-
Saldanha Bay		Complied	126	126	-
Swartland		Complied	11 938	11 938	-
Theewaterskloof		Complied	117	117	-
Witzenberg		Complied	120	120	-
Total			59 699	56 298	

Transfer payments for Category B municipalities are only effected upon submission of claims for work done. SLAs are concluded with all the municipalities. For the CoCT, the transfer payment was made in advance based on agreed-upon projects. The transfers are monitored through In-Year expenditure Monitoring and Reporting and Grant Framework reporting processes.

Programme 4: Transport Operations

The table below reflects the transfer payments made for the period 1 April 2016 to 31 March 2017 by Programme 4: Transport Operations.

Table 36: Programme 4: Transfer payments

Name of transferee	Purpose for which the funds were used	Compliance with s 38 (1) (j) of the PFMA	Amount transferred (R'000)	Amount spent by the entity (R'000)	Reasons for the funds unspent by the entity / difficulties experienced
Cape Town	To sustain the movement of people in the public transport system with a focus on persons with special needs.	Complied	10 000	10 000	-
George	<p>To enable George Municipality to implement a public transport service as contemplated in the GIPTN.</p> <p>To provide supplementary funding towards public transport services provided by the George Municipality.</p> <p>To provide supplementary funding to cover the shortfall in operational cost.</p> <p>To provide for the additional operational support to underwrite the consequences of significantly impaired operating conditions and magnified transformation obligations.</p> <p>To enhance infrastructure for public transport services provided by the George Municipality.</p> <p>To fund the shortfall in operational cost.</p>	Complied	150 544	45 191	<p>Two transfers were made to the Municipality. The first transfer was to the value of R80,544 million and a further R70 million was transferred after the DTPW's adjustment budget process. The R150,5 million was split between a capital component of R48 million and an operational component of R102 million. R4,7 million has been spent on the capital component up to the end of March.</p> <p>With respect to the operational component, R40,4 million has been spent up to the end of March. The delay in roll-out of Phase 4 has led to less expenditure than budgeted for. However the municipality is still expecting to utilise the full transfer by the end of the municipal financial year (30 June 2017).</p>

Name of transferee	Purpose for which the funds were used	Compliance with s 38 (1) (j) of the PFMA	Amount transferred (R'000)	Amount spent by the entity (R'000)	Reasons for the funds unspent by the entity / difficulties experienced
Stellenbosch	To provide NMT infrastructure in the Municipality of Stellenbosch district as part of the PSTP (formerly PPTIF).	Complied	4 000	0	The Municipality of Stellenbosch has appointed two contractors to complete the identified NMT priority infrastructure projects. Construction was due to commence on 08/05/2017 and the transferred budget is scheduled to be spent by the end of the municipal financial year (30 June 2017).
Total			164 544	55 191	

The table below shows transfers to private enterprises.

Table 37: Programme 4: Transfer payments to private enterprises

Type of transferee	Name of transferee	Purpose for which the funds were used	Compliance with s 38 (1) (j) of the PFMA	Amount transferred (R'000)	Amount spent by the entity (R'000)	Reasons for the funds unspent by the entity / difficulties experienced
Private enterprises	GABS	PTOG Subsidy to the bus operator.	Complied	870 900	870 900	-
Total transfer to private enterprises:				870 900	870 900	

The transfers are monitored through the In-Year expenditure Monitoring and Reporting and Grant Framework reporting processes.

5.3 Transfer payments budgeted for, but not made

The table below reflects the transfer payments which were budgeted for in the period 1 April 2016 to 31 March 2017, but where no payments were made.

Programme 3: Transport Infrastructure

Table 38: Programme 3: Transfer payments budgeted

Name of transferee	Purpose for which the funds were to be used	Amount budgeted for (R'000)	Amount transferred (R'000)	Reasons why funds were not transferred
Beaufort West	To financially assist/ subsidise municipalities with the maintenance/ construction of proclaimed municipal main roads, where the municipality is the road authority. (Section 50 of Ordinance 19 of 1976).	50	0	Subsidies are paid if proof of actual expenditure on subsidisable road maintenance work can be provided to the DTPW. No subsidy was claimed by the municipalities during 2016/17.
Kannaland		50	0	
Knysna		81	0	
Stellenbosch		2 171	0	
Swellendam		50	0	
Total		2 402	0	

6 Conditional grants

6.1 Conditional grants and earmarked funds paid

There are no Conditional Grants and earmarked funds paid by the DTPW.

6.2 Conditional grants and earmarked funds received

The tables below describe each of the Conditional Grants received by the DTPW.

Conditional grant: EPWP Integrated Grant for Provinces

Department which transferred the grant	Public Works
Purpose of the grant	To incentivise provincial departments to expand work creation efforts through the use of labour-intensive delivery methods in the following identified focus areas, in compliance with the EPWP guidelines: <ul style="list-style-type: none"> • Road maintenance and the maintenance of buildings. • Low traffic volume roads and rural roads. • Other economic and social infrastructure. • Tourism and cultural industries. • Sustainable land based livelihoods. • Waste management.
Expected outputs of the grant	<ul style="list-style-type: none"> • Number of people employed and receiving income through the EPWP. • Increased average duration of the work opportunities created.
Actual outputs achieved	<ul style="list-style-type: none"> • 1 158 work opportunities created. • 182 FTEs.
Amount per amended DORA (R'000)	14 691
Amount received (R'000)	14 691
Reasons if amount as per DORA was not received	n/a
Amount spent by the Department (R'000)	14 691
Reasons for the funds unspent by the entity	n/a
Monitoring mechanism by the receiving Department	EPWP reporting through EPWP online reporting system. Monthly report through the In-Year Monitoring Reporting, Quarterly Reporting, Evaluation Reporting and Monthly DORA Compliance Reporting.

Conditional grant: Provincial Roads Maintenance Grant (PRMG)

Department which transferred the grant	Transport
Purpose of the grant	<ul style="list-style-type: none"> To supplement provincial investments for routine, periodic and special maintenance. To ensure all roads are classified as per RISFSA and the Technical Recommendation for Highways (TMH) 26 RCAM guidelines. To implement and maintain Road Asset Management System (RAMS) as per Technical Recommendation for Highways (TMH) 22. To supplement provincial projects for the repair of roads and bridges damaged by declared natural disasters. To improve the state of the road network serving electricity generation infrastructure. To improve road safety with a special focus on pedestrian safety in rural areas.
Expected outputs of the grant	<ul style="list-style-type: none"> Road classification processes 100 per cent complete and continually maintained, including all newly proclaimed, constructed and upgraded roads. Fully functional RAMS in line with minimum TMH32 requirements for a provincial road authority. Network conditions assessment and determination of project priority list from the RAMS. The following actual delivery related measures against 2016/17 targets defined in the final RAMP for each province. <ul style="list-style-type: none"> Number of lane-kilometres of surfaced roads rehabilitated. Number of lane kilometres of surfaced roads resealed (overlay or resealed). Number of m² of blacktop patching (including pothole repairs). Number of kilometres of gravel roads re-gravelled. Number of kilometres of gravel roads bladed. The following performance based on national job creation indicators. <ul style="list-style-type: none"> Number of jobs created. Number of FTEs created. Number of youths (18-35) employed. Number of women employed. Number of people living with disabilities employed. Updated road condition data as per TMH22 (paved and unpaved), traffic data and bridge condition report by 30 November 2016. Number of contractors in the Contractor Development Programme (CDP). Number of contractors graduating through the CIDB grading system.
Actual outputs achieved	<p>All roads are classified as per RISFSA and RCAM guidelines. Roads are being reclassified as they are constructed or upgraded. The RAMS is fully functional and complies with minimum requirements, although somewhat behind on the visual assessment of structures. Traffic counts are continuously updated for the entire road network over a four-year cycle. Between counts, the historical growth rates are applied to bring all traffic counts to current annual average daily traffic estimates whenever traffic counts are used for analysis. Visual condition assessments were completed for the managed road network. The whole network mechanical surveillance, which includes measuring the riding quality, rutting, transverse profile and macro texture is conducted every 2 years and was last completed in 2014. The next round of surveys was conducted in 2016. However, the data validation will only be completed by 31 May 2017. The following performance was recorded for the 2016/17 financial year:</p>

	Indicator	Target value	Achieved value
	Kilometre of gravel roads upgraded	60	58
	Square metres of surfaced roads upgraded	32 000	31 860
	Number of bridges constructed/ upgraded	1	2
	Number of culverts constructed/ upgraded	49	40
	Square metres of surfaced roads rehabilitated	586 000	559 848
	Square metres of surfaced roads resealed	4 405 000	5 868 111
	Kilometres of gravel roads re-gravelled	65	133
	Square metres of blacktop patching	50 000	157 216
	Kilometres bladed	45 000	48 323
	Number of bridges repaired/ rehabilitated	19	19
	Number of culverts repaired/ rehabilitated	51	56
Amount per amended DORA (R'000)	830 729		
Amount received (R'000)	830 729		
Reasons if amount as per DORA was not received	n/a		
Amount spent by the Department (R'000)	830 729		
Reasons for the funds unspent by the entity	n/a		
Monitoring mechanism by the receiving Department	Road Network Information System, BAS, In Year Monitoring Reporting, Rational Portfolio System, Quarterly Financial and Performance Reporting, Evaluation Reporting and Monthly DORA Compliance Reporting.		

Conditional grant: Public Transport Operations Grant

Department which transferred the grant	Transport	
Purpose of the grant	To provide supplementary funding towards public transport services provided by provincial departments of transport.	
Expected outputs of the grant	<ul style="list-style-type: none"> • Number of vehicles subsidised. • Number of cumulative annual vehicles subsidised. • Number of scheduled trips. • Number of trips operated. • Number of passengers. • Number of kilometres. • Number of employees. 	
Actual outputs achieved	Subsidy per trip operated.	R628.32
	Subsidy per kilometre operated.	R22.73
	Subsidy per passenger.	R15.75
	Subsidy per vehicle.	R70 237
	Number of vehicles subsidised.	1 066
	Number of cumulative annual vehicles subsidised.	12 728
	Number of scheduled trips.	1 426 592
	Number of trips operated.	1 422 856
	Passengers per kilometre operated.	1.43
	Passengers per trip operated.	40.04
	Employees per vehicle.	1.3
Amount per amended DORA (R'000)	870 900	
Amount received (R'000)	870 900	
Reasons if amount as per DORA was not received	n/a	
Amount spent by the Department (R'000)	870 900	
Reasons for the funds unspent by the entity	n/a	
Monitoring mechanism by the receiving Department	The DTPW used an electronic monitoring solution which yielded between 90 – 92% of verified claims. In-Year Monitoring Reporting, Quarterly Reporting, Evaluation Reporting and Compliance Reporting.	

7 Donor funds

The DTPW did not receive donor assistance.

8 Capital investment

The capital investment, maintenance and asset management against final allocations for the Vote is tabulated below.

Infrastructure projects	2016/2017			2015/2016		
	Final appropriation (R'000)	Actual expenditure (R'000)	(Over)/under expenditure (R'000)	Final appropriation (R'000)	Actual expenditure (R'000)	(Over)/under expenditure (R'000)
New and replacement assets	90 430	88 132	2 298	77 011	76 464	547
Existing infrastructure assets	3 545 336	3 540 151	5 185	3 416 468	3 378 352	38 116
Upgrades and additions	654 893	654 893	-	587 134	587 134	-
Rehabilitation, renovations and refurbishments	2 089 059	2 089 059	-	2 050 737	2 027 078	23 659
Maintenance and repairs	801 384	796 199	5 185	778 597	764 140	14 457
Infrastructure transfer	64 576	59 699	4 877	91 012	89 337	1 675
Current	3 500	2 748	752	3 000	2 588	412
Capital	61 076	56 951	4 125	88 012	86 749	1 263
Total	3 700 342	3 687 982	12 360	3 584 491	3 544 153	40 338

DTPW spent 99,67 per cent of its annual allocation for infrastructure. The ratio of capital to current expenditure remained constant over the two financial years at 78 per cent and 22 per cent of total expenditure, respectively.

8.1 Provincial Public Works: capital investment, maintenance and asset management

The capital investment, maintenance and asset management for Programme 2: Provincial Public Works against final allocations is tabulated below.

Infrastructure projects	2016/2017			2015/2016		
	Final appropriation (R'000)	Actual expenditure (R'000)	(Over)/under expenditure (R'000)	Final appropriation (R'000)	Actual expenditure (R'000)	(Over)/under expenditure (R'000)
New and replacement assets	47 608	45 310	2 298	28 257	27 710	547
Existing infrastructure assets	578 588	578 489	99	508 217	481 808	26 409
Upgrades and additions	-	-	-	-	-	-
Rehabilitation, renovations and refurbishments	385 806	385 806	-	325 958	302 299	23 659
Maintenance and repairs	192 782	192 683	99	182 259	179 509	2 750
Infrastructure transfer	-	-	-	35 257	35 257	-
Current	-	-	-	-	-	-
Capital	-	-	-	35 257	35 257	-
Total	626 196	623 799	2 397	571 731	544 775	26 956

The underspending on this programme is mainly due to protracted processes for the request for proposal stage of the Conradie Game Changer.

The DTPW has a dual role in terms of asset management planning. Firstly, it is a user department and as such prepares an annual U-AMP outlining its accommodation and maintenance requirements. This is compiled and submitted to the Custodian. Secondly, the DTPW is also appointed as the Custodian of all immovable assets in the Province (excluding the Human Settlements properties). As the Custodian, the DTPW funds the accommodation requirements of all provincial departments and some of the provincial entities and is responsible for the compilation of the C-AMP. The infrastructure budgets for education and health facilities reside with the WCED and provincial Department of Health respectively. DTPW acts as implementing agent for provincial education and health infrastructure, including maintenance.

The U-AMPs of the user departments have generally improved compared to previous reporting periods, allowing DTPW to take more informed decisions in terms of acquisitions, disposals and allocation of budgets. As a result of improved U-AMP inputs, the DTPW was able to compile an improved C-AMP compared to previous reporting periods.

Infrastructure needs far outweigh available resources and it is envisaged that this will continue for the foreseeable future. This means that difficult choices have to be made when allocating available resources to address the accommodation needs of user departments. Through analysing the U-AMPs and developing the C-AMP, the DTPW aims to determine the best allocation/ combination of resources to accommodate the needs

of user departments and thereby support departments to achieve their service delivery objectives to the benefit the people of the Western Cape.

The custodian's primary objective in terms of the condition assessments of buildings is to determine their functionality from a technical perspective.

Departments (particularly WCED) have noted that it is likely that the current infrastructure backlog will be largely reduced in the medium term (five years). However, the requirement for maintenance (routine and preventative) will escalate as the principles of whole life cycle management are implemented. If the budget allocations remain fairly constant over the next five years, the DTPW should be able to address the bulk of other users' needs (excluding the provincial Department of Health and WCED). With regard to the WCED portfolio, the programme to replace old inferior school buildings with new through the Accelerated Schools Infrastructure Delivery Initiative (ASIDI) programme is continuing.

The upgrading of existing and construction of new office accommodation is an ongoing endeavour. The refurbishment of the Dan de Villiers Hostel in Beaufort West as well as the construction of the new Bellville regional offices on the Karl Bremer Hospital site are nearing completion, whilst planning is under way for the renovation of shared office accommodation in Mossel Bay and George. The ongoing Office Modernisation Programme will continue to realise greater efficiencies and reduce expenditure on leased-in accommodation/ buildings.

Table 39: Programme 2: Capital projects currently under construction

Capital projects in progress				
Region/ District	Municipality	Project name	Project description	Expected completion date
CoCT	CoCT	Cape Teaching and Leadership Institute: EDULIS facility relocation from Middestad Mall to Kuilsriver	Extension and upgrade of existing library	16/05/2017
CoCT	CoCT	Stikland Registry	Conversion of redundant Pharmacy into Archive Facility for provincial Department of Health	04/05/2017
CoCT	CoCT	Modernisation 4 Dorp Street 7, 8 & 9th floors	Office space modernisation (7th, 8th & 9th floors)	16/05/2017
CoCT	CoCT	Modernisation 9 Dorp Street 1st floor	Office space modernisation (1st floor)	30/06/2017
CoCT	CoCT	Modernisation 9 Dorp Street Ground floor	Office space modernisation (Ground floor)	15/06/2017
CoCT	CoCT	Alexandra Precinct upgrade exam reprographic centre and Education District Office (EDO) Central	Upgrade of WCED's exam reprographic centre and EDO central	31/03/2018
CoCT	CoCT	Health and Safety Compliance 7 Wale Street	Fire Rationalisation of 7 & 15 Wale Streets and 4 Dorp Street	07/07/2017
CoCT	CoCT	Bellville Regional Offices for Dept Health Karl Bremer	New office accommodation	20/07/2017
CoCT	CoCT	Modernisation 27 Wale Street 4 & 5th floor	Office space modernisation (4th & 5th floors)	16/05/2017
CoCT	CoCT	Modernisation 4 Dorp Street 4th floor	Office space modernisation (4th floor)	28/04/2017
CoCT	CoCT	27 Wale Street facade repair	Repair of the spalling of concrete and reseal façade for protection against moisture ingress into the concrete	16/05/2017
Eden	George	Modernisation - York Park Lifts Upgrade	Lifts Upgrade	18/04/2018
Cape Winelands District	Cape Winelands District	Elsenburg Sewer and Water Upgrade	Sewer and Water Upgrade	31/07/2018
Central Karoo District	Central Karoo District	Dan de Villiers Refurbishment	Conversion to office space	18/10/2017

Capital projects in progress				
Region/ District	Municipality	Project name	Project description	Expected completion date
CoCT	CoCT	Modernisation - Social Development Langa Local Office	Office space modernisation	21/04/2017
Cape Winelands District	Cape Winelands District	Modernisation - Paarl Cheve Building (CapeNature)	Conversion to office space	30/06/2017
CoCT	CoCT	Modernisation - Union House 2nd, 5th and 10th Floors	Office space modernisation	07/11/2017
CoCT	CoCT	Modernisation - Union House 4th, 6th & 8th Floor	Office space modernisation	13/09/2017
CoCT	CoCT	Modernisation - 9 Dorp Street enablement various floors	Office space modernisation	04/04/2017
CoCT	CoCT	Modernisation - 9 Dorp Street 5th Floor	Office space modernisation	25/05/2017
CoCT	CoCT	GMT Rusper Street Office Accommodation	Office space modernisation	15/05/2017
Eden	George	George: York Park - HVAC Upgrade	Bulk services - HVAC Upgrade	08/06/2018
Eden	George	George: York Park - Electrical Upgrade	Bulk services - Electrical Upgrade	31/03/2018

The budget allocation for General Infrastructure includes operational maintenance, cleaning of erven and cleaning services. The budget allowed for maintenance over the 2017 MTEF period is reflected in the table below.

	2017/18 (R'000)	2018/19 (R'000)	2019/20 (R'000)
Education	522 233	520 827	604 560
Health	198 614	160 173	57 033
Environmental Affairs and Development Planning	26 865	33 672	35 558
General Buildings	262 775	280 666	295 071

The size of the immovable asset holding remained relatively constant during the reporting period. Three properties were disposed of during 2016/17. A total of 61 properties were vested in the name of the Western Cape Government during the year.

To ensure that the DTPW's IAR remained up-to-date during the period under review, the IAR is updated with all acquisitions and disposals towards the end of the financial year.

8.2 Transport Infrastructure: capital investment, maintenance and asset management

The capital investment, maintenance and asset management for Programme 3: Transport Infrastructure against final allocations is tabulated below:

Infrastructure projects	2016/2017			2015/2016		
	Final appropriation (R'000)	Actual expenditure (R'000)	(Over)/under expenditure (R'000)	Final appropriation (R'000)	Actual expenditure (R'000)	(Over)/under expenditure (R'000)
New and replacement assets	42 822	42 822	-	48 754	48 754	-
Existing infrastructure assets	2 966 748	2 961 662	5 086	2 908 251	2 896 544	11 707
Upgrades and additions	654 893	654 893	-	587 134	587 134	-
Rehabilitation, renovations and refurbishments	1 703 253	1 703 253	-	1 724 779	1 724 779	-
Maintenance and repairs	608 602	603 516	5 086	596 338	584 631	11 707
Infrastructure transfer	64 576	59 699	4 877	55 755	54 080	1 675
Current	3 500	2 748	752	3 000	2 588	412
Capital	61 076	56 951	4 125	52 755	51 492	1 263
Total	3 074 146	3 064 183	9 963	3 012 760	2 999 378	13 382

The underspending on maintenance and repairs is as a result of the inability of appointed contractors to maintain project progress. The underspending on the

infrastructure transfer budget is as a result of some municipalities not claiming their allocated subsidies on proclaimed municipal roads.

The programme to implement the capital, investment and asset management plan was executed according to plan and the allocated budget was for all purposes spent.

Capital projects that are currently in progress and their expected completion dates are shown in the table below.

Table 40: Programme 3: Capital projects currently in construction

District	Local	Project name	Detailed description	Commencement date	Estimated Completion date	Project cost (R'000)
West Coast	Bergvriervier Local Municipality	C0917: Rehab MR529 - Piketberg/Velddrift	Rehab of MR529 from Piketberg to Velddrift & Rehab of MR527 from km 4.1 - km 6.6.	28/11/2014	30/06/2017	309 898
Eden	Oudtshoorn Local Municipality	C1007: Engineering & Supervision Services for the Upgrade of Gravel Roads near Dysselsdorp	Engineering & supervision services for sub-contract near Dysselsdorp.	12/01/2015	27/05/2017	5 470
Eden	Oudtshoorn Local Municipality	EDM/2014/IMMS 4861 - Funding of Materials Dysselsdorp	Supplying of Materials for Contractor.	12/01/2015	31/07/2017	15 195
Unicity	Cape Town Administration	C0992: Resurfacing TR07701 between Otto du Plessis bridge & Melkbos	Resurfacing of TR07701, both carriageways, between Otto du Plessis bridge and Melkbos.	23/02/2015	02/07/2017	69 034
Cape Winelands	Breede Valley Local Municipality	C0815: Rehab MR298 & Reseal DR1398 - Worcester (Nekkies)	The rehabilitation of MR298 between km 0 and km 4.35 with surfacing of gravel shoulders to class1 road section. Widening of Breede River Bridge 500 meter long with 2 x 3.3.7 meter lanes and external pedestrian walkway. Reseal of DR1398 from km 0 - km 1.29, MR00298 from km 4.35 to km 14.63. Rehabilitate MR298 between km 14.63 and km 20.70. Repair bridge B4677 on MR298 at km 14.63.	07/04/2015	30/10/2017	230 846
Unicity	Unicity	C1003: Rehab MR00189 Old Paarl Road - Bloekompos	Rehabilitation of MR00189, Old Paarl Road between Bloekompos and Klein Joostenberg.	17/04/2015	16/08/2017	54 278
West Coast	Swartland Local Municipality	C0920: Rehab MR230 & MR231 - Moorreesburg	Rehabilitation of MR230 & MR231 in the Moorreesburg area.	20/04/2015	02/06/2017	201 538
West Coast	Saldanha Bay Local Municipality	C0988: Reseal TR02101 near Hopefield, TR02102 & OP07628 near Langebaan Rd and MR00233 between Langebaan Rd & Langebaan	Reseal of TR02101 near Hopefield. The reseal of TR02102 and OP07628 near Langebaan Road. The Reseal of MR00233 between Langebaan Road and Langebaan.	17/06/2015	15/09/2017	168 434

District	Local	Project name	Detailed description	Commencement date	Estimated Completion date	Project cost (R'000)
Cape Winelands	Drakenstein Local Municipality	C0999: Rehab DR01108 between Old Paarl Road & Agter-Paarl	Rehab of DR01108 between Old Paarl Road and Agter-Paarl.	19/06/2015	30/11/2017	84 319
West Coast	Swartland Local Municipality	C0817: Rehabilitate/Reseal of MR215 - Mamre/Yzerfontein	Rehabilitate MR215 from km 34.07 to km 46.53 & reseal of MR215 from km 47.85 to km 69.34. Upgrade Culverts.	13/07/2015	20/05/2017	120 295
Cape Winelands	Langeberg Local Municipality	C0818: Rehab TR31/2 - Ashton/Montagu	The rehabilitation of TR31/2 between Ashton and Montagu.	24/07/2015	24/01/2019	669 500
Central Karoo	Laingsburg Local Municipality	C1042: Reseal of TR20/01 from km 0.00 - 42.70 between Matjiesfontein and Northern Cape Boundary	Reseal of TR02001 from km 0.00 - 42.70 between Matjiesfontein and Northern Cape Boundary.	29/07/2015	10/04/2017	48 627
Overberg	Swellendam Local Municipality	C1031: Reseal of TR31/03 between km 33-47 (Montagu & Barrydale) & TR31/04 between km 0.35-30.89 (Barrydale & Ladismith)	Reseal of TR03103 from km 33.0-km 47.00 (Op de Tradouws Pass) and TR03104 from km 58.32-km 71.79 between Barrydale and Cape Winelands/Eden boundary.	05/08/2015	18/06/2017	88 919
Cape Winelands	Witzenberg Local Municipality	C1032: Reseal of DR1468, DR1470, DR1472, DR1473 and OP5873 (Witzenberg Valley near Ceres)	Reseal of DR1468, DR1470, DR1472, DR1473 and OP5873 in the Witzenberg Valley near Ceres.	07/08/2015	26/06/2017	37 755
West Coast	Bergrivier Local Municipality	C0981: Reseal of MR527 & DR1175 near De Hoek, MR534 near Aurora & DR1175 near De Hoek & DR2161 Versveld Pass	Reseal of MR527, DR1175 near De Hoek, Piketberg. Reseal of MR534 near Aurora and the reseal of DR2161 - Versveld Pass.	15/08/2015	16/08/2017	67 899
West Coast	Swartland Local Municipality	C1009.01: Rehab DR01111 from km 23.5 to km 38.951 between Kalbaskraal & Malmesbury	Rehabilitation of DR01111 between Abbotsdale and Malmesbury including the remediation of all damaged structures.	08/09/2015	11/12/2017	121 358

District	Local	Project name	Detailed description	Commencement date	Estimated Completion date	Project cost (R'000)
Overberg	Cape Agulhas Local Municipality	C0995: Reseal MR00265 between Stormsvlei & Bredasdorp	Reseal of MR00265 between Stormsvlei and Bredasdorp.	10/09/2015	31/08/2017	75 161
Cape Winelands	Witzenberg Local Municipality	C0997: Reseal MR201 (km 0 - km 8.90) & MR305 (km 2.3 - km 6.96) between Wolseley & MR201	Reseal of MR00201 between Michell's Pass and Romans Rivier & MR00305 between Wolseley and La Plaisante. Repair of 4 bridges and 4 culverts.	10/09/2015	28/06/2017	48 024
Cape Winelands	Drakenstein Local Municipality	C1048: Reseal of MR201, DR1118, DR1152 and DR1388	Reseal of MR00201 (Wellington - Paarl, both carriageways), DR01118 (Nederburg Road), DR01152 (Hermon-Bo Road) and DR01388 (Swaelstert Road).	11/09/2015	13/05/2017	112 898
Eden	Bitou Local Municipality	C0846.01: Upgrade gravel road DR01770 from km 0 - 8.51 - Airport Road to N2	Upgrade gravel road DR01770 to surfaced from km 0 - 8.51 (from Airport Road to N2)	22/09/2015	01/08/2017	105 726
Cape Winelands	Stellenbosch Local Municipality	AC1054.03: Culvert Replacement on MR00027(R44) - CW/Stellenbosch (SMEC)	Replacement of drainage structure on MR27 (R44) at km23 (Avantuur Estate).	12/10/2015	15/05/2017	11 183
Unicity	Unicity	C1038.01: New Streetlighting on TR01101 (N7)	Installation of street lighting on TR01101 (N7).	29/10/2015	30/05/2017	13 176
Unicity	Cape Town Administration	C1044: Reseal MR217 from km 9.77 - 19.87 and DR1102 from km 0.00 - 15.15	Reseal of MR00217 from km 9.77 to km 19.87 (Van Schoorsdrif to Klipheuwel) and DR01102 from km 0.00 - km 15.15 (Mosselbank to Durbanville).	02/11/2015	02/11/2017	51 134
Unicity	Cape Town Administration	C1039.01: Rehab & Upgrade of TR2/1 from km 13.8 - km 20.5 between Borchers Quarry & Swartklip Interchange	Rehabilitation of existing road and Upgrade (addition) of the 3rd lane of TR2/1 from km 13.8 to km 20.5 between Borchers Quarry Road (M22) and Swartklip Interchange (R300).	19/01/2016	28/02/2018	214 595

District	Local	Project name	Detailed description	Commencement date	Estimated Completion date	Project cost (R'000)
West Coast	Cederberg Local Municipality	WCDM/2015/IMMS 10005/10011 - Upgrade on MR538 (km 1.74 - 8.50) and (km 8.50 - km 12.00) Elandsbaai - Lambertsbaai	Upgrading of MR538 from km 1.74 – 12.	19/01/2016	30/06/2017	49 705
Eden	Hessequa Local Municipality	C0989: Rehabilitation & Geometric improvements on MR00332 between N2 & Still Bay	Rehabilitation and minor geometric improvements of MR00332 between the N2 and Still Bay. Geometric improvements include a minor realignment (km 13.9 to km 15.7) and passing lanes as well as a sidewalk from Melkhoutfontein (km 21.5) to km 26 at Stillbay.	25/01/2016	05/07/2018	166 887
Unicity	Cape Town Administration	C1046: Extend the 3rd Lane on TR09/1 west of Durban Road I/C to the NR0101	Extend the 3rd lane from West of the Durbanville I/C to the NR0101 and reseal/overlay existing. Additional work, e.g. lane balancing and upgrading of ramp to ramp terminals may be required. The 3rd lane may need to be extended to beyond Okavango.	04/02/2016	04/06/2019	559 370
Cape Winelands	Breede Valley Local Municipality	C1051.02: Flood Damage Repairs in Worcester West Area - CK/Breedevalley (AURECON)	Flood damage repairs in the Worcester area - Cape Winelands/Breedevalley (November 2013/January 2014 floods).	09/02/2016	28/07/2017	17 337
Overberg	Cape Agulhas Local Municipality	C0995: Reseal MR00265 between Stormsvlei & Bredasdorp	Reseal of MR00265 between Stormsvlei and Bredasdorp.	10/09/2015	31/08/2017	75 161
Cape Winelands	Witzenberg Local Municipality	C0997: Reseal MR201 (km 0 - km 8.90) & MR305 (km 2.3 - km 6.96) between Wolseley & MR201	Reseal of MR00201 between Michell's Pass and Romans Rivier & MR00305 between Wolseley and La Plaisante. Repair of 4 bridges and 4 culverts.	10/09/2015	28/06/2017	48 024
Cape Winelands	Drakenstein Local Municipality	C1048: Reseal of MR201, DR1118, DR1152 and DR1388	Reseal of MR00201 (Wellington - Paarl, both carriageways), DR01118 (Nederburg Road), DR01152 (Hermon-Bo Road) and DR01388 (Swaelstert Road).	11/09/2015	13/05/2017	112 898

District	Local	Project name	Detailed description	Commencement date	Estimated Completion date	Project cost (R'000)
Eden	Bitou Local Municipality	C0846.01: Upgrade gravel road DR01770 from km 0 - 8.51 - Airport Road to N2	Upgrade gravel road DR01770 to surfaced from km 0 - 8.51 (from Airport Road to N2).	22/09/2015	01/08/2017	105 726
Cape Winelands	Stellenbosch Local Municipality	AC1054.03: Culvert Replacement on MR00027(R44) - CW/Stellenbosch (SMEC)	Replacement of drainage structure on MR27 (R44) at km23 (Avantuur Estate).	12/10/2015	15/05/2017	11 183
Unicity	Unicity	C1038.01: New Streetlighting on TR01101 (N7)	Installation of street lighting on TR01101 (N7).	29/10/2015	30/05/2017	13 176
Unicity	Cape Town Administration	C1044: Reseal MR217 from km 9.77 - 19.87 and DR1102 from km 0.00 - 15.15	Reseal of MR00217 from km 9.77 to km 19.87 (Van Schoorsdrif to Klipheuwel) and DR01102 from km 0.00 - km 15.15 (Mosselbank to Durbanville).	02/11/2015	02/11/2017	51 134
Cape Winelands	Langeberg Local Municipality	C1054.05: Flood Damage Repairs in Robertson South Area - CW/Langeberg (SMEC)	Flood damage repairs to structures in the Robertson South Area.	12/02/2016	11/06/2017	15 857
Cape Winelands	Langeberg Local Municipality	C1050.01: Flood Damage Repairs- Montagu North - CK/Langeberg (AECOM)	Flood damage repairs to structures in Montagu Area - Cape Winelands/Langeberg (AECOM).	17/02/2016	01/10/2017	19 167
Eden	Mossel Bay Local Municipality	C0964.01: Upgrade of TR33/1 - Phase I Intersection Upgrades	Design and construction of TSM improvements on Louis Fourie Road at Schoeman Street and Essenhout street intersections and upgrading ramps at the Marsh street intersection.	18/02/2016	15/05/2017	32 534
Eden	Kannaland Local Municipality	C1053.01: Flood Damage Repairs in Ladismith West Area - Eden/Kannaland (HATCH)	Flood damage repairs in the Ladismith West Area.	03/03/2016	05/01/2018	26 150
Unicity	Cape Town Administration	C1005: Upgrade DR01123 between Perdeberg & Klipheuwel	Upgrade of DR01123 (Slent Road) between Dagbreek (Perdeberg) and Klipheuwel.	29/03/2016	30/11/2017	82 887

District	Local	Project name	Detailed description	Commencement date	Estimated Completion date	Project cost (R'000)
Eden	Mossel Bay Local Municipality	EDM/2016/IMMS 4865 - Upgrading on DR1578 (km15.50 - km23.00) near Friemersheim	Upgrading on DR1578 (15.50 - 23.00)km.	01/04/2016	31/03/2019	75 000
Overberg	Swellendam Local Municipality	ODM/2016/IMMS 7000/7000B - Upgrade on DR1318 Olivedale (0.19 - 3.65)km	Upgrade of gravel road to surface standard on DR1318 (0.19 - 3.65)km.	01/04/2016	28/04/2017	27 240
Cape Winelands	Langeberg Local Municipality	C1053.02: Flood Damage Repairs in Montagu East Area - CK/Langeberg (HATCH)	Flood damage repairs to structures in Montagu East Area - Cape Winelands/Langeberg (Hatch).	26/04/2016	15/11/2017	15 801
Eden	Hessequa Local Municipality	C1052.03: Flood Damage Repairs in Heidelberg North Region - Eden/Hessequa (BERGSTAN)	Flood damage repairs in the Heidelberg area.	13/05/2016	15/11/2017	24 270
Overberg	Overstrand Local Municipality	ODM/2016/IMMS 8054 - Regravel on OP4010 (1.59 - 9.45)km Karwyderskraal	Regravel on OP4010 (1.59 - 9.45)km Karwyderskraal.	20/05/2016	31/07/2017	4 300
Eden	Bitou Local Municipality	C1053.04: Flood Damage Repairs on TR00212 near Nature's Valley	Repair of retaining wall and rehabilitation of TR2/12 and between km23.0 and km28.0 - Nature's Valley. Earth Embankment Slip repairs in the road reserve in Knysna, Keurboomstrand and Natures Valley.	28/06/2016	04/10/2017	14 350
Eden	Mossel Bay Local Municipality	C1035: Reseal of MR342 from km 7.72 - 38.63 between Moss gas and Herbertsdale	Reseal of MR00342 from km 7.72 to km 38.63 between Moss gas and Herbertsdale.	01/09/2016	22/01/2018	44 122
Eden	George Local Municipality	C1047: Reseal of TR2/09, MR355 and DR1621, and Rehab of DR1622 - George/Wilderness Area	Rehabilitation of DR01622 (Wilderness Heights), Upgrade of DR01618 (Fancourt) and Reseal of TR00209 (George Airport to George) and DR01621 (Whites Road).	02/09/2016	30/11/2017	50 633
Cape Winelands	Langeberg Local Municipality	C1050.02: Akkedisberg Pass Fill on MR267	Remedial works to unstable fills on MR 267 in the Akkedisberg Pass between Stanford and the TR29/1.	02/09/2016	19/09/2017	12 204

District	Local	Project name	Detailed description	Commencement date	Estimated Completion date	Project cost (R'000)
Eden	Hessequa Local Municipality	C1052.04: Flood Damage Repairs in Riversdale East Area - Eden/Hessequa (BERGSTAN)	Flood Damage Repairs to structures in Riversdale/Albertinia Area - PHASE 2 - Eden/Hessequa.	08/09/2016	08/04/2018	20 544
Eden	George Local Municipality	C0982: Reseal TR00102, TR00103 near Uniondale	Reseal of TR00102 and TR00103 near Uniondale.	26/09/2016	10/08/2018	68 069
Eden	George Local Municipality	EDM/2016/IMMS 4260 - Regravelling on DR1662 (5.00 - 15.20)km	Regravelling on DR1662 (5.00 - 15.20)km.	26/09/2016	17/05/2017	5 964
West Coast	Cederberg Local Municipality	C1040: Reseal of MR537, MR538, MR531, MR536, and DR2176	Reseal of MR537 (Eendekuil), MR538 (Het-Kruis), MR531 (Het-Kruis), MR536 (Eendekuil) and DR2176 (Citrusdal).	27/09/2016	01/11/2017	55 706
Cape Winelands	Stellenbosch Local Municipality	C0850: Upgrade of portion of DR1094 (km 0.0 to km 4.62) between R304 and M167 (Sandringham Road)	Upgrade Gravel road DR01094 (Sandringham Road) from km 0 - 5.3 to surfaced standard.	03/10/2016	14/05/2018	53 793
Cape Winelands	Drakenstein Local Municipality	Cape Winelands District Municipality (CWDM)/2016/IMMS 7560 - Regravelling on DR1161 (33.26 - 38.40)km Skoenmakersfontein	Regravelling on DR1161 (33.26 - 38.40)km Skoenmakersfontein.	03/10/2016	15/05/2017	4 190
Central Karoo	Laingsburg Local Municipality	C1051.03: Flood Damage Repairs in Laingsburg South Area - CK/Laingsburg (AURECON)	Flood Damage Repairs to structures in Laingsburg Area - PHASE 2 - CK/Laingsburg.	07/10/2016	10/03/2018	20 730
West Coast	Bergrivier Local Municipality	C0821: Rehab TR23/3 - Porterville/Piketberg	Rehabilitation and reconstruction of sections TR2303 from Porterville to Piketberg km (36,54 to 60,87).	02/11/2016	06/06/2018	163 002

District	Local	Project name	Detailed description	Commencement date	Estimated Completion date	Project cost (R'000)
Cape Winelands	Langeberg Local Municipality	C0820: Rehabilitation of MR287 from km 14.0 to km 32 - Robertson/Bonnievale	Reconstruct Culvert (large) at km 31 and widen Bridge at km 14.5. Geotechnical Slope Stabilities at km 19 and at km 26. Interface road and parking through town of Bonnievale with drainage and services. Parking interface Bonnievale at km 29 to 31. Geotechnical rehabilitation at km 26.	09/11/2016	10/07/2018	199 368
Cape Winelands	Stellenbosch Local Municipality	C0921: Rehab DR1050 - Annandale Road	Rehabilitation of DR1050, from Annandale Road (km0.00) at MR168 in Lynedoch to Groene Rivier (km7.34) in the Stellenbosch area. The R44(MR27) to Stellenbosch/Somerset West is crossed at km5.47.	11/11/2016	12/11/2018	120 855
Central Karoo	Laingsburg Local Municipality	CKDM/2016/IMMS 4110 - Regravelling on MR318 (0 - 20.10)km	Regravelling and Drainage on MR318 (0 - 20.10)km.	11/11/2016	14/07/2017	7 800
West Coast	Cederberg Local Municipality	WCDM/2014/IMMS 2004 - Rehab of DR2215 (km 2 - 4)	Rehabilitation of DR2215 between km 2 and 4	14/11/2016	31/05/2017	4 767
West Coast	Cederberg Local Municipality	WCDM/2016/IMMS 3238/3243 - Regravelling of MR538 (km 43.59 - km 49.00) and (km 49.00 - km 60.00)	Regravelling of MR538 (Albie Genade se pad) between km43.55 to km60.	14/11/2016	30/06/2017	4 400
Overberg	Swellendam Local Municipality	ODM/2016/IMMS 8053 - Regravel on MR268 (10.00 - 32.00)km Infanta	Regravel on MR268 (10.00 - 32.00)km Infanta.	25/11/2016	31/08/2017	14 300
West Coast	Saldanha Bay Local Municipality	C0415.02: Extension of Main Road 559 from Port Service Corridor to Main Road 238 near Saldanha	Upgrade of MR559 between MR238 and Port Service Corridor (km0.0-4.2).	13/01/2017	12/12/2018	162 043
Central Karoo	Beaufort West Local Municipality	CKDM/2016/IMMS 4113 - Short-Section Regravelling on TR5801 (13.41 - 23.81)km	Short-Section Regravelling on TR05801 (13.41 - 23.81)km.	23/01/2017	28/04/2017	2 719

District	Local	Project name	Detailed description	Commencement date	Estimated Completion date	Project cost (R'000)
Eden	Oudtshoorn Local Municipality	C0918: Rehab TR33/3 - Oudtshoorn/De Rust	Rehabilitation of TR33/3 between Oudtshoorn and De Rust.	25/01/2017	24/01/2019	204 203
Eden	Oudtshoorn Local Municipality	C1007.05: Upgrade Gravel Road DR01694 from km 0 to km 5.51 - Dysselsdorp	Upgrade Gravel Road DR01694 from km 5.51 to km 6.41 – Dysselsdorp.	25/01/2017	30/06/2017	3 720
Eden	Oudtshoorn Local Municipality	C1007.06: Upgrade Gravel Road DR01662 km 36.47 to km 37.13 - Dysselsdorp	Upgrade Gravel Road DR01662 km 36.47 to km 37.13 – Dysselsdorp.	25/01/2017	26/05/2017	1 883
West Coast	Bergervier Local Municipality	C0917-S1: Rehab MR527 between MR529 and MR531	Rehabilitation of MR00527 between km 4.1 and km 6.76 near Piketberg. Supervision will be charged under the existing appointment for C917.	01/02/2017	30/06/2017	18 573
Cape Winelands	Stellenbosch Local Municipality	CWDM/2016/IMMS 7563 - Regravelling on DR1104 (0.00 - 2.95)km Groenfontein	Regravelling on DR1060 (0.00 - 2.95)km Groenfontein. Placing of 100mm laterite and drainage improvements.	22/03/2017	06/04/2017	1 631
Overberg	Theewaterskloof Local Municipality	C0984: Reseal MR191 & MR279 near Theewaterskloof dam & MR279 between Villiersdorp & Grabouw	Reseal of MR00191 & MR00279 near Theewaterskloof Dam and MR00279 between Villiersdorp and Grabouw. Widen & Repair Roads. Widen Bridges on MR00279.	28/03/2017	28/05/2018	100 789

There are no plans to close down or downgrade any facilities.

The infrastructure maintenance backlog reduction plan is based on an intervention budget scenario, which indicates that an additional R900 million per annum (2014 rand value) is needed to ensure that the road network asset value is largely sustained over the next ten years. This budget deficit figure is calculated from the total number of kilometres of road that needs to be rehabilitated, resealed, regavelled or upgraded to surfaced standard.

As a direct result of the continuous rise in construction costs, the unfunded backlog still remains at over R10 billion (2013/14 calculations). Despite the funding shortfall, the surfaced road network is being kept in a stable condition due to the preservation strategy which focuses on the above rehabilitation, resealing, regaveling or upgrading to surfaced standard. However, there is a steady decline in the overall condition of the gravel road network as well as an inability to adequately fund expansion of or improvements to the network.

The DTPW's RNIS is kept up to date.

Refer to Table 21 (Condition of surfaced roads) and Table 22 (Condition of gravelled roads) for details of the current state of road conditions.

Refer to Programme 3: Infrastructure Projects with specific reference to capital projects that are currently in construction.



Part C Governance

Part C: Governance

1 Introduction

The DTPW is committed to maintaining the highest standards of governance which is fundamental to the management of public finances and resources. Readers of the Annual Report require assurance that the DTPW has sound governance structures in place to effectively, efficiently and economically utilise the state resources at its disposal which are funded by the taxpayer. One of the core values of the DTPW is “accountability” and this is promoted through a strengthened governance environment.

2 Risk management

The Accounting Officer for the DTPW takes responsibility for implementing enterprise risk management (ERM) in accordance with the NT Public Sector Risk Management Framework (PSRMF). The Directorate Enterprise Risk Management in the DotP provides a centralised strategic support service to the DTPW.

In compliance with the NT PSRMF and to further embed risk management within the DTPW, the WCG has adopted an ERM Policy Statement which sets out the WCG’s overall intention with regard to ERM. The DTPW adopted an ERM Policy 2016/17 – 2017/18, approved by the AO on 18 April 2016, and an ERM Strategy and Implementation Plan for 2016/17, approved by the AO on 19 April 2016. The ERM Implementation Plan gave effect to the departmental ERM Policy and Strategy and outlines the roles and responsibilities of management and staff in embedding risk management in the DTPW.

The DTPW assessed significant risks that could have an impact on the achievement of its objectives, both strategically and on a programme level, on a quarterly basis. Risks were prioritised based on their likelihood and impact (inherently and residually) and additional mitigations were agreed upon to reduce risks to acceptable levels. New/emerging risks were identified during the quarterly review processes and during the weekly Top Management Committee meetings.

Impact on institutional performance

Sound risk management practises in the DTPW contributed to the achievement of a clean audit for the fifth consecutive year.

Enterprise Risk Management Committee (ERMCO) Report:

Enterprise Risk Management Committee responsibility

The ERMCO reports that it has complied with its responsibilities arising from Section 38 (1)(a)(i) of the PFMA and Treasury Regulation 3.2.1. The ERMCO also reports that it has adopted the appropriate formal Terms of Reference (approved by the ERMCO chairperson on 6 June 2016) as its Enterprise Risk Management Charter, has regulated its

affairs in compliance with this charter and has discharged all its responsibilities as contained therein.

Enterprise Risk Management Committee Members

The ERMCO comprises of selected members of the DTPW's senior management team. As per its Terms of Reference, the ERMCO met at least four times (quarterly) during the year under review.

The table below discloses relevant information on ERMCO members:

Member	Position	Scheduled meetings	Attended	Date appointed
Ms J Gooch	Accounting Officer (Risk Champion and ERMCO Chairperson)	4	3	n/a
Mr C Ismay	Deputy Director-General (DDG): Finance – (CFO)	4	3	15/04/2016
Adv C Smith	Chief Director (CD): Supply Chain Management	4	4	15/04/2016
Mr F Hanekom	DDG: Strategy, Planning and Coordination	4	4	15/04/2016
Mr G van Schalkwyk	CD: Policy and Strategy Integration	4	4	15/04/2016
Mr R Maharaj	CD: Strategic Management and Operational Support	4	4	15/04/2016
Mr G Kode	DDG: Provincial Public Works	4	4	15/04/2016
Mr L Fourie	CD: Road Network Management	4	3	15/04/2016
Adv K Reinecke	DDG: Transport Management	4	4	15/04/2016
Ms H Robson	DDG: Corporate Assurance (DotP)	4	3	15/04/2016
Mr R Jansen van Rensburg	CD: Provincial Forensic Services (DotP)	4	4	15/04/2016
Ms E de Bruyn	Director: Centre for e-Innovation (DotP)	4	4	15/04/2016
Ms A Haq	Director: Enterprise Risk Management	4	4	21/06/2016
Mr J Koegelenberg	Director: Government Motor Transport	4	2	20/04/2016

Other participants	Position	Scheduled meetings	Attended
Mr B Rahim	Director: Financial Governance (Fraud Champion)	4	4
Ms C Mdlalo	Deputy Director: Enterprise Risk Management	4	4

Enterprise Risk Management Committee Key Activities

The Accounting Officer is the risk champion and chairperson of the ERMCO.

In executing its function, the ERMCO performed the following key activities during the year:

- Reviewed the Management Performance Assessment Tool (MPAT) in relation to risk management issues;

- Considered any Corporate Governance Review and Outlook (CGRO) questionnaires in relation to risk management matters;
- Reviewed the DTPW's Risk Management Policy, Strategy and Implementation Plan; for recommendation by the Audit Committee and approval by the Accounting Officer;
- Set, reviewed and applied appropriate risk appetite and tolerances, and recommend same for approval by the Accounting Officer;
- Reviewed the DTPW's risk identification and assessment methodology;
- Evaluated the effectiveness of mitigating strategies to address the material risks of the DTPW;
- Agreed on action required to be taken with respect to any material changes to the risk profile of the DTPW;
- Reviewed the Fraud Prevention Plan (Strategy, Policy and Implementation Plan) and recommended it for approval by the Accounting Officer;
- Evaluated the effectiveness of the implementation of the Fraud Prevention Plan;
- Reviewed any material findings and recommendations by assurance providers on the system of risk management and monitored that appropriate actions were instituted to address weaknesses;
- Developed goals and key performance indicators for the ERMCO for approval by the Accounting Officer;
- Developed goals, objectives and key performance indicators to measure the effectiveness of the departmental strategic risk management activity;
- Evaluated the extent and effectiveness of integration of risk management within the DTPW; and
- Assessed the implementation of the departmental Risk Management Policy, Strategy and Implementation Plan.

Enterprise Risk Management Committee Resolutions

Resolutions for the 2016/2017 year	Total
No. of resolutions taken	14
No. of resolutions implemented	7
No. of resolutions in process of being implemented	7

The following are the key risks that were considered during the year and addressed:

Programme 1:

- Competitive tendering process at CIDB Grade 9 jeopardised;
- Inability to access IT systems and related information in the event of a significant disruption or disaster;
- Misalignment of existing IT system capability to departmental requirements;
- Lack of ownership and direction of the ECM system, due to the shift of custodianship for implementation from DTPW to Department of Cultural Affairs and Sport;
- Inability to attract, recruit and retain suitable specialised skills;
- Inadequate funded posts to appoint candidates in training;

- Limited capability of students from disadvantaged communities to be admitted and pass mathematics and related subjects at higher education institutions; and
- Insufficient coordination between Centre for e-Innovation and DTPW during the planning and implementation of DTPW infrastructure projects.

Programme 2:

- IDMS;
- Increasing maintenance backlog;
- Insufficient electricity supply;
- Civil liability, asset value destruction and reputational damage;
- Failure to deliver according to the modernisation programme; and
- Non-compliance with GIAMA relating to completion of facility condition assessments due within a five-year cycle.

Programme 3:

- Inability to maintain the provincial road network; and
- Changes in National Environmental Management Act legislation affecting borrow pits.

Programme 4 & 5:

- Fraud and corruption within the transport environment;
- National and provincial readiness to operationalise Administrative Adjudication of Road Traffic Offences Act (AARTO); and
- Further public transport violence and criminal acts.

Programme 6:

- The delay in issuing of learner certifications by the relevant SETAs.

Government Motor Transport:

- Inability to deliver effective service to clients;
- Inadequate systems and business processes to manage traffic violations; and
- Delays in the procurement of vehicles and conversions of vehicles.

Conclusion

During the period under review, the Accounting Officer, through the execution of the functions of the DTPW's ERMCO as alluded to above, continued to effectively facilitate the risk assessment process to determine any material risk to which the DTPW may be exposed and evaluated strategies to manage these risks. The Committee continues to foster a culture that emphasises and demonstrates the benefits of a risk-based approach to internal control and management of the Department.

Some of the overarching actions undertaken by ERMCO during the year included the review of the Management Performance Assessment Tool in relation to risk management issues, the review of the Department's Risk Management Policy, Strategy and Implementation plan as well as a review of the Fraud Prevention Plan.



JT Gooch
Accounting Officer
DATE: 30 August 2017

3 Fraud and corruption

Fraud and corruption represent significant potential risks to the Department's assets and can negatively impact on service delivery efficiency and the DTPW's reputation.

The WCG has adopted an Anti-Corruption Strategy which confirms the provincial government's zero-tolerance stance towards fraud and corruption. In line with this strategy, the DTPW is committed to zero tolerance with regard to corrupt or fraudulent activities, whether internal or external, and vigorously pursues and prosecutes any parties who engage in such practices or attempt to do so by all available legal means.

The DTPW has an approved Fraud Prevention Plan which includes a policy and strategy, and a Fraud Prevention Implementation Plan which gives effect to the Fraud Prevention Plan.

Various channels for reporting allegations of fraud and corruption are described in detail in the Provincial Anti-Corruption Strategy and the Departmental Fraud Prevention Plan. Each allegation received by PFS Unit is recorded in its Case Management System which is used as a management tool to report on progress made with cases relating to the DTPW and to generate statistics for the WCG and DTPW.

Employees who blow the whistle on suspicions of fraud, corruption and theft are protected if the disclosure is a protected disclosure (i.e. meets statutory requirements and was made in good faith). A transversal Whistle-blowing Policy was approved on 24 February 2016 to provide guidelines to employees on how to raise concerns with the appropriate line management, specific designated persons in the WCG or external institutions, where they have reasonable grounds for believing that offences or improprieties have been, or are being, perpetrated in the WCG. The opportunity to remain anonymous is afforded to any person who would like to report acts of fraud, theft and corruption and, should they do so in person, their identities are kept confidential by the person to whom they are reporting.

Once fraud or corruption is confirmed after completion of an investigation, the relevant employee who participated in these acts is subjected to a disciplinary hearing. In all such instances, the WCG representative initiating the disciplinary proceedings is required to recommend dismissal of the employee concerned. Where *prima facie* evidence of criminal conduct is detected, a criminal matter is reported to the South African Police Service.

As part of the Department's Fraud Prevention Plan the PFS unit provided fraud, corruption and whistle-blowing awareness training in the year under review. The primary training goals were:

- To enhance potential fraudsters' perception of detection by providing employees with an understanding of the concepts of, and potential manifestations of fraud, theft and corruption; and
- To raise the potential for tip-offs by increasing awareness of the WCG Whistle-blowing Policy, reporting duties, requirements for a disclosure to be a protected disclosure in terms of the Protected Disclosures Act, 2000 (Act 26 of 2000).

Further electronic communications were provided to WCG officials informing them of the actions taken against suspected implicated persons after the conclusion of forensic investigations. Officials were also sensitised by means of electronic communication to responsible whistle-blowing.

During 2016/17, 510 officials from the DTPW attended the training.

For the year under review, the following PFS Case Movement Certificate was issued:

Cases	Number of cases
Open cases as at 1 April 2016	7
New cases (2016/17)	9
Reallocated to Department	1
Closed cases (2016/17)	(8)
Referred cases (2016/17)	(4)
Open cases as at 31 March 2017	5

The following table further analyses the closed and referred cases indicated above:

Further action	Closed Cases (8)	Referred cases (4)
Unfounded	4	2
Referred to Labour Relations/SAPS	2	-
Department to monitor contract conditions	-	1
Department to implement controls	2	1

Fraud risk assessment

A fraud risk assessment was undertaken during 2016 and the fraud risk register was updated and adopted on 21 March 2017.

4 Minimising conflicts of interest

The Department managed the following processes to minimise conflict of interest in the Supply Chain Management domain. The Accounting Officer's SCM System requires all employees in the Department's Supply Chain to submit an annual disclosure of financial interests and an annual application for Remunerative Work Outside the Public Service (RWOPS), taking into account the new Public Service Regulations effective from 1 August 2016. In addition:

- The content of the new Public Service Regulations which came into effect on 1 August 2016 was communicated to officials where there was a possibility of non-compliance;
- The transitional arrangements as prescribed in Annexure 1(2) of the PSR were put into operation;
- Declarations of interest were required from everyone involved in the consideration, recommendation and/or adjudication of bids;

- All prospective bidders have to be in compliance with the requirements of Western Cape Bid Document (WCBD) 4 (disclosure of interest/ suppliers performance/ declaration of employees and independent bid determination);
- All DTPW staff are required to comply with ethical standards;
- Provisions on confidentiality are in place;
- A Code of Conduct for SCM practitioners is in place;
- NT's Code of Conduct for Bid Adjudication Committees is adhered to;
- The potential for the acceptance of gratification, hospitality and gifts to be a conflict of interest; and
- Bidder/employee profile verification processes are in place that entail a monthly comparison of employee information on Personnel Salary system (PERSAL) to the WCSD as well as the NT's CSD with information about suppliers. This serves as both a preventative and detective control to identify officials doing business with government.

Provincial Treasury Instructions require the compulsory registration on the Western Cape Supplier Database of all suppliers intending to do business with the Western Cape Government including:

- Verification with the Companies and Intellectual Property Commission for company registration and ownership information;
- A sworn declaration in the form of the WCBD 4, by all prospective bidders; and
- The submission of a BEE profile which is verified against the DTI's BEE database.

National Treasury Instruction 4A of 2016 requires the registration on the Central Supplier Database by all suppliers intending to do business with government. NT granted the Provincial Treasury permission to run the WCSD concurrently with the CSD. The following key information of prospective suppliers is verified on the CSD:

- Business registration, including details of directorship and membership;
- Bank account holder information;
- In the service of the state status;
- Tax compliance status;
- Identity number;
- BEE status level; and
- Tender defaulting and restriction status.

Identification and verification of potential conflicts of interest of employees is checked through the Provincial Treasury's Compliance Report.

Annual training and formal workshops on ethics are provided via Supply Chain Management.

Where a conflict of interest has been identified in the Supply Chain domain, it is deemed to constitute abuse of the SCM System. The Accounting Officer's SCM System describes the process to be followed to respond to such abuse.

5 Code of Conduct

The Department adheres to the Public Service Code of Conduct. The highest standards of ethical business are required of public servants employed by the Department in fulfilling their responsibilities. All employees are personally responsible for ensuring that their conduct is ethical and are required bring any possible contraventions of the Code to the attention of their supervisor. The Code of Conduct is electronically distributed to all employees every second month. All new employees are informed in their letters of appointment that the Code of Conduct is available on the WCG website. The Explanatory Manual on the Code of Conduct for Public Servants was delivered to all SMS members.

6 Health, safety and environmental issues

The Occupational Health and Safety Act, 1993 (Act 85 of 1993) imposes a responsibility on the Department to ensure the physical safeguarding of its infrastructure sites, as well as ensuring the physical health and safety of the contractor and his/her employees. To this end, the minimum requirements relating to how this risk should be managed on infrastructure sites has been standardised and built into the Construction Tender Document suites prescribed by the CIDB. In so far as it pertains to transport infrastructure, environmental impact assessments must be conducted.

The DTPW has an operational Safety and Security Committee which includes representatives from the Department of Community Safety.

In support of effective emergency evacuation, 13 evacuation plans were approved. Twenty-two evacuation plans are to be reviewed in the 2017/18 financial year. Five evacuation exercises were conducted, and the rest were postponed due to faulty emergency equipment and budget constraints which prevented travelling to traffic centres. No formal Occupational Health and Safety awareness sessions were conducted due to poor response from staff confirming attendance.

7 Standing Committee on Transport and Public Works

7.1 Standing Committee on Transport and Public Works

- 7.1.1 The Standing Committee's letter (referenced 11/4/12) dated 23 March 2016, and the DTPW's responses are tabulated below.

Papers, reports and information requested by the Committee	DTPW's response
The Committee requested that Metrorail provide it with a report in which the actual cost of the train delays are quantified, showing its relation to the global economy.	The DTPW's response in this regard was provided to the Committee in a letter (referenced 11/1/2/2/Standing Committee on Transport and Public Works), dated 08 April 2016. The DTPW will list the nature of all violations in future. In addition, the traffic law enforcement deployment strategy is driven by the objective to reduce fatalities on our roads guided by a data intelligence approach in a way that maximise efficiency of traffic officers.
The Committee requested that when reporting on traffic offences that lead to arrests, the DTPW should list the nature of the violation and not generalise it under the category of "other arrests" as was done in their presentation.	
The Committee further recommended that the DTPW ensure that fully trained traffic officers are redeployed to areas where they can be utilised to their full potential.	

7.1.2 The Standing Committee's letter (referenced 11/4/12) dated 23 March 2016, and the DTPW's responses are tabulated below.

Papers, reports and information requested by the Committee	DTPW's response
The Committee requested the name of the successful bidder as well as the names of the persons or organisations contesting the sale of the Tafelberg school property in Sea Point.	The DTPW's detailed response on all the listed issues was provided to the Committee in a letter (referenced TPW/11/1/2/2), dated 08 April 2016.
The Committee requested a report or minutes on the Investor's Conference relating to property management and disposal.	
The Committee requested a report on the extent to which the four Engineers and one Engineering Technician, who completed the Graduate Professional Civil Engineering Programme, adds representivity to the DTPW in terms of the Employment Equity Act (Act 55 of 1998).	
The Committee requested a list of the categories of OSD posts and the respective remuneration level attached to each category.	
The Committee requested a list of the seven property acquisitions for educational facilities.	
The Committee requested a list of expenditure on the upgrades to Leeuwenhof Estate since the beginning of the 2009 financial year.	
The Committee requested a copy of the draft PPTIF.	
The Committee requested a copy of the audited financial statements of George Link, the operating company for the Go George Project.	
The Committee recommended that, in respect of tenders for the rehabilitation of the Main Road 332 between the N2 and Stilbaai, the DTPW investigate the requirements of the 'shake-shake' form of recruitment practiced at the relevant municipality.	

- 7.1.3 The Standing Committee's letter dated 23 March 2016 (referenced 11/4/12), regarding the Committee's intended public hearings on the Expropriation Bill [B 4B-2015] (NCOP), and the DTPW's response is tabulated below.

Papers, reports and information requested by the Committee	DTPW's response
The Western Cape Provincial Parliament's Standing Committee on Transport and Public Works invited verbal or written input on the Expropriation Bill [B 4B-2015] (NCOP) on the said dates as stipulated in the letter dated 23 March 2016.	Input to Committee was provided by Minister D. Grant, Provincial Minister of Transport and Public Works, in a letter (referenced 1/3/1/1/NAC 63 of 2012 – 2013), dated 21 April 2016.

- 7.1.4 The matters raised in the Standing Committee's letter 11/4/12 dated 25 April 2016 regarding the Standing Committee meeting held on 15 March 2016, and the DTPW's responses are tabulated below.

Papers, reports and information requested by the Committee	DTPW's response
The Committee expressed concern at the lack of funding to fill key positions as is evident by the large number of unfunded vacant posts within the Provincial Traffic Directorate. The impact of this state of affairs on the safety of motorists and pedestrians is disconcerting to the Committee.	The DTPW's response stood over and was subsequently provided to the Committee in a presentation dated 23 November 2016 and a letter (referenced 11//1/2/2/Standing Committee on Transport and Public Works) dated 09 December 2016.
Committee requested a briefing session by the DTPW and Provincial Treasury on the processes and resources available to address the critical shortfall of funding to fill key posts within the Traffic Management Directorate.	

- 7.1.5 The matters raised in Standing Committee's letter 11/4/1/1/2/7 dated 12 July 2016 following an oversight visit to Hawston Primary School on 26 May 2016, as part of the Service Delivery Cluster of Committees, and the DTPW's responses are tabulated below.

Papers, reports and information requested by the Committee	DTPW's response
The Committee requested that the DTPW provide it with the names and designations of the officials and contractors that were responsible for the planning, implementation and monitoring of the initial project. Their areas of responsibility must be clearly specified and if applicable, the reason why punitive measures had to be applied.	The DTPW's response to the Committee was contained in letters (referenced 11/1/2/2/Standing Committee on Transport and Public Works) dated 18 October 2016, 02 December 2016, 19 December 2016, 11 January 2017, 03 February 2017 and 23 February 2017.
The Department of Basic Education provide the structure used for the building of an ASIDI school outlining the responsibilities of the Departments involved and the different contractors.	
The name of the official in the local municipality's planning department involved in the project as well as ward councillor's name.	
The DTPW provide an updated project plan that includes the responsibilities of all role players with an end date of 31 December 2016.	

Papers, reports and information requested by the Committee	DTPW's response
The Committee further resolved that building and renovation plans must be submitted for all future developments to the relevant municipality to ensure that building inspectors are sent out to the sites and the proper procedure is followed.	
The Committee further resolved that the DTPW must adhere to the delivery date for the Hawston Primary School and ensure that it coincides with the first school terms in 2017.	
The Committee further resolved that it would request the Minister of Transport and Public Works to provide a progress update to the Committee in September 2016.	

7.1.6 The Standing Committee's resolution in its letter (referenced 11/4/1/1/2/7) dated 12 July 2016, following an oversight visit to Caledon Traffic Centre on 25 May 2016 as part of Service Delivery Cluster of Committees, and the DTPW's responses are tabulated below.

Papers, reports and information requested by the Committee	DTPW's response
The Committee request that the DTPW provide it with the number of arrests made in respect of road traffic violations, outlining the type of transgression, in the 2014/15 and 2015/16 financial years as well as the success rate of prosecutions.	<p>The DTPW's response to the Committee was contained in letters (referenced 11/1/2/2/Standing Committee on Transport and Public Works) dated 02 August 2016 and 31 August 2016.</p> <p>The Committee was provided with a list of arrests per transgression type for the 2014/15 and 2015/16 financial years. Furthermore, the DTPW's response indicated the commencement of a communication campaign to create public awareness regarding the use of the Dräger Breathalyser and potential consequences for violations.</p>
The Committee request that the DTPW provide it with feedback on the status of the rental negotiations between the DTPW and the Landlord as well as on the DTPW's plan for a Shared Services Centre for the Overberg District.	
The Committee further recommends that the DTPW builds up a 'fear campaign' leading to the date when the Dräger Breathalyser will come into effect again.	

7.1.7 The Standing Committee's resolution in its letter (referenced 11/4/1/1/2/7) dated 18 July 2016, and the DTPW's responses are tabulated below.

Papers, reports and information requested by the Committee	DTPW's response
<p>The Committee requests that the DTPW provide it written input and status updates on the following:</p> <ul style="list-style-type: none"> • The condition assessments conducted on government buildings. • The Asset Preservation Report with specific reference to the manner in which key construction and maintenance projects are prioritised. • Traffic calming mechanisms applied to ease traffic congestion during school and non-school hours in the Kuilsriver area. • The upgrades and infrastructure development of Rouxville Primary and Soneike High School. • The Provincial Transport Regulatory Authority with specific reference to its role and function in relation to that of the CoCT, as well as Transport Industry Regulations that promote fairness and avoid conflict among transport operators. 	<p>The DTPW's response to the Committee was contained in a letter (referenced TPW/1/4/1/1/2) dated 19 August 2016.</p> <p>In the main, prioritisation of projects is based on the strategic management of the asset life cycle of the provincial infrastructure portfolio based on evidence informed by the conditions assessments and asset preservation reports.</p> <p>In addition, it was indicated that the DTPW participated in the development of a Conflict Management Action Plan for monitoring disputes and conflicts, and further participates in government's response to conflict when it arises.</p>

7.1.8 The Standing Committee's e-mail enquiry dated 20 July 2016, regarding the Provincial Property Committee, and the DTPW's responses are tabulated below.

Papers, reports and information requested by the Committee	DTPW's response
<p>The Committee enquired about the Provincial Property Committee's appointment and reporting.</p>	<p>The DTPW's response was provided to the Committee in a letter (referenced TPW 11/1/2/2/Standing Committee on Transport and Public Works), dated 08 August 2016.</p> <p>Essentially, the Committee was appointed with the current members of the PPC having been appointed by Minister Carlisle in 2011. Reporting mechanisms have been put in place.</p>

7.1.9 The Standing Committee in its letter (referenced 11/4/1/1/2/7) dated 01 August 2016, and the DTPW's responses are tabulated below.

Papers, reports and information requested by the Committee	DTPW's response
<p>The Committee informed the DTPW that a briefing (as per its letter dated 18 July 2016), scheduled for the NDoT, on the AARTO system, has been postponed due to unavailability of officials and amendments to the Act.</p>	<p>The DTPW noted.</p>
<p>The Committee informed DTPW that a meeting has been scheduled for 16 August 2016, for it to provide a progress update on the disposal of the Tafelberg site.</p>	<p>Meeting subsequently cancelled as per Committee's e-mail notification dated 11 August 2016.</p>

7.1.10 The Standing Committee's resolution in its letter (referenced 11/4/1/1/2/7) dated 01 August 2016, following the Committee's meeting of 31 May 2016, and the DTPW's responses are tabulated below.

Papers, reports and information requested by the Committee	DTPW's response
The Committee requests the DTPW to provide it with the amount of the legal costs incurred as a result of the intention to dispose of the Tafelberg Remedial School site, clarity on higher and lower offers that were made on the site as well as the intention of the bidders for the property.	The DTPW's response was provided in a letter (referenced 11/1/2/2/Standing Committee on Transport and Public Works) dated 23 August 2016.

7.1.11 The Standing Committee's resolution in its letter (referenced 11/4/1/1/2/7) dated 17 August 2016, following the Committee's engagement with Metrorail on 16 February 2016, and the DTPW's responses are tabulated below.

Papers, reports and information requested by the Committee	DTPW's response
The Committee invited the DTPW to a briefing by Metrorail on the progress of the challenges experienced in order to ensure an improved rail transport service to the people of the Western Cape.	Presentation made by Metrorail. Engagement attended by DTPW's Chief Directorate: Transport Operations.

7.1.12 The Standing Committee's e-mail correspondence dated 06 September 2016, and the DTPW's responses are tabulated below.

Papers, reports and information requested by the Committee	DTPW's response
The Committee informed that the DTPW will be invited to a follow-up meeting (provisionally set for 20 September 2016) on the infrastructure developments at the Hawston, Delft, Masakhane and Scottsdene schools, with a specific focus on Hawston Primary, for the DTPW to brief the Committee in this regard.	DTPW attended the follow-up meeting on 20 September 2016 where a progress update was provided.

7.1.13 The Standing Committee's resolution in its letter (referenced 11/4/1/1/2/7) dated 09 September 2016, following the Cluster B visit to the Hawston Primary School on 26 May 2016 and the Committee's letters of 12 July 2016 and 22 September 2016, and the DTPW's responses are tabulated below.

Papers, reports and information requested by the Committee	DTPW's response
The Committee requested the DTPW to provide a progress update on the state of the infrastructure developments at Hawston and the following ASIDI, namely, Delft South, Masakhane, and Scottsdene schools.	The DTPW's response was contained in a letter (referenced 11/1/2/2/Standing Committee on Transport and Public Works) dated 11 November 2016.
The Committee is to be informed on the concerns raised regarding the condition of the Lawrence Primary School in De Novo near Kraaifontein, intention of the DTPW regarding a vacant structure and the appointment date of the security personnel and the duration of their contract.	The DTPW's response was contained in a presentation made to the Committee on 20 September 2016, as well as in a letter (referenced 11/1/2/2/Standing Committee on Transport and Public Works) dated 04 October 2016.

7.1.14 The Standing Committee's resolution in its letter (referenced 11/4/1/1/2/7) dated 22 September 2016, regarding the Lawrence Primary School, and the DTPW's responses are tabulated below.

Papers, reports and information requested by the Committee	DTPW's response
The Committee requests the DTPW, in consultation with the WCED and Heritage Western Cape, to provide an operational plan indicating short, medium and long term deliverables.	The DTPW's response was contained in a letter (referenced 11/1/2/2/Standing Committee on Transport and Public Works) dated 11 November 2016.
The DTPW keep it informed on a bi-weekly basis of progress made in respect of the funding from the Department of Basic Education (DBE) and, once funding is received, on the remedial works to be undertaken.	
The DTPW provide the Committee with the original cost of the ASIDI projects against the initial budget for these projects as well as the remedial costs incurred as a result of the infrastructure design problems.	

7.1.15 The Standing Committee's resolution in its letter (referenced 11/4/1/1/2/7) dated 24 October 2016, relating to the Traffic Safety Plan for the festive season, and the DTPW's responses are tabulated below.

Papers, reports and information requested by the Committee	DTPW's response
The Committee requests the DTPW to brief it on the Traffic Safety Plan for the festive season.	The DTPW's response is contained in a presentation to the Committee titled Festive Season Integrated Traffic Operational Plan 2016/17 dated 23 November 2016.
The Committee requests an update on the engagement with Provincial Treasury regarding the unfunded vacant posts in the Directorate Traffic Services and the filling of the staff structure.	

7.1.16 The Standing Committee's resolution in its letters (referenced 11/4/1/1/2/7) dated 03 November 2016 and 24 November 2016, regarding Traffic Services, and the DTPW's responses are tabulated below.

Papers, reports and information requested by the Committee	DTPW's response
In its letter of 03 November 2016, the Committee requested the following information:	The DTPW's response was provided to the Committee in a presentation titled Festive Season Integrated Traffic Operational Plan 2016/17 as well as in a letter (referenced 11/1/2/2/Standing Committee on Transport and Public Works) dated 09 December 2016.
Copies of the advertisements for filling of the Regional /Centre Managers' posts as indicated by the DTPW HOD during the Department's Annual Report discussion as well as status/progress of the said process;	
A progress report on the position of the Acting Centre Manager of Vredenburg and others as indicated by the HoD;	
A progress report on the acting allowances of the Acting Centre Managers which is in accordance with the Labour Relations and Basic Conditions of Employment Act;	

Papers, reports and information requested by the Committee	DTPW's response
Statistics of how many people in Western Cape were successful in learner's and driver's licence tests during the 2014/15 and the 2015/16 financial year respectively;	
How many senior positions other than Centre Manager positions were advertised and filled and/or are still vacant;	
How many permanent new recruits were appointed in Provincial Traffic, Western Cape during 2016 and what is the required strength for Western Cape Traffic;	
How much money was allocated by Provincial Treasury for Provincial Traffic functions/operations, if any, and how was it utilised; and	
What was the savings in respect of traffic posts which were not filled during the 2018/16 financial year?	
In its letter of 24 November 2016, the Committee requested the following information:	
A report on the reimbursement of acting allowances of the Chief Provincial Inspector posts, clearly stating if acting allowances were paid to the individuals who were caretaking and if not, when will this be done;	
A list of the areas where the 30 recently employed Traffic Officers are deployed;	
A written report on interventions regarding the high accident zone area on the road between Worcester and Robertson, as well as the due dates for the implementation of these interventions;	
The number of impounding facilities and where they are situated;	
A detailed report on the filling of the Chief Provincial Inspector posts that must include an explanation as to why the process to fill the head of the College post was proceeded with and took preference;	
Clarity from the Head of DTPW of how she was informed that the Chief Provincial Inspector posts were advertised in order to inform the Committee of the same at the Annual Reporting meeting of 27 October 2016;	
The correspondence between the DTPW and Provincial Treasury, as well as the details of the meetings that took place on the budget for the filling of posts within the Directorate: Traffic Services. The DTPW must clearly outline the dates when these discussions took place and provide the Committee with the details of the respective discussions;	
A breakdown of the Communication budget; and	
The DTPW investigate and report on the allegation that Traffic Officers in the Knysna area incurred costs from their personal budgets to transport impounded vehicles to the impound facility.	

7.1.18 The Committee's resolution contained in its letter (referenced 11/4/1/1/2/7) dated 13 December 2016, following its meeting of 31 January 2017, regarding the Festive Season Traffic Plan, and the DTPW's response is tabulated below.

Matters raised by the Committee	DTPW's response
The Committee requests the DTPW to brief it on the impact of its Festive Season Traffic Plan.	A presentation: Festive Season Report: 2016/17 was made.
The Committee invite the DTPW to attend and participate in a discussion on the mediation process that involves the CoCT, Uber South Africa Cape Town, and the Uber Driver's Guild.	DTPW attended the discussion.

7.1.19 The Standing Committee's e-mail correspondence dated 11 January 2017, regarding the DTPW's performance, and the DTPW's responses are tabulated below.

Papers, reports and information requested by the Committee	DTPW's response
The DTPW is requested to provide the Committee with a written update on its performance during the third quarter of the 2016/17 financial year (Oct – Dec 2016), highlighting targets that were partially achieved and those that were not achieved, including deviations from set targets.	The DTPW's response was forwarded on 03 March 2017 in the form of a presentation: DTPW Performance: First 3 quarters of 2016/17.

7.1.20 The Standing Committee's e-mail correspondence dated 27 January 2017, and the DTPW's responses are tabulated below.

Papers, reports and information requested by the Committee	DTPW's response
The Committee requested a copy of the viability report/financial model that was compiled by the DTPW in consultation with the Social Housing Regulatory Authority to establish the applicability of the model for social housing.	The DTPW's e-mailed response was forwarded on 27 January 2017 to the Committee.

7.1.21 The Standing Committee's letter (referenced 11/4/1/1/2/7) dated 02 February 2017 and the DTPW's responses are tabulated below.

Papers, reports and information requested by the Committee	DTPW's response
The Committee requested the DTPW, in consultation with the WCED, to facilitate a visit to the Hawston and Masakhane Primary Schools to assess the progress of remedial work undertaken. The inspection of the schools is to be preceded by a relevant progress briefing.	An oversight visit took place on 28 February 2017 where a presentation was made on the affected areas and the remedial work to be undertaken.

7.1.22 The Standing Committee's resolutions contained in its letter (referenced 11/4/1/1/2/7) dated 06 February 2017, relating to its meeting of 31 January 2017, and the DTPW's responses are tabulated below.

Papers, reports and information requested by the Committee	DTPW's response
The Committee requests that the DTPW provide it with the fatality statistics for November and December 2016 and for January 2017.	The DTPW's response is contained in presentations to the Committee titled: Festive Season Integrated Traffic Operational Plan 2016/17 dated 23 November 2016 and Festive Season Report 2016/17: 01 December 2016 – 16 January 2017.
The Committee requests that the DTPW provide it with a copy of the current staff establishment.	
The Committee requests that the DTPW provide it with the cost of the media campaign for the 2016/2017 financial year.	
The Committee requests that the DTPW provide it with the vacancy rate within the Directorate Traffic Services.	
The Committee requests that the DTPW provide it with a detailed report on the filling of the Regional Centre Manager posts.	

The Committee requests that the DTPW provide it with the number of drivers who failed to produce valid Professional Driving Permits on inspection.	
The Committee further resolved that outstanding information, where the deadline for submission was not met by the DTPW, be submitted to the Committee by 15 February 2017.	

7.1.23 The Committee's resolution contained in its letter (referenced 11/4/1/1/2/7) dated 13 February 2017, following its meeting of 22 March 2017, regarding the Easter Season Traffic Safety Plan, and the DTPW's response is tabulated below.

Matters raised by the Committee	DTPW's response
The Committee requests the DTPW to brief it on the Easter Season Traffic Safety Plan.	The DTPW's Easter Season Traffic Safety Plan was contained in a presentation dated 22 March 2017.

7.2 Standing Committee on Environmental Affairs and Development Planning

7.2.1 The Standing Committee in its letter (referenced 11/4/1/2/16) dated 21 July 2016, following its oversight visit to the Caledon Provincial Hospital on 25 May 2016, as part of the Service Delivery Cluster of Committees, and the DTPW's responses are tabulated below.

Matters raised by the Committee	DTPW's response
<p>The Committee expressed concern with the clinic's waste storage capacity, the lack of extension plans and the growing number of patients in the area. The present infrastructure will not be able to accommodate the increase in medical waste.</p> <p>The Committee resolved that the DTPW provide it with a report on the status of the expansion of the health care risk waste facility as well as the extension plans for the hospital to accommodate the population increase in the district.</p>	<p>The DTPW's response was provided to the Committee under the reference 11/1/2/2/ Standing Committee on Transport and Public Works dated 11 August 2016.</p> <p>The clinic's waste storage capacity was identified as a need, but other projects have been identified as higher priority for implementation.</p>

7.3 Standing Committee on Community Safety

7.3.1 The Committee's letter (referenced 11/4/1/2/9) and dated 19 September 2016, to the Premier - inviting to comment on police resourcing, and the DTPW's response is tabulated below.

Matters raised by the Committee	DTPW's response
The Committee invited DTPW to make oral or written submission on police resourcing challenges in the Western Cape.	<p>The DTPW's response was provided to the Committee in its letter (referenced TPW 11/1/2/2/Standing Committee on Community Safety) dated 29 September 2016.</p> <p>Essentially, the DTPW highlighted:</p> <ul style="list-style-type: none"> • Taxi-related violence and regulation; • Attacks on public infrastructure, particularly transport infrastructure; and • Managing evictions from property and safeguarding vacant properties.

8 Public Accounts Committee (PAC) resolutions

8.1 Response to the report of the PAC on the 2015/16 Annual Report dated 28 November 2016

"The Committee noted the Auditor-General's audit opinion regarding the Department's Annual Financial Statement for the 2015/16 financial year, having obtained a clean audit report with no findings. The audit opinion remains unchanged from the 2014/15 financial year.

The Department of Transport and Public Works spent R6,7 billion of a budget of R6,8 billion, resulting in an overall under-expenditure of R90,8 million (1,3%). In addition, the total departmental revenue budget of R1,3 billion was over-collected by R156,8 million (12%).

The revenue over-collection was due to the following factors:

- Motor vehicle licenses;
- Sale of goods and services;
- Transfer funds that were received;
- Interest, dividends and rent on land;
- Fines, penalties and forfeits;
- Sale of the Departmental capital assets; and
- Financial transactions in assets and liabilities.

However, the Committee noted that the overall under-spending within the Department was due to the following factors:

- Filling of posts and targeted personnel expenditure reductions;
- Targeted savings on goods and services; and
- Slower than planned capital expenditure on the modernisation programme."

The views and resolutions of the Committee are detailed in the table below:

Resolution No.	Subject	Details	Department's response	Resolved?
8.9.1.1	<p>Page: 85 of the Annual Report</p> <p>Heading: "Standing Committee on Transport and Public Works"</p> <p>Description: The Committee takes cognisance that the Department managed contracts and the allocation of these to contractors within the Province. However, the committee raised a concern that contractors may apply for contracts that are beyond their scope of operation, thus ultimately impacting on the planned targeted deliverables of the Department. In light of this, the Department has assured the Committee that it has a verification mechanism in place that will ensure that all contractors are thoroughly screened, and allocated provincial tenders, that are within the contractor's scope of operation. This will ensure that contracts awarded are completed successfully and, in most instances, within the contractual timeframes.</p>	That the Department briefs the Committee on the verification checks and balance mechanism that it has in place to verify the operational competencies of contractors when they apply for departmental contracts.	<p>Noted.</p> <p>Briefing to be scheduled by the Public Accounts Committee.</p> <p>The Chief Director: SCM was informed of the anticipated briefing session under reference 4/6/4/1 dated 5 December 2016.</p>	Yes
8.9.1.2	<p>Page: 259 of the Annual Report</p> <p>Heading: "Goods and services"</p> <p>Description: The Committee notes that the Department increased its advertising costs for the 2015/16 financial year. The Department indicated that the major project contributor for the 2015/16 financial year was the "First Kiss" multimedia advertising campaign.</p>	That the Department briefs the Committee on the impact and benefit that was derived from the "First Kiss" multimedia advertising campaign for the 2015/16 financial year.	<p>Noted.</p> <p>Briefing to be scheduled by the Public Accounts Committee.</p> <p>The DDG: Transport Management was informed of the anticipated briefing session under reference 4/6/4/1 dated 5 December 2016.</p>	Yes

Resolution No.	Subject	Details	Department's response	Resolved?
8.9.1.3	<u>Page:</u> 311 Paragraph 5 of the Public Accounts Committee report - " <i>Transversal departmental resolution</i> ".	The Committee noted that one of the reasons for the under-spending of funds throughout most departments was due to an instruction by Provincial Treasury to save on the cost of employment of employees for the 2015/16 financial year.	Noted.	Yes
8.9.1.4		The Committee noted with concern that the under-spending on vacancies could have a negative effect on the wellbeing of the personnel of the Western Cape Government, which can lead to burn-out of staff, and therefore can have a negative service delivery output within the Western Cape.	Noted Finance Instruction 12 of 2016 and Finance Instruction 12 (Amendment 1 of 2016) were issued to action matters, relating to the filling of vacancies, within the Department's control.	Yes
8.9.1.5	<u>Page:</u> 311 and 312 Paragraph 6.1 & 6.2 of the Public Accounts Committee report - " <i>Transversal resolutions by the PAC</i> ".	The Committee RESOLVED that all departments and entities oblige with the following transversal requests that the Departments and entities publishes the PAC table of resolutions, including the list of information requested, in its Annual Report, in Part C, for the 2016/17 financial year and ongoing;	Finance Instruction 8 of 2014 was issued in this regard.	Yes
8.9.1.6		Departments and entities highlight the BBBEE status of all contracts and consultants when reporting in Part D of their Annual Reports for the 2016/17 financial year and ongoing.	Finance Instruction 35 of 2016 was issued in this regard.	Yes

Resolution No.	Subject	Details	Department's response	Resolved?
8.9.1.7	Page: 312 and 313 Paragraph 7.4 of the Public Accounts Committee report - "General Findings".	<p>During the 2015/16 financial year, 12 departments and five entities achieved a clean audit outcome. Of this, all the departments maintained their clean audit outcome status from the 2014/15 financial year. As previously mentioned, the total number of entities that obtained a clean audit outcome regressed from seven to five entities. The Committee wishes to advise departments and entities to be cognisant of the transversal risks that were identified by the Audit Committee during the 2015/16 financial year.</p> <p>These include the following:</p> <ul style="list-style-type: none"> • New regulations that may be introduced by Treasury; • Inventory disclosure risks due to the continuous use of the Modified Cash Standard of accounting; • The implementation of a nationwide IFMS; • The risk of SCM as continuous changes are implemented; • NT, including the Centralised Database system; • New Public Service Regulations; and • Cash-flow management under extreme budgetary constraints. 	<p>Noted.</p> <p>The following emerging risks have been included in the 2016-17 DCGIP:</p> <ul style="list-style-type: none"> • Inventory disclosure; • Central Suppliers Database; and • SCM projects relating to current changes. <p>The following will be managed through the ERMCO:</p> <ul style="list-style-type: none"> • New Treasury Regulations; • Public Service Regulations; • IFMS; and • Cash-flow management under extreme budgetary constraints. <p>The Public Service Regulations have been issued.</p> <p>Delegations in terms of section 42A of the Public Service Act, 1994 as amended and the Public Service Regulations, 2016 have been issued and distributed under Departmental Circular 3 of 2012 (Amendment 1 of 2016) effective 1 August 2016.</p>	Yes

Resolution No.	Subject	Details	Department's response	Resolved?
8.9.1.8	<u>Page:</u> 313 Paragraph 7.6 of the Public Accounts Committee report - "General Findings".	Overall, there has been an improvement in the financial and performance management key controls of the departments and entities of the Western Cape Government. The Committee requests that departments and entities focus on improving the following risk areas, as identified by the Auditor-General, as follows: <ul style="list-style-type: none"> • Supply Chain Management; • Financial Health; and • Information Technology. 	Noted. Various projects relating to Supply Chain Management, Financial Health and Information Technology are managed through the Departmental Corporate Governance Improvement Plan.	Yes
8.9.1.9	<u>Page:</u> 313 Paragraph 7.8 of the Public Accounts Committee report - "General Findings".	The Committee echoes the sentiments of its strategic partners, the AGSA and the Audit Committees, in noting the following as a way forward for the 2016/17 financial year: <ul style="list-style-type: none"> • The approach of the AGSA and Audit Committee in assisting and seeking solutions to stakeholder challenges is commendable and should be strengthened; • The audit outcomes of the departments and entities will need to be maintained (for those with clean audit opinions) while those with unqualified and qualified audit opinions will have to be assisted by Provincial Treasury and the DotP in reaching the status of clean audit opinions; and • The PAC will continue to engage the AGSA and Audit Committees with the aim of executing effective and efficient oversight of the departments and entities. 	Noted. Noted. Noted.	Yes

8.2 List of information required

That the Department of Transport and Public Works provides the Committee with the following:

- 8.2.1 A list that highlights the RWOPS applications from employees for the 2015/16 financial year, as emanating from page 182 of the Annual Report.

(The information was provided to the Committee Coordinator)

- 8.2.2 A detailed breakdown of the funds appropriated for advertising projects, as indicated on page 259 of the Annual Report.

(The information was provided to the Committee Coordinator).

9 Prior modifications to Audit Reports

There were no modifications to the Audit Reports for the past four years.

10 Financial Governance Directorate

The Financial Governance Directorate's purpose is to ensure sound financial governance practices. During the course of the financial year under review, the focus was on verifying compliance to approved delegations, compliance testing of expenditure vouchers, detecting and preventing irregular, fruitless and wasteful expenditure, conducting predetermined financial inspections as indicated on its operational plan, *ad hoc* investigations, and providing effective and efficient fraud and loss control management services.

Issues raised	Work performed
Financial delegations	PFMA Accounting Officers Delegations – Delegation Framework 2014 Finance Instruction 6 of 2006. (Amendment 1 of 2016) issued on 8 December 2016
The development, review, and amendment of standard operating procedures and policies to enhance financial governance	<ul style="list-style-type: none"> • Regularity Audit process - Finance Instruction 2 of 2007: (Supplementary 1 of 2016) issued on 28 December 2016 • ERMCO Terms of Reference - Finance Instruction 5 of 2012: (Supplementary 1 of 2016) issued on 17 June 2016 • BAS Payment checklist: Finance Instruction 3 of 2016 issued on 3 June 2016 • Catering Expenditure: Finance Instruction 4 of 2014 (Amendment 1 of 2016) issued on 22 July 2016 • Distribution of salary advices, payrolls and certification of the latter: Finance Instruction 5 of 2016 issued on 4 July 2016 • Staff recruitment and procurement contracts prior approvals and noting: Finance Instruction 6 of 2009 (Suppl 1 of 2016) issued on 31 October 2016 • Management of Losses and claims: Finance Instruction 8 of 2016 issued on 26 September 2016 • Retention of financial information: Finance Instruction 10 of 2016 issued on 26 September 2016 • Submitting information to the WCPP and Public Protector SA: Finance Instruction 11 of 2016 issued on 1 July 2016 • Departmental rules for the management of COE: Finance Instruction 12 of 2016 issued on 26 August 2016 • Finance Instruction 12 of 2016 (Suppl 1 of 2016) issued on 29 August 2016 • WCG Anti-Corruption Strategy 2015: Finance Instruction 13 of 2016 issued on 29 July 2016 • Fraud Awareness Training 2016-17: Finance Instruction 15 of 2013: (Supplementary 1 of 2016) issued on 6 May 2016 • Departmental Anti-Fraud and Anti-Corruption Policy: Finance instruction 15 of 2016 issued on

Issues raised	Work performed
	<ul style="list-style-type: none"> • 1 August 2016 • Submissions to Higher Authorities - Finance Instruction 16 of 2013: (Supplementary 1 of 2016) issued on 8 December 2016 • Asset Accounting Policy guide: Finance Instruction 17 of 2016 issued on 19 August 2016 • Adopting of the WCG Whistle Blowing Policy by DTPW: Finance Instruction 18 of 2016 issued on 26 August 2016 • Tariff Approval process and required information: Finance Instruction 19 of 2016 issued on 26 August 2016 • Adjustment of the determination and directive on working time 2015: Finance Instruction 20 of 2016 issued on 28 August 2016 • Allowances and tariffs for calculation and application: Finance Instruction 21 of 2016 issued on 28 August 2016 • Adjustment of Danger Allowances: Finance Instruction 22 of 2016 issued on 28 August 2016 • Bank tender services – Acceptance of gifts, donations and sponsorships: Finance Instruction 23 of 2016 issued on 19 September 2016 • Strongboxes and safes: Finance Instruction 24 of 2016 issued on 26 September 2016 • Payment Stubs, Document control report and System password control: Finance Instruction 25 of 2016 issued on 21 November 2016 • Directive-Acceptance of gifts, donations and sponsorships by employees: Finance Instruction 26 of 2016 issued on 26 September 2016 • Granting on gifts, donations and sponsorships by the Department: Finance Instruction 27 of 2016 issued on 26 September 2016 • Management and treatment of Internal Audit reports: Finance Instruction 28 of 2016 issued on 26 September 2016 • Acceptance of gifts, donations and sponsorships by the Department: Finance Instruction 29 of 2016 issued on 26 September 2016 • Cost Containment Measures: Finance Instruction 31 of 2016 issued on 1 November 2016 • Departmental Fraud and Corruption Prevention Implementation Plan 2016-17: Finance Instruction 32 of 2016 issued on 9 November 2016 • 2016 Adjustment of the Remuneration levels-Service benefit packages for Office bearers of certain Statutory and other Institutions: Finance Instruction 33 of 2016 issued on 1 November 2016 • 2016 Remuneration of Non-official Members-Commissions and Committees of Inquiry and Audit Committees: Finance Instruction 34 of 2016 issued on 10 November 2016

Issues raised	Work performed
	<ul style="list-style-type: none"> Public Accounts Committee report on the 2015-16 Annual Report: Finance Instruction 35 of 2016 issued on 8 December 2016
PFS reports	Attended to the recommendations of the 12 reports received
External audit process	To ensure continuity with the prior year audit outcome, essential preparation work was performed prior to the commencement of the new audit cycle in December 2016
Internal audit process	As at 31 March 2017, 6 reports were received and the implementations of the recommendations are managed through the DCGIP
Retention of financial information	During 2016-2017 financial year 23 731 BAS expenditure vouchers, 8 676 Journals and 7 988 Receipts were verified against the monthly document control reports to ensure completeness and safeguarding of financial information
Reporting	
<ul style="list-style-type: none"> Public Accounts Committee (Resolutions) 	Annually
<ul style="list-style-type: none"> Public Service Commission (Financial Misconduct) 	Annually
<ul style="list-style-type: none"> Department of Public Service and Administration (DPSA) (Corruption and Fraud) 	Quarterly
<ul style="list-style-type: none"> Top Management (Departmental Corporate Governance Improvement Plan) 	Monthly
<ul style="list-style-type: none"> Audit Committee (Departmental Corporate Governance Improvement Plan) 	Quarterly
<ul style="list-style-type: none"> Top Management (Irregular, Fruitless and Wasteful Expenditure) 	Monthly
<ul style="list-style-type: none"> ERMCO (Fraud Prevention Strategy Implementation Plan & Fraud Risk Registers) 	Quarterly
<ul style="list-style-type: none"> IYM (Irregular, Fruitless and Wasteful Expenditure) 	Monthly
Departmental Corporate Governance Improvement Plan	The DCGIP is updated with findings from the AGSA Management report, Internal Audit reports, Provincial Treasury GAP analysis, PFS reports and PAC resolutions. At year end 43 projects in this regard were monitored.
Financial Manual on the Electronic Content Management system	Maintenance of the system and loading of governance documents on an ongoing basis.

Issues raised	Work performed
Financial Inspections	<p>Number of compliance inspections and ad-hoc inspections conducted: 52</p> <p>Number of Post Auditing inspections conducted: 86</p> <p>Due to the magnitude of payments processed by the department only certain payment offices and certain months were post audited. To ensure that all BAS expenditure vouchers are correct, a pre-audit checklist has been designed and is used to mitigate the risks of non-compliance</p> <p>As part of the Inspectorates Operational Plan, the accruals for the financial year are verified for correctness prior to submission into the AFS. All LOGIS and BAS Payments are verified</p>
<p>Loss Control case files:</p> <p>Cases relate to claims against the state, damages to Government Motor Vehicles and loss off moveable assets</p>	<p>Opening balance 1 April 2016 (516)</p> <p>New cases registered (235)</p> <p>Cases closed 31 March 2017 (263)</p> <p>Balance as at 31 March 2017 (488)</p>
Irregular, fruitless and wasteful case files	<p>Opening balance 1 April 2016 (0)</p> <p>New cases registered (4)</p> <p>Total cases investigated (4)</p> <p>Cases closed (4)</p> <p>Balance as at 31 March 2017 (0)</p>

11 Chief Directorate Supply Chain Management: Directorate Governance and Demand Management

The Governance and Demand Management Directorate's purpose is to render a service with regards to planning, compliance, performance management, capacity building and demand management. During the course of the financial year under review, the directorate has mainly been involved in the implementation and application of the Accounting Officer's SCM System, enhancing our processes through the development, reviewing and amendment of procedures in order to address internal control deficiencies, do skills transfers where necessary or any other relevant consequence management.

Issues raised	Work performed
SCM	<p>Provided comments on the following Draft NT Regulations, Instructions and Circulars (Consolidated comments provided via the Provincial Treasury to NT). Specific focus by our Department on the Infrastructure impact:</p> <ul style="list-style-type: none"> • Draft NT SCM Instruction Note 1: Procurement by means other than competitive bids. Current status: Draft • Draft NT SCM Instruction Note 2: Compliance with ethical standards, code of conduct and ethics for SCM Practitioners and role players. Current status: Draft • Draft NT Instruction Note 3: Contract Management. Current status: Draft • Draft NT SCM Instruction Note 4: Report on deviation from bid committee recommendations. Current status: Draft • Draft NT SCM Instruction Note 5: Performance Management and Reporting. Current status: Draft • Draft NT SCM Instruction Note 6: Threshold values in respect of procurement of goods and services, declaration of interest and other administrative requirements. Current status: Draft • Draft NT Instruction: Payments to Suppliers within the prescribed or agreed period. Current status: Issued on 30 June 2016 – NT Instruction 5 of 2016/17: Payments exceeding 30 days • Draft NT Instruction 1 of 2016-17: Travel Policy Framework. Current status: Issued on 15 April 2016 and retracted with NT Instruction 1A of 2016/17 on 20 September 2016. NT Instruction 2 of 2017/18: National Travel Policy Framework issued on 20 April 2017 with an implementation date of 01 October 2017 • Draft NT SCM Circular 9 of 2016-17: Travel Policy Framework. Current status: Issued on 20 September 2016 • Draft NT Regulations. Current status: Draft • Draft Preferential Procurement Regulations, 2017. Current status: Issued on 20 January 2017, for implementation 1 April 2017 • Draft NT Circular: Procurement of Leased Properties to the State. Current status: Draft • Draft Public Procurement Bill 2016. Current status: Draft
Public Accounts Committee	<ul style="list-style-type: none"> • The SCM Unit managed and performed preparation work, assistance and presentations for the Public Accounts Committee, as well as accompanied the Transport and Public Works Standing Committee on several site visits during the year

Issues raised	Work performed
The development, review, and amendment of standard operating procedures and policies to enhance supply chain management	<ul style="list-style-type: none"> SCM Instruction 3 of 2016/17: Acceptance of Affidavits i.t.o the Broad Black Economic Requirements and Implementation of the Revised WCBD 6.1(a) and 6.1(b) SCM Instruction 5 of 2016/17: 2016 Year-end Advertising Dates SCM Instruction 7 of 2016/17: Financial Statement Compilation of LOGIS Disclosure notes 2016/17 SCM Instruction 8 of 2016/17: Procurement Plan 2017/18 SCM Instruction 9 of 2016/17: Financial Year-end Processing of LOG1 Requisitions SCM Instruction 10 of 2016/17: Disclosure of Financial Interest for SCM Practitioners <ul style="list-style-type: none"> Subject to review in terms of the new Public Services Regulations relating to designated categories of employees to disclose financial interest SCM Instruction 11 of 2016/17: Financial Year-end Asset Re-classification 2016/17
Collaboration initiatives with Line Function	<ul style="list-style-type: none"> Weekly engagements with the line-function on the implementation of the Accounting Officer's SCM System Weekly engagements with the line-function regarding SCM Programme Delivery Bi-weekly engagements with the Centre for E-Innovation on the visualisation of the SCM System
Reporting <ul style="list-style-type: none"> Procurement Statistics <ul style="list-style-type: none"> Head of Department CFO Provincial Treasury NT (through the CRA system) Auditor-General Monitoring of the Procurement Plan Awarded contracts <ul style="list-style-type: none"> CIDB register of contracts (I-Tender) Departmental Corporate Governance Improvement Plan Top Management 	<div>Monthly</div> <div>Monthly</div> <div>Monthly</div> <div>Monthly</div> <div>Monthly</div> <div>Quarterly</div> <div>Monthly</div> <div>Monthly</div> <div>Monthly</div>

Issues raised	Work performed												
<ul style="list-style-type: none"> Infrastructure Delivery Management Committee 	Monthly												
<ul style="list-style-type: none"> Public Accounts Committee 	As required												
<ul style="list-style-type: none"> Audit committee 	As required												
<ul style="list-style-type: none"> Standing Committee on Transport and Public Works 	As required												
Procurement through bidding processes	<p>Formal bids:</p> <table> <tr> <th colspan="2">2016-17 financial year</th></tr> <tr> <td>Number of contracts awarded</td><td>737</td></tr> <tr> <td>Value of contracts awarded</td><td>R3 321 867 681</td></tr> </table> <p>*In the main focussed on construction procurement.</p> <p>Informal bids:</p> <table> <tr> <th colspan="2">2016-17 financial year</th></tr> <tr> <td>Number of contracts awarded</td><td>1122</td></tr> <tr> <td>Value of contracts awarded</td><td>R48 594 239</td></tr> </table>	2016-17 financial year		Number of contracts awarded	737	Value of contracts awarded	R3 321 867 681	2016-17 financial year		Number of contracts awarded	1122	Value of contracts awarded	R48 594 239
2016-17 financial year													
Number of contracts awarded	737												
Value of contracts awarded	R3 321 867 681												
2016-17 financial year													
Number of contracts awarded	1122												
Value of contracts awarded	R48 594 239												
SCM Compliance Inspections	<p>Compliance inspections with the aim of improving compliance and assisting with the implementation of amendments to the SCM Accounting Officer's System and its accompanying delegations: (3 Compliance Assessments were performed for the year under review) which include the following methodology:</p> <ul style="list-style-type: none"> Formal assessment with defined methodology Plan Engage Prepare Assess Report Monitoring and evaluation Identify weakness Mutual agreement to address weaknesses Continuous one-on-one guidance Asset Verification 												

Issues raised		Work performed
SCM Complaints Mechanism		Investigate complaints and report all instances where the possibility of fraud, corruption, bid-rigging is evident (8 incidents investigated)
Bidder and Staff Verification		<ul style="list-style-type: none"> Monthly Compliance Report (obtained from Provincial Treasury- To identify and verify the potential conflict of interest of employees. SCM Instruction 5 of 2013/14 - Bidder and staff verification SOP which facilitates the profiling of potential and current service providers as well as SCM practitioners in relation to private interest and the potential of conflict of interest between private interest and their obligation by virtue of public office WCBD4 - combined SBD 4, 8 and 9 - Declaration of interest, bidders past SCM practices and independent bid determination Declaration of Interest by SCM practitioners NIA vetting clearance of all SCM practitioners Declaration of interest of bid committee members
Compulsory registration on the Western Cape Supplier Database (WCSD) – central depository of all governance documents for the Western Cape Government, as well as registration on the NT Central Supplier Database (CSD)		<ul style="list-style-type: none"> Continuous facilitation of registering suppliers on the WCSD by participating in Contractor Development Programme with EPWP at Construction Information Session (CIS), as well as Supplier Development sessions (in collaboration with the Department of Economic Development and Tourism as well as various municipalities); mini workshops with suppliers, scrutinising registration documents for completeness and following-up on the status of submitted registration documents CSD Roadshow in collaboration with the Provincial Treasury to introduce the infrastructure functionality on IPS (Integrated Procurement Solution) as well as to register suppliers on the CSD Monitoring the WCSD and CSD to ensure that suppliers are still active Attendance at bi-weekly meetings to identify and rectify potential challenges experienced with the registration process and its impact on service delivery Checklists that informs and enforces compliance to compulsory registration
Departmental Corporate Governance Improvement Plan		Address any findings emanating from the AGSA Management report, Internal Audit reports, Provincial Treasury GAP analysis and SCOPA resolutions in respect of SCM in order to close control gaps, review inefficiencies in the process, do skills transfers where necessary or any other relevant consequence management

Capacity and skills programme implemented

The following training interventions were attended during the year:

Date	Description	Type of Training	No. of Attendees
19-20 April 2016	IDMS Training Workshop	Internal Training	21

Date	Description	Type of Training	No. of Attendees
21-22 April 2016	IDMS Training Workshop	Internal Training	22
19-20 May 2016	IDMS Training Workshop	Internal Training	35
18 May 2016	Stylesheets and table of content in MS Word 2010	Internal Training	10
26-27 May 2016	IDMS Training Workshop	Internal Training	43
30-31 May 2016	Public Service Induction	Internal Training	1
14 June 2016	Internet and web-browsing fundamentals	Internal Training	10
13-15 June 2016	Public Sector Governance, Audit & Risk Management	External Training	25
21 June 2016	View and review data in MS Excel 2010	Internal Training	10
07 July 2016	Fundamentals of MS Power Point 2010	Internal Training	10
15 July 2016	Internet and web-browsing fundamentals	Internal Training	10
31 Aug- 01 Sept 2016	Ethics in Procurement	External Training	25
29-30 Sept 2016	Ethics in Procurement	External Training	28
14 Oct 2016	PAIA PAJA Workshop	Internal Training	22
20-21 Oct 2016	Ethics in Procurement	External Training	22
24-26 Oct 2016	ACFE Annual Conference 2016	Conference	3
01 Nov 2016	MS Project- Desktop Project Management Skills Level 1	Internal Training	16
02 Nov 2016	MS Project- Desktop Project Management Skills Level 2	Internal Training	16
03-04 Nov 2016	Ethics in Procurement	External Training	37
10-11 Nov 2016	Advanced PAIA PAJA	Internal Training	24
15 July 2016	Internet and web-browsing fundamentals	Internal Training	10
31 Aug- 01 Sept 2016	Ethics in Procurement	External Training	25
29-30 Sept 2016	Ethics in Procurement	External Training	28
14 Oct 2016	PAIA PAJA Workshop	Internal Training	22
20-21 Oct 2016	Ethics in Procurement	External Training	22
24-26 Oct 2016	ACFE Annual Conference 2016	Conference	3

Date	Description	Type of Training	No. of Attendees
01 Nov 2016	MS Project- Desktop Project Management Skills Level 1	Internal Training	16
02 Nov 2016	MS Project- Desktop Project Management Skills Level 2	Internal Training	16
03-04 Nov 2016	Ethics in Procurement	External Training	37
10-11 Nov 2016	Advanced PAIA PAJA	Internal Training	24
13 Nov 2016	Know your Rights	Internal Training	2
17-18 Nov 2016	Ethics in Procurement	External Training	22
21 Nov 2016	Diversity Management Information session	Internal Training	27
22 Nov 2016	Diversity Management Information session	Internal Training	26
30 Nov 2016	Self Development Information Session	Internal Training	27
24 Feb 2017	The King IV Report	External Training	10
7-8 March 2017	Smart Procurement World Summit 2017	Conference	17

12 Internal Audit and Audit Committees

Internal Audit provides management with independent, objective assurance and consulting services designed to add value and to continuously improve the operations of the Department. It assists the Department to accomplish its objectives by bringing a systematic, disciplined approach to evaluate and improve the effectiveness of Governance, Risk Management and Control processes.

The following key activities are performed in this regard:

- Assess and make appropriate recommendations for improving the governance processes in achieving the department's objectives;
- Evaluate the adequacy and effectiveness and contribute to the improvement of the risk management process; and
- Assist the Accounting Officer in maintaining efficient and effective controls by evaluating those controls to determine their effectiveness and efficiency, and by developing recommendations for enhancement or improvement.

The following assurance engagements were approved and completed in the 2016/17 Internal Audit Plan:

- DPSA Delegation;
- Demand Management in GMT;
- Contract Management in Public Works;
- Transfer Payments in Roads Infrastructure;
- Application Portfolio Management (ICT audit); and
- Disaster Recovery Plan (ICT Audit).

The following consulting engagements were approved and completed in the 2016/17 Internal Audit Plan:

- DSP; and
- Information Management in Immoveable Asset Management.

The Audit Committee is established as an oversight body, providing independent oversight over governance, risk management and control processes in the Department, which include oversight and responsibilities relating to:

- Internal Audit function;
- External Audit function AGSA;
- Departmental Accounting and reporting;
- Departmental Accounting policies;
- Review of AGSA management and audit report;
- Review of Departmental In year Monitoring;
- Departmental Risk Management;
- Internal Control;
- Pre-determined objectives; and
- Ethics and Forensic Investigations.

The table below discloses relevant information on the audit committee members:

Name	Qualifications	Internal or external	If internal, position in the department	Date appointed	Date resigned	No. of meetings attended
Mr Francois Barnard	BProc; BCompt(Honours); CTA; Postgrad Diploma in Auditing; MComm (Tax); CA(SA)	External	N/A	01 January 2016 (2nd term)	N/A	7
Mr Sedick Steenkamp	Higher Diploma Accounting; CA (SA)	External	NA	01 January 2016 (2nd term)	16 November 2016	1
Mr Johannes Kleyn	Finance and Business Systems, Risk Management and Compliance.	External	N/A	01 January 2015 (1st term)	N/A	7
Ms J Gunther	BCompt; Masters in Cost Accounting; CRMA; CIA; AGA	External	N/A	01 January 2016 (1st term)	N/A	7

13 Audit Committee Report

We are pleased to present our report for the financial year ended 31 March 2017.

Audit Committee Responsibility

The Audit Committee reports that it has complied with its responsibilities arising from Section 38 (1) (a) (ii) of the PFMA and Treasury Regulation 3.1. The Audit Committee also reports that it has adopted appropriate formal Terms of Reference, has regulated its affairs in compliance with this charter and has discharged all its responsibilities as contained therein.

The effectiveness of Internal Control

In line with the PFMA and Treasury Regulations, Internal Audit provides the Audit Committee and Management with reasonable assurance that the internal controls are adequate and effective. This is achieved by a risk-based internal audit plan, Internal Audit assessing the adequacy of controls mitigating the risks and the Audit Committee monitoring implementation of corrective actions.

The following internal audit engagements were approved by the Audit Committee and completed by Internal Audit during the year under review:

- DPSA Delegation (Assurance Engagement);
- Demand Management in GMT (Assurance Engagement);
- Contract Management in Public Works (Assurance Engagement);
- Transfer Payments in Roads Infrastructure (Assurance Engagement);
- Application Portfolio Management (ICT audit) (Assurance Engagement);
- Disaster Recovery Plan (ICT Audit) (Assurance Engagement);
- DSP (Consulting Engagement); and
- Information Management in Immoveable Asset Management (Consulting Engagement).

The areas for improvement, as noted by Internal Audit during the performance of their work, were agreed to by management. The Audit Committee monitors the implementation of the agreed actions on a quarterly basis.

In-Year Management and Monthly/Quarterly Reports

The Audit Committee is satisfied with the content and quality of the quarterly in-year management and performance reports issued during the year under review by the Accounting Officer of the Department in terms of the NT Regulations and the Division of Revenue Act.

Evaluation of Financial Statements

The Audit Committee has:

- reviewed and discussed the Audited Annual Financial Statements to be included in the Annual Report with the AGSA and the Accounting Officer;

- reviewed the AGSA's Management Report and management's response thereto;
- reviewed changes to accounting policies and practices as reported in the Annual Financial Statements; and
- reviewed material adjustments resulting from the audit of the Department.

Compliance

The Audit Committee has reviewed the Department's processes for compliance with legal and regulatory provisions.

Performance Information

The Audit Committee has reviewed the information on predetermined objectives as reported in the Annual Report.

Report of the Auditor-General South Africa

The Audit Committee has:

- reviewed the AGSA's Management Report and Management's responses thereto;
- on a quarterly basis reviewed the Department's implementation plan for audit issues raised in the prior year; and
- met with the AGSA to ensure that there are no unresolved issues that emanated from the regulatory audit.

Corrective actions on the detailed findings raised by the AGSA are monitored by the Audit Committee on a quarterly basis.

The Audit Committee concurs and accepts the AGSA's opinion regarding the Annual Financial Statements and proposes that these Audited Annual Financial Statements be accepted and read together with their report.

The Audit Committee commends the Department for maintaining an unqualified audit opinion with no material findings.



Mr Francois Barnard

Chairperson of the Audit Committee

Department of Transport and Public Works

Date: 8 August 2017



Part D Human Resource Management

Part D: Human Resource Management

1 Introduction

Our unique contribution to the work of the WCG is largely ascribed to the persistent, and often selfless, efforts of the people within the Department of Transport and Public Works. Building a new service delivery trajectory and successfully directing the collective efforts of our team is not without its own challenges. The modern people management landscape has shifted significantly in recent years and requires complex navigation between a range of competing variables.

Apart from the fact that these variables are inter-dependent and inter-related, they are also governed by stringent rules and regulations, which prove difficult when retention and attraction initiatives are explored. These include balancing service delivery imperatives, the attraction and retention of critical and scarce skills, workforce empowerment, career management, succession planning, employment equity and creating an enabling environment where employees are able to thrive. Further to this, the Department is required to function within an austere environment, which demands that managers consider the impact of “doing more with less”.

Despite this, the consistent hard work of our people, amidst the ever-challenging circumstances, has resulted in remarkable achievements and service delivery improvement during the year under review.

In order to effect ongoing service delivery efforts in the Public Service, the DPSA launched a strategy in 2011 to reduce the vacancy rate in Departments to a national standard below 10%. Compliance with the strategy is monitored by the Forum for South African Directors General (FOSAD) as well as the Department of Planning Monitoring and Evaluation (DPME) through the Monitoring Performance Assessment Tool (MPAT).

The Department achieved an overall vacancy rate of 1,3 per cent for the year under review. This is an improvement on the 3,8 per cent vacancy rate achieved during 2015/16. Although the vacancy rate in the critical occupations category for 2106/17 was also below the 10 per cent norm (7,5 per cent), the higher vacancy rate reflects the ongoing challenges that the Department is experiencing in recruiting and retaining scarce and critical skills within the Built Environment.

In order to proactively strategise around the optimal acquisition and retention of an engaged workforce, the Department is currently in the process of developing an integrated Strategic Talent Plan. The Plan aims to address the complexities of the Built Environment, the growing demand for service delivery, and the push-pull factors impacting on the sustainability of talent within the Department.

2 Status of People Management at the Department

Workforce planning framework and key strategies to attract and retain a skilled and capable workforce

Departmental Workforce Plan Priorities		Outcomes	Approach to Mitigate Risk and Achieve Outcome
1	Recruitment and Selection (including Employment Equity)	Competent people in the right numbers at the right place at the right time with the right attitude.	Address prioritised people needs by talent sourcing and selection.
		An equitable workforce.	Broaden access to employment opportunities and mainstream both disabilities and gender considerations in the workplace.
2	Retention, Succession Planning and Career Management	Competent people in the right numbers at the right place at the right time with the right attitude.	Strategically aligned people plans to address retention of employees. Succession Planning framework with effective measure to transfer skills and capacitate people for higher posts.
3	Organisational Design	A performance conducive workplace.	Implementation of transversally consistent and equitable work organisation policies and practices.
4	Training and Development	Competent People in the right numbers at the right place at the right time with the right attitude.	Develop and evaluate prioritised skills.
5	Employee Health and Wellness	Leaders that are exemplars of the behaviours associated with the organisation's values.	Frontline values and behaviour-based change navigation initiatives.
		Highly engaged people.	Provide health and wellness services in support of a wellness culture.

Employee Performance Management Framework

One of the cornerstones of the Staff Performance Management System is the basic requirement that all employees are obliged to do what is expected of them. These expectations and the required performance standards are concretised by means of job descriptions, performance agreements, business plans and/or SLAs. Rewards and incentives are therefore only granted for work that qualitatively and quantitatively surpasses work for which employees are remunerated.

Employees who are nominated for performance bonuses are assessed by moderation panels, who then examine the evidence of superior performance. Under-performing staff members, on the other hand, are required to complete the actions stipulated in a Performance Improvement Plan. These are closely monitored to ensure absolute compliance with acceptable performance standards.

The framework also seeks to promote a positive workplace culture that encourages formal and informal discussions about performance quality, lead practice and continuous individual improvement.

This system sets the framework in which both the employer and employee can equally realise their goals and objectives to ensure the achievement of PSG 5, namely to *Embed good governance and integrated service delivery through partnerships and spatial alignment*.

Employee Wellness

Developing a wellness culture in the Department is of strategic importance to ensure that employees achieve optimum levels of performance while feeling cared for and supported in the work context. The WCG's transversal Employee Health and Wellness Programme (EHWP) follows a holistic approach to employee wellbeing and is largely preventative in nature, offering both primary and secondary services. The EHW Programme is monitored in the Department through monthly utilisation reports for primary services (24/7/365 telephonic counselling service, online e-Care service and reporting) and secondary services (face-to-face counselling, trauma and critical incidents, training and targeted intervention, executive coaching, advocacy).

A quarterly report is prepared by the Directorate: Organisational Behaviour within the Corporate Service Centre that provides a trend analysis of utilisation, risk identification and its impact on productivity. Furthermore, on-going reporting to the DPSA is a requirement and such reporting focuses on four areas namely, HIV/ AIDS, Health and Productivity, Wellness Management and SHEQ (Safety Health Environment and Quality).

3 People Management oversight statistics

3.1 Personnel related expenditure

The following tables summarise final audited expenditure by programme (Table 3.1.1) and by salary bands (Table 3.1.2).

The figures in Table 3.1.1 are drawn from the Basic Accounting System and the figures in Table 3.1.2 are drawn from the PERSAL [Personnel Salary] system. The two systems are not synchronised for salary refunds in respect of staff appointments and resignations and/or transfers to and from other departments. This means there may be a difference in the total expenditure reflected on these systems.

The key in the table below is a description of the Programmes within the Department. Programmes will be referred to by their number from this point forward.

Programme	Programme Designation
1	Administration
2	Public Works Infrastructure
3	Transport Infrastructure
4	Transport Operations
5	Transport Regulation
6	Community-Based Programmes

Table 3.1.1: Personnel expenditure by programme, 2016/17

Pro-gramme	Total expen- diture (R'000)	Personnel expen- diture (R'000)	Training expen- diture (R'000)	Goods and services (R'000)	Personnel expen- diture as a % of total expen- diture	Average personnel expen- diture per employ- ee (R'000)	Number of employ- ees
1	160 500	110 196	13 744	38 333	68.7	369	299
2	1 696 286	155 813	0	636 215	9.2	393	397
3	3 243 655	169 069	224	529 357	5.2	227	745
4	1 188 287	14 536	0	138 072	1.2	363	40
5	681 973	254 421	66	401 757	37.3	303	840
6	55 862	31 094	8 924	23 855	55.7	239	130
Total	7 026 563	735 129	22 958	1 767 589	10.5	300	2 451

Note: The number of employees refers to all individuals remunerated during the reporting period, including interns, but excluding the Provincial Minister. The number of employees is accumulative and not a snapshot as at a specific date.

Table 3.1.2: Personnel expenditure by salary band, 2016/17

Salary bands	Personnel expenditure (R'000)	% of total personnel expenditure	Average personnel expenditure per employee (R'000)	Number of employees
Lower skilled (Levels 1-2)	45 289	6.1	106	429
Skilled (Levels 3-5)	110 916	15.0	186	595
Highly skilled production (Levels 6-8)	306 702	41.5	309	993
Highly skilled supervision (Levels 9-12)	219 233	29.6	577	380
Senior management (Levels 13-16)	57 357	7.8	1 062	54
Total	739 497	100.0	302	2 451

Note: The number of employees refers to all individuals remunerated during the reporting period, including interns, but excluding the Provincial Minister. The number of employees is accumulative and not a snapshot as at a specific date.

Table 3.1.3: Salaries, overtime, housing allowance and medical assistance by programme, 2016/17

Programme	Salaries		Overtime		Housing allowance		Medical assistance	
	Amount (R'000)	Salaries as a % of personnel expenditure	Amount (R'000)	Overtime as a % of personnel expenditure	Amount (R'000)	Housing allowance as a % of personnel expenditure	Amount (R'000)	Medical assistance as a % of personnel expenditure
1	78 886	10.7	753	0.1	2 949	0.4	4 264	0.6
2	109 645	14.8	29	0.003	3 365	0.5	5 921	0.8
3	113 673	15.4	361	0.05	8 027	1.1	12 134	1.6
4	10 236	1.4	81	0.01	265	0.04	399	0.1
5	174 411	23.6	2 146	0.3	8 874	1.2	16 414	2.2
6	18 649	2.5	-	-	908	0.1	1 317	0.2
Total	505 500	68.4	3 370	0.5	24 388	3.3	40 449	5.5

Note: The table above does not make provision for other expenditure such as Pensions, Performance Bonus and other allowances, which make up the total personnel expenditure.

Table 3.1.4: Salaries, overtime, housing allowance and medical assistance by salary band, 2016/17

Salary Bands	Salaries		Overtime		Housing allowance		Medical assistance	
	Amount (R'000)	Salaries as a % of personnel expenditure	Amount (R'000)	Overtime as a % of personnel expenditure	Amount (R'000)	Housing allowance as a % of personnel expenditure	Amount (R'000)	Medical assistance as a % of personnel expenditure
Lower skilled (Levels 1-2)	28 623	3.9	84	0.01	3 685	0.5	5 201	0.7
Skilled (Levels 3-5)	74 844	10.1	597	0.1	6 535	0.9	9 610	1.3
Highly skilled production (Levels 6-8)	213 187	28.8	2 411	0.3	11 487	1.6	20 046	2.7
Highly skilled supervision (Levels 9-12)	151 827	20.5	278	0.04	2 294	0.3	5 069	0.7
Senior management (Levels 13-16)	37 019	5.0	-	-	387	0.1	523	0.1
Total	505 500	68.4	3 370	0.5	24 388	3.3	40 449	5.5

3.2 Employment and vacancies

The following tables summarise the number of active posts on the establishment, the number of employees (excluding interns and the Minister), and the percentage active vacant posts as at the end of the financial year. This information is presented in terms of three key variables, namely: Programme (Table 3.2.1), Salary Band (Table 3.2.2) and Critical Occupations (Table 3.2.3). All information in this section is provided as a snapshot as at the end of the financial year under review.

Table 3.2.1: Employment and vacancies by programme, as at 31 March 2017

Programme	Number of funded posts	Number of posts filled	Vacancy rate %
1	260	259	0.4
2	358	345	3.6
3	698	692	0.9
4	33	33	0.0
5	782	773	1.2
6	62	62	0.0
Total	2 193	2 164	1.3

Table 3.2.2: Employment and vacancies by salary band, as at 31 March 2017

Salary Band	Number of funded posts	Number of posts filled	Vacancy rate %
Lower skilled (Levels 1-2)	438	438	0.0
Skilled (Levels 3-5)	395	393	0.5
Highly skilled production (Levels 6-8)	974	972	0.2
Highly skilled supervision (Levels 9-12)	331	310	6.3
Senior management (Levels 13-16)	55	51	7.3
Total	2193	2164	1.3

Table 3.2.3: Employment and vacancies by critical occupation, as at 31 March 2017

Critical occupations	Number of funded posts	Number of posts filled	Vacancy rate %
Architect	32	28	12.5
Architectural Technician	9	8	11.1
Engineer	63	57	9.5
Engineering Technician	44	42	4.5
GIS Technician	4	4	0.0
Quantity Surveyor	21	21	0.0
Total	173	160	7.5

Note: The Department has a new Workforce Plan (1 April 2015 – 31 March 2020) which has resulted in revised critical occupations.

Critical occupations - refer to occupations that are critical for service delivery. If these occupations are not present in the department, the function/services will collapse.

3.3 Job evaluation

Job evaluation was introduced as a way of ensuring that work of equal value is remunerated equally. Within a nationally determined framework, executing authorities are required to evaluate each new post in his or her organisation or re-evaluate any post where the post mandate or content has significantly changed. This job evaluation process determines the grading and salary level of a post. It should be understood that Job Evaluation and Staff Performance Management differ in the sense that Job Evaluation refers to the value/weighting of the activities that are associated with the post and Staff Performance Management refers to the review of an individual's performance.

Table 3.3.1 summarises the number of posts that were evaluated during the year under review. The table also provides statistics on the number of posts that were upgraded or downgraded.

Table 3.3.1: Job evaluation, 1 April 2016 to 31 March 2017

Salary Band	Total number of funded posts as at 31 March 2017	Number of posts evaluated	% of posts evaluated	Posts upgraded		Posts downgraded	
				Number	Posts upgraded as a % of total posts	Number	Posts downgraded as a % of total posts
Lower skilled (Levels 1-2)	438	0	0.0	0	0.0	0	0.0
Skilled (Levels 3-5)	395	0	0.0	0	0.0	0	0.0
Highly skilled production (Levels 6-8)	974	3	0.1	0	0.0	0	0.0
Highly skilled supervision (Levels 9-12)	331	0	0.0	0	0.0	0	0.0
Senior Management Service Band A (Level 13)	37	9	0.4	0	0.0	0	0.0
Senior Management Service Band B (Level 14)	13	5	0.2	0	0.0	0	0.0
Senior Management Service Band C (Level 15)	4	1	0.0	0	0.0	0	0.0

Salary Band	Total number of funded posts as at 31 March 2017	Number of posts evaluated	% of posts evaluated	Posts upgraded		Posts downgraded	
				Number	Posts upgraded as a % of total posts	Number	Posts downgraded as a % of total posts
Senior Management Service Band D (Level 16)	1	0	0.0	0	0.0	0	0.0
Total	2193	18	0.8	0	0.0	0	0.0

Table 3.3.2: Profile of employees whose salary positions were upgraded due to their posts being upgraded, 1 April 2016 to 31 March 2017

Beneficiaries	African	Indian	Coloured	White	Total
Female	0	0	0	0	0
Male	0	0	0	0	0
Total	0	0	0	0	0
Employees with a disability					0

Note: Table 3.3.2 is a breakdown of posts upgraded in table 3.3.1.

Table 3.3.3 summarises the number of cases where salary levels exceeded the grade determined by job evaluation or where higher notches awarded to employees within a particular grade. Reasons for the deviation are provided in each case.

Table 3.3.3: Employees who have been granted higher salaries than those determined by job evaluation per major occupation, 1 April 2016 to 31 March 2017

Major occupation	Number of employees	Job evaluation level	Remuneration on a higher salary level	Remuneration on a higher notch of the same salary level	Reason for deviation
Director: Acquisition and Contract Management	1	13	0	6 notch increment	Attraction
Director: Road Design	1	13	0	11 notch increment	Attraction
Total				2	
Percentage of total employment				0.1	

Table 3.3.4: Profile of employees who have been granted higher salaries than those determined by job evaluation, 1 April 2016 to 31 March 2017

Beneficiaries	African	Indian	Coloured	White	Total
Female	0	0	0	1	1
Male	0	0	0	1	1
Total	0	0	0	2	2
Employees with a disability					0

Note: Table 3.3.4 is a breakdown of table 3.3.3 by race and gender.

3.4 Employment changes

Turnover rates provide an indication of trends in the employment profile of the Department during the year under review. The following tables provide a summary of turnover rates by salary band (Table 3.4.1) and by critical occupation (Table 3.4.2). This section does not include intern information.

Table 3.4.1: Annual turnover rates by salary band, 1 April 2016 to 31 March 2017

Salary Band	Number of employees as at 31 March 2016	Turn-over rate 2015/16 %	Appoint-ments into the Depart-ment	Transfers into the Depart-ment	Terminations out of the Depart-ment	Transfers out of the Department	Turnover rate 2016/17 %
Lower skilled) (Levels 1-2)	451	2.3	17	0	10	0	2.2
Skilled (Levels 3-5)	421	16.0	36	1	44	5	11.6
Highly skilled production (Levels 6-8)	993	7.6	18	4	69	8	7.8
Highly skilled supervision (Levels 9-12)	314	17.8	39	2	44	3	15.0
Senior Management Service Band A (Level 13)	32	7.1	2	0	2	0	6.3
Senior Management Service Band B (Level 14)	12	22.2	0	0	0	0	0.0
Senior Management Service Band C (Level 15)	4	0.0	0	0	0	0	0.0
Senior Management Service Band D (Level 16)	1	0.0	0	0	0	0	0.0
Total	2228	9.6	112	7	169	16	8.3

Note: Transfers refer to the lateral movement of employees from one Public Service department to another. The turnover rate is determined by calculating the total exits as a percentage of the baseline (Number of employees as at 31 March 2016).

Table 3.4.2: Annual turnover rates by critical occupation, 1 April 2016 to 31 March 2017

Critical Occupation	Number of employees as at 31 March 2016	Turnover rate 2015/16 %	Appoint-ments into the Depart-ment	Transfers into the Department	Terminations out of the Depart-ment	Transfers out of the Department	Turnover rate 2016/17 %
Architect	22	54.2	5	0	0	1	4.5
Architectural Technician	8	16.7	0	0	0	0	0.0

Engineer	40	13.3	19	1	11	1	30.0
Engineering Technician	30	11.8	8	0	2	0	6.7
GIS Technician	1	50.0	2	1	0	0	0.0
Quantity Surveyor	15	6.7	3	0	1	0	6.7
Total	116	20.9	37	2	14	2	13.8
			39		16		

Note: The turnover rate is determined by calculating the total exits as a percentage of the baseline (Number of employees as at 31 March 2016).

Table 3.4.3: Staff leaving the employ of the Department, 1 April 2016 to 31 March 2017

Exit Category	Number	% of total exits	Number of exits as a % of total number of employees as at 31 March 2016
Death	7	3.8	0.3
Resignation *	82	44.3	3.7
Expiry of contract	25	13.5	1.1
Dismissal – operational changes	0	0.0	0.0
Dismissal – misconduct	14	7.6	0.6
Dismissal – inefficiency	0	0.0	0.0
Discharged due to ill-health	10	5.4	0.4
Retirement	30	16.2	1.3
Employee initiated severance package	0	0.0	0.0
Transfers to Statutory	1	0.5	0.0
Transfers to other Public Service Departments	16	8.6	0.7
Total	185	100.0	8.3

Note: Table 3.4.3 identifies the different exit categories for those staff members who have left the employ of the Department.

* Resignations are further discussed in tables 3.4.4 and 3.4.5.

Table 3.4.4: Reasons why staff resigned, 1 April 2016 to 31 March 2017

Resignation Reasons	Number	% of total resignations
Work/Life balance	2	2.4
Better job offer	5	6.1
Better remuneration	13	15.9
Contract to permanent	8	9.8
Family/Personal circumstances	8	9.8
Lack of promotional opportunity	4	4.9
Need for career change	7	8.5
No reason provided	31	37.8
Personal health	3	3.7
Starting own business	1	1.2
Total	82	100

* **Note:** "Contract to permanent" refers to contract employees who have resigned from their contracts to take up a permanent post in the Department.

Table 3.4.5: Different age groups of staff who resigned, 1 April 2016 to 31 March 2017

Age group	Number	% of total resignations
Ages <19	0	0.0
Ages 20 to 24	2	2.4
Ages 25 to 29	25	30.5
Ages 30 to 34	17	20.7
Ages 35 to 39	13	15.9
Ages 40 to 44	11	13.4
Ages 45 to 49	5	6.1
Ages 50 to 54	6	7.3
Ages 55 to 59	1	1.2
Ages 60 to 64	0	0.0
Ages 65 >	2	2.4
Total	82	100.0

Table 3.4.6: Employee initiated severance packages

Total number of employee initiated severance packages offered in 2016/ 2017	None
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Table 3.4.7: Promotions by salary band, 1 April 2016 to 31 March 2017

Salary Band	Employees as at 31 March 2016	Promotions to another salary level	Promotions as a % of total employees	Progressions to another notch within a salary band	Notch progressions as a % of total employees within a salary band
Lower skilled (Levels 1-2)	451	0	0.0	143	31.7
Skilled (Levels 3-5)	421	6	1.4	343	81.5
Highly skilled production (Levels 6-8)	993	8	0.8	579	58.3
Highly skilled supervision (Levels 9-12)	314	6	1.9	144	45.9
Senior management (Levels 13-16)	49	3	6.1	25	51.0
Total	2228	23	1.0	1234	55.4

Note: Employees who do not qualify for notch progressions include those who are on probation, as well as poor performing employees. Furthermore, employees within the OSD do not receive notch progressions annually.

Table 3.4.8: Promotions by critical occupation, 1 April 2016 to 31 March 2017

Critical occupation	Employees as at 31 March 2016	Promotions to another salary level	Promotions as a % of total employees in critical occupations	Progressions to another notch within a critical occupation	Notch progressions as a % of total employees within a critical occupation
Architect	22	0	0.0	1	4.5
Architectural Technician	8	0	0.0	0	0.0

Critical occupation	Employees as at 31 March 2016	Promotions to another salary level	Promotions as a % of total employees in critical occupations	Progressions to another notch within a critical occupation	Notch progressions as a % of total employees within a critical occupation
Engineer	40	1	2.5	7	17.5
Engineering Technician	30	1	3.3	5	16.7
GIS Technician	1	1	100.0	0	0.0
Quantity Surveyor	15	0	0.0	1	6.7
Total	116	3	2.6	14	12.1

Note: Employees who do not qualify for notch progressions include those who are on probation, as well as poor performing employees. Furthermore, employees within the OSD do not receive notch progressions annually.

3.5 Employment equity

Table 3.5.1: Total number of employees (including employees with disabilities) in each of the following occupational levels, as at 31 March 2017

Occupational Levels	Male				Female				Foreign Nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Top management (Levels 15-16)	0	2	0	3	0	0	0	1	0	0	6
Senior management (Levels 13-14)	3	11	3	13	2	7	0	6	0	0	45
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	25	120	7	99	24	47	1	24	0	1	348
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	113	272	0	74	110	261	4	86	0	0	920
Semi-skilled and discretionary decision making (Levels 3-5)	148	204	1	20	53	115	1	11	0	0	553
Unskilled and defined decision making (Levels 1-2)	75	113	0	2	44	56	0	2	0	0	292
Total	364	722	11	211	233	486	6	130	0	1	2164
Temporary employees	0	0	0	0	0	0	0	0	0	0	0
Grand total	364	722	11	211	233	486	6	130	0	1	2164

A = African; C = Coloured; I = Indian; W = White.

Note: The figures reflected per occupational levels include all permanent, part-time and contract employees. Furthermore the information is presented by salary level and not post level. For the number of employees with disabilities, refer to Table 3.5.2.

Table 3.5.2: Total number of employees (with disabilities only) in each of the following occupational levels, as at 31 March 2017

Occupational Levels	Male				Female				Foreign Nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Top management (Levels 15-16)	0	0	0	0	0	0	0	0	0	0	0
Senior management (Levels 13-14)	0	0	0	0	0	0	0	0	0	0	0
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	0	2	0	1	0	1	0	0	0	0	4

Occupational Levels	Male				Female				Foreign Nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	0	4	0	2	0	0	0	0	0	0	6
Semi-skilled and discretionary decision making (Levels 3-5)	3	2	0	2	0	0	0	0	0	0	7
Unskilled and defined decision making (Levels 1-2)	0	1	0	0	0	1	0	1	0	0	3
Total	3	9	0	5	0	2	0	1	0	0	20
Temporary employees	0	0	0	0	0	0	0	0	0	0	0
Grand total	3	9	0	5	0	2	0	1	0	0	20

A = African; C = Coloured; I = Indian; W = White.

Note: The figures reflected per occupational level include all permanent, part-time and contract employees. Furthermore the information is presented by salary level and not post level.

Table 3.5.3: Recruitment, 1 April 2016 to 31 March 2017

Occupational Levels	Male				Female				Foreign Nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Top management (Levels 15-16)	0	0	0	0	0	0	0	0	0	0	0
Senior management (Levels 13-14)	0	0	0	2	0	0	0	0	0	0	2
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	1	12	0	18	3	1	0	6	0	0	41
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	4	5	0	3	5	2	1	2	0	0	22
Semi-skilled and discretionary decision making (Levels 3-5)	7	18	0	4	3	4	0	1	0	0	37

Occupational Levels	Male				Female				Foreign Nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Unskilled and defined decision making (Levels 1-2)	5	11	0	0	0	1	0	0	0	0	17
Total	17	46	0	27	11	8	1	9	0	0	119
Temporary employees	0	0	0	0	0	0	0	0	0	0	0
Grand total	17	46	0	27	11	8	1	9	0	0	119

A = African; C = Coloured; I = Indian; W = White.

Note: Recruitment refers to the appointment of new employees to the staff establishment of the Department. The totals include transfers from other government departments and / or institutions, as per Table 3.4.1.

Table 3.5.4: Promotions, 1 April 2016 to 31 March 2017

Occupational Levels	Male				Female				Foreign Nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Top management (Levels 15-16)	0	0	0	0	0	0	0	0	0	0	0
Senior management (Levels 13-14)	0	1	0	0	0	0	0	2	0	0	3
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	0	2	1	1	0	1	0	1	0	0	6
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	2	2	0	0	1	3	0	0	0	0	8
Semi-skilled and discretionary decision making (Levels 3-5)	1	5	0	0	0	0	0	0	0	0	6
Unskilled and defined decision making (Levels 1-2)	0	0	0	0	0	0	0	0	0	0	0
Total	3	10	1	1	1	4	0	3	0	0	23
Temporary employees	0	0	0	0	0	0	0	0	0	0	0
Grand total	3	10	1	1	1	4	0	3	0	0	23

A = African; C = Coloured; I = Indian; W = White.

Note: Promotions refer to the total number of employees who have advanced to a higher post level within the Department, as per Table 3.4.7.

Table 3.5.5: Terminations, 1 April 2016 to 31 March 2017

Occupational Levels	Male				Female				Foreign Nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Top management (Levels 15-16)	0	0	0	0	0	0	0	0	0	0	0
Senior management (Levels 13-14)	0	1	0	1	0	0	0	0	0	0	2
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	5	13	0	18	2	2	0	7	0	0	47
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	9	23	1	8	10	17	2	7	0	0	77
Semi-skilled and discretionary decision making (Levels 3-5)	12	25	0	0	2	9	1	0	0	0	49
Unskilled and defined decision making (Levels 1-2)	3	1	0	0	1	5	0	0	0	0	10
Total	29	63	1	27	15	33	3	14	0	0	185
Temporary employees	0	0	0	0	0	0	0	0	0	0	0
Grand total	29	63	1	27	15	33	3	14	0	0	185

A = African; C = Coloured; I = Indian; W = White.

Note: Terminations refer to those employees who have left the employ of the Department, including transfers to other departments, as per Table 3.4.1.

Table 3.5.6: Disciplinary actions, 1 April 2016 to 31 March 2017

Disciplinary actions	Male				Female				Foreign Nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Suspension without pay coupled with a Final Written Warning	0	3	0	1	0	0	0	0	0	0	4
Dismissal	2	6	0	0	1	1	0	1	0	0	11
Final Written Warning	0	1	0	0	0	0	0	0	0	0	1

Disciplinary actions	Male				Female				Foreign Nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Abscondment	0	0	0	2	0	0	1	0	0	0	3
Total	2	10	0	3	1	1	1	1	0	0	19

A = African; C = Coloured; I = Indian; W = White.

Note: The disciplinary actions total refers to formal outcomes only and not headcount. For further information on the outcomes of the disciplinary hearings and the types of misconduct addressed at disciplinary hearings, refer to Tables 3.12.2 and Table 3.12.3.

Table 3.5.7: Skills development, 1 April 2016 to 31 March 2017

Occupational Levels	Male				Female				Total
	A	C	I	W	A	C	I	W	
Top management (Levels 15-16)	1	1	0	0	0	0	0	0	2
Senior management (Levels 13-14)	1	4	1	5	1	1	0	5	18
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	20	60	2	39	16	25	0	12	174
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	82	168	1	39	68	145	1	27	531
Semi-skilled and discretionary decision making (Levels 3-5)	36	83	2	19	18	41	1	9	209
Unskilled and defined decision making (Levels 1-2)	21	36	0	3	14	19	0	3	96
Total	161	352	6	105	117	231	2	56	1030
Temporary employees	0	0	0	0	0	0	0	0	0
Grand total	161	352	6	105	117	231	2	56	1030

A = African; C = Coloured; I = Indian; W = White.

Note: The above table refers to the total number of employees including interns who have received training during the period under review, and not the number of training interventions attended by individuals. For further information on the actual training provided, refer to Table 3.13.2.

3.6 Signing of performance agreements by SMS members

Table 3.6.1: Signing of performance agreements by SMS Members, as at 31 May 2016

SMS Level	Number of active SMS posts per level	Number of SMS members per level	Number of signed performance agreements per level	Signed performance agreements as % of SMS members per level
Director-General/ Head of Department	1	1	1	100.0
Salary Level 15	4	4	4	100.0
Salary Level 14	13	13	13	100.0
Salary Level 13	35	31	31	100.0
Total	53	49	49	100.0

Note: This table refers to employees who are appointed as Senior Management Service (SMS) members only. Employees who are remunerated higher than a SL12, but who are not SMS members have been excluded. Furthermore, the table reflects post salary details and not the individual salary level of employees. The allocation of performance-related rewards (cash bonus) for SMS members is dealt with later in the report. Refer to Table 3.8.5 in this regard.

Table 3.6.2: Reasons for not having concluded performance agreements with all SMS members on 31 May 2016

Reasons for not concluding performance agreements with all SMS
None required

Table 3.6.3: Disciplinary steps taken against SMS Members for not having concluded Performance Agreements on 31 May 2016

Disciplinary steps taken against SMS members for not having concluded performance agreements
None required

3.7 Filling of SMS posts

Table 3.7.1: SMS posts information, as at 30 September 2016

SMS Level	Number of active SMS posts per level	Number of SMS posts filled per level	% of SMS posts filled per level	Number of SMS posts vacant per level	% of SMS posts filled per level
Head of Department	1	1	100.0	0	0.0
Salary Level 15	4	4	100.0	0	0.0
Salary Level 14	13	13	100.0	0	0.0
Salary Level 13	35	32	91.4	3	8.6
Total	53	50	94.3	3	5.7

Table 3.7.2: SMS posts information, as at 31 March 2017

SMS Level	Number of active SMS posts per level	Number of SMS posts filled per level	% of SMS posts filled per level	Number of SMS posts vacant per level	% of SMS posts filled per level
Head of Department	1	1	100.0	0	0.0

SMS Level	Number of active SMS posts per level	Number of SMS posts filled per level	% of SMS posts filled per level	Number of SMS posts vacant per level	% of SMS posts filled per level
Salary Level 15	4	4	100.0	0	0.0
Salary Level 14	13	13	100.0	0	0.0
Salary Level 13	37	33	89.2	4	10.8
Total	55	51	92.7	4	7.3

Table 3.7.3: Advertising and filling of SMS posts, as at 31 March 2017

SMS Level	Advertising	Filling of posts	
	Number of vacancies per level advertised in 6 months of becoming vacant	Number of vacancies per level filled in 6 months after becoming vacant	Number of vacancies per level not filled in 6 months but filled in 12 months
Head of Department	0	0	0
Salary Level 15	0	0	0
Salary Level 14	0	1	0
Salary Level 13	2	4	1
Total	2	5	1

Table 3.7.4: Reasons for not having complied with the filling of active vacant SMS posts – Advertised within 6 months and filled within 12 months after becoming vacant

SMS Level	Reasons for non-compliance
Director-General/ Head of Department	-
Salary Level 15	-
Salary Level 14	-
Salary Level 13	DIRECTOR: PROVINCIAL PUBLIC TRANSPORT REGISTRATION Confirmation was required in terms of the effects of statutory boards and risks that those would have on the appointment of an individual, as the appointment is also guided by the National Road Transportation Act.

Table 3.7.5: Disciplinary steps taken for not complying with the prescribed timeframes for filling SMS posts within 12 months

Disciplinary steps taken for not complying with the prescribed timeframes for filling SMS posts
None required

3.8 Employee performance

Table 3.8.1: Notch progressions by salary band, 1 April 2016 to 31 March 2017

Salary Band	Employees as at 31 March 2016	Progressions to another notch within a salary band	Notch progressions as a % of total employees within a salary band
Lower skilled (Levels 1-2)	451	143	31.7
Skilled (Levels 3-5)	421	343	81.5
Highly skilled production (Levels 6-8)	993	579	58.3
Highly skilled supervision (Levels 9-12)	314	144	45.9

Salary Band	Employees as at 31 March 2016	Progressions to another notch within a salary band	Notch progressions as a % of total employees within a salary band
Senior management (Levels 13-16)	49	25	51.0
Total	2228	1234	55.4

Note: Employees who do not qualify for notch progressions include those who are on probation, as well as poor performing employees. Furthermore, employees within the OSD do not receive notch progressions annually.

Table 3.8.2: Notch progressions by critical occupation, 1 April 2016 to 31 March 2017

Critical occupations	Employees as at 31 March 2016	Progressions to another notch within a critical occupation	Notch progressions as a % of total employees within a critical occupation
Architect	22	1	4.5
Architectural Technician	8	0	0.0
Engineer	40	7	17.5
Engineering Technician	30	5	16.7
GIS Technician	1	0	0.0
Quantity Surveyor	15	1	6.7
Total	116	14	12.1

Note: Employees who do not qualify for notch progressions include those who are on probation, as well as poor performing employees. Furthermore, employees within the OSD do not receive notch progressions annually.

To encourage good performance, the Department has granted the following performance rewards to employees for the performance period 2015/16, but paid in the financial year 2016/17. The information is presented in terms of race, gender, and disability (Table 3.8.3), salary bands (Table 3.8.4 and Table 3.8.5) and critical occupations (Table 3.8.6).

Table 3.8.3: Performance rewards by race, gender, and disability, 1 April 2016 to 31 March 2017

Race and gender	Beneficiary profile			Cost	
	Number of beneficiaries	Total number of employees in group as at 31 March 2016	% of total within group	Cost (R'000)	Average cost per beneficiary (R)
African	127	611	20.8	739	5 817
Male	74	374	19.8	405	5 479
Female	53	237	22.4	333	6 288
Coloured	397	1238	32.1	3 370	8 488
Male	234	728	32.1	2 007	8 578
Female	163	510	32.0	1 362	8 358
Indian	9	20	45.0	148	16 447
Male	6	12	50.0	102	16 966
Female	3	8	37.5	46	15 409
White	138	342	40.4	2 155	15 613
Male	76	206	36.9	1 433	18 853
Female	62	136	45.6	722	11 641

Race and gender	Beneficiary profile			Cost	
	Number of beneficiaries	Total number of employees in group as at 31 March 2016	% of total within group	Cost (R'000)	Average cost per beneficiary (R)
Employees with a disability	7	17	41.2	50	7123
Total	678	2228	30.4	6 462	9 529

Table 3.8.4: Performance rewards (cash bonus), by salary bands for personnel below Senior Management Service level, 1 April 2016 to 31 March 2017

Salary Bands	Beneficiary profile			Cost		
	Number of beneficiaries	Total number of employees in group as at 31 March 2016	% of total within salary bands	Cost (R'000)	Average cost per beneficiary (R)	Cost as a % of the total personnel expenditure
Lower skilled (Levels 1-2)	76	451	16.9	217	2 852	0.03
Skilled (Levels 3-5)	192	421	45.6	949	4 942	0.1
Highly skilled production (Levels 6-8)	258	993	26.0	2 097	8 127	0.3
Highly skilled supervision (Levels 9-12)	133	314	42.4	2 464	18 530	0.4
Total	659	2179	30.2	5 727	8 690	0.8

Note: The cost is calculated as a percentage of the total personnel expenditure for salary levels 1-12, reflected in Table 3.1.2.

Table 3.8.5: Performance rewards (cash bonus), by salary band, for Senior Management Service level, 1 April 2016 to 31 March 2017

Salary Bands	Beneficiary profile			Cost		
	Number of beneficiaries	Total number of employees in group as at 31 March 2016	% of total within salary bands	Cost (R'000)	Average cost per beneficiary (R)	Cost as a % of the total personnel expenditure
Senior Management Service Band A (Level 13)	7	32	21.9	218	31 164	0.4
Senior Management Service Band B (Level 14)	10	12	83.3	391	39 063	0.7
Senior Management Service Band C (Level 15)	1	4	25.0	40	39 570	0.1

Salary Bands	Beneficiary profile			Cost		
	Number of beneficiaries	Total number of employees in group as at 31 March 2016	% of total within salary bands	Cost (R'000)	Average cost per beneficiary (R)	Cost as a % of the total personnel expenditure
Senior Management Service Band D (Level 16)	1	1	100.0	86	85 755	0.1
Total	19	49	38.8	735	38 637	1.3

Note: The cost is calculated as a percentage of the total personnel expenditure for salary levels 13-16, reflected in Table 3.1.2.

Table 3.8.6: Performance rewards (cash bonus) by critical occupation, 1 April 2016 to 31 March 2017

Critical occupation	Beneficiary profile			Cost		
	Number of beneficiaries	Total number of employees in group as at 31 March 2016	% of total within salary bands	Cost (R'000)	Average cost per beneficiary (R)	Cost as a % of total personnel expenditure
Architect	5	22	22.7	116	23 199	0.02
Architectural Technician	3	8	37.5	42	14 144	0.01
Engineer	12	40	30.0	448	37 320	0.1
Engineering Technician	11	30	36.7	191	17 408	0.03
GIS Technician	1	1	100.0	18	18 492	0.003
Quantity Surveyor	4	15	26.7	86	21 571	0.01
Total	36	116	31.0	901	25 070	0.1

Note: The cost is calculated as a percentage of the total personnel expenditure reflected in Table 3.1.2.

3.9 Foreign workers

The tables below summarise the employment of foreign nationals in the Department in terms of salary bands and by major occupation. The tables also summarise changes in the total number of foreign workers in each salary band and by each major occupation.

Table 3.9.1: Foreign workers by salary band, 1 April 2016 to 31 March 2017

Salary Band	1 April 2016		31 March 2017		Change	
	Number	% of total	Number	% of total	Number	% change
Lower skilled (Levels 1-2)	0	0.0	0	0.0	0	0
Skilled (Levels 3-5)	0	0.0	0	0.0	0	0
Highly skilled production (Levels 6-8)	0	0.0	0	0.0	0	0
Highly skilled supervision (Levels 9-12)	1	100.0	1	100.0	0	0

Salary Band	1 April 2016		31 March 2017		Change	
	Number	% of total	Number	% of total	Number	% change
Senior management (Levels 13-16)	0	0.0	0	0.0	0	0
Total	1	100.0	1	100.0	0	0

Note: The table above excludes non- citizens with permanent residence in the Republic of South Africa.

Table 3.9.2: Foreign workers by major occupation, 1 April 2016 to 31 March 2017

Major occupation	1 April 2016		31 March 2017		Change	
	Number	% of total	Number	% of total	Number	% change
Architect	1	100.0	1	100.0	0	0.0
Total	1	100.0	1	100.0	0	0.0

Note: The table above excludes non- citizens with permanent residence in the Republic of South Africa.

3.10 Leave utilisation for the period 1 January 2016 to 31 December 2016

The following tables provide an indication of the use of sick leave (Table 3.10.1) and incapacity leave (Table 3.10.2). In both instances, the estimated cost of the leave is also provided. The total number of employees refer to all employees remunerated during the period under review, excluding interns.

Table 3.10.1: Sick leave, 1 January 2016 to 31 December 2016

Salary Band	Total days	% days with medical certification	Number of employees using sick leave	Total number of employees (excluding Interns)	% of total employees using sick leave	Average days per employee	Estimated cost (R'000)
Lower skilled (Levels 1-2)	3 555	81.3	275	304	90.5	13	1 284
Skilled (Levels 3-5)	5 420	79.8	539	595	90.6	10	2 808
Highly skilled production (Levels 6-8)	10 642	79.7	925	993	93.2	12	8 981
Highly skilled supervision (Levels 9-12)	2 362	76.5	290	380	76.3	8	3 795
Senior management (Levels 13-16)	263	77.6	36	54	66.7	7	686
Total	22242	79.6	2065	2326	88.8	11	17 554

Note: The three-year sick leave cycle started in January 2016 and ends in December 2018. The information in each case reflects the totals excluding incapacity leave taken by employees. For an indication of incapacity leave taken, refer to Table 3.10.2.

Table 3.10.2: Incapacity leave, 1 January 2016 to 31 December 2016

Salary Band	Total days	% days with medical certification	Number of employees using incapacity leave	Total number of employees (excluding Interns)	% of total employees using incapacity leave	Average days per employee	Estimated cost (R'000)
Lower skilled (Levels 1-2)	660	100.0	10	304	3.3	66	237
Skilled (Levels 3-5)	866	100.0	10	595	1.7	87	404
Highly skilled production (Levels 6-8)	1311	100.0	23	993	2.3	57	1146
Highly skilled supervision (Levels 9-12)	288	100.0	6	380	1.6	48	402
Senior management (Levels 13-16)	139	100.0	1	54	1.9	139	305
Total	3264	100.0	50	2326	2.1	65	2 494

Note: The leave dispensation as determined in the "Leave Determination", read with the applicable collective agreements, provides for normal sick leave of 36 working days in a sick leave cycle of three years. If an employee has exhausted his or her normal sick leave, the employer must conduct an investigation into the nature and extent of the employee's incapacity. Such investigations must be carried out in accordance with item 10(1) of Schedule 8 of the Labour Relations Act (LRA). Incapacity leave is not an unlimited amount of additional sick leave days at an employee's disposal. Incapacity leave is additional sick leave granted conditionally at the employer's discretion, as provided for in the Leave Determination and Policy on Incapacity Leave and Ill-Health Retirement (PILIR).

Table 3.10.3 summarises the utilisation of annual leave. The wage agreement concluded with trade unions in the Public Service Coordinating Bargaining Council (PSCBC) in 2000 requires management of annual leave to prevent high levels of accrued leave having to be paid at the time of termination of service.

Table 3.10.3: Annual Leave, 1 January 2016 to 31 December 2016

Salary Band	Total days taken	Total number employees using annual leave	Average number of days taken per employee
Lower skilled (Levels 1-2)	6 382	295	22
Skilled (Levels 3-5)	13 571	589	23
Highly skilled production (Levels 6-8)	23 379	984	24
Highly skilled supervision (Levels 9-12)	8 087	364	22
Senior management (Levels 13-16)	1 245	52	24
Total	52 664	2 284	23

Table 3.10.4: Capped leave, 1 January 2016 to 31 December 2016

Salary Band	Total capped leave available as at 31 Dec 2015	Total days of capped leave taken	Number of employees using capped leave	Average number of days taken per employee	Number of employees with capped leave as at 31 Dec 2015	Total capped leave available as at 31 Dec 2016
Lower skilled (Levels 1-2)	138	1	1	1	26	137
Skilled (Levels 3-5)	7 449	104	9	12	239	7 345
Highly skilled production (Levels 6-8)	9 221	141	16	9	248	9 080
Highly skilled supervision (Levels 9-12)	7 885	45	8	6	120	7 840
Senior management (Levels 13-16)	1 706	0	0	0	19	1 706
Total	26 400	291	34	9	652	26 109

Note: It is possible for the total number of capped leave days to increase as employees who were promoted or transferred into the Department, retain their capped leave credits, which form part of that specific salary band and ultimately the departmental total.

Table 3.10.5 summarises capped- and annual leave payments made to employees as a result of non-utilisation.

Table 3.10.5: Leave pay-outs, 1 April 2016 to 31 March 2017

Reason	Total Amount (R'000)	Number of incidents	Average payment per employee
Leave pay-outs during 2016/17 due to non-utilisation of leave for the previous cycle	12	1	12 369
Capped leave pay-outs on termination of service for 2016/17	2841	38	74 774
Current leave pay-outs on termination of service 2016/17	1265	81	15 617
Total	4118	120	34323

3.11 Health promotion programmes, including HIV and AIDS

Table 3.11.1: Health promotion programmes, including HIV and AIDS

Units/categories of employees identified to be at high risk of contracting HIV & related diseases (if any)	Key steps taken to reduce the risk
The nature of the Department's work does not expose employees to increased risk of contracting HIV & AIDS. Despite the very low occupational risk, all employees have been targeted at all levels within the Department.	<p>HIV & AIDS Counselling and Testing (HCT) and Wellness screenings were conducted in general. The outsourced Health and Wellness contract for the EHWP provides employees and their immediate family members (it means the spouse or partner of an employee or children living with an employee) with a range of services. These services include the following:</p> <ul style="list-style-type: none"> • 24/7/365 Telephone counselling; • Face to face counselling (4 session model); • Trauma and critical incident counselling; • Advocacy on HIV&AIDS awareness, including online E-Care services; and • Training, coaching and targeted Interventions where these were required.

Table 3.11.2: Details of health promotion including HIV and AIDS Programmes, 1 April 2016 to 31 March 2017

Question	Yes	No	Details, if yes
1. Has the department designated a member of the SMS to implement the provisions contained in Part VI E of Chapter 1 of the Public Service Regulations, 2001? If so, provide her/his name and position.	✓		Ms Reygana Shade, Director: Organisational Behaviour, (DotP).
2. Does the department have a dedicated unit or has it designated specific staff members to promote the health and well-being of your employees? If so, indicate the number of employees who are involved in this task and the annual budget that is available for this purpose.	✓		<p>The CSC within the DotP provides a transversal service to the eleven (11) departments, including the Department of Transport and Public Works. A designated Employee Health and Wellness unit within the Directorate Organisational Behaviour and the Chief Directorate Organisation Development serves to promote the health and wellbeing of employees in the eleven (11) client departments.</p> <p>The unit consists of a Deputy Director, three (3) Assistant Directors, and two (2) EHW Practitioners.</p> <p>Budget: R2.65 m</p>

Question	Yes	No	Details, if yes
3. Has the department introduced an Employee Assistance or Health Promotion Programme for employees? If so, indicate the key elements/services of this Programme.	✓		<p>The Department has entered into a SLA with ICAS (external service provider) to render an Employee Health and Wellness Service to the eleven departments of the CSC.</p> <p>The Department conducted interventions namely, Awareness session (EHW services), Interventions (Relationship Enrichment, Trauma Management, Mental Health Awareness, Stress Management, Conflict Management, Financial Management, Diversity Management, Diversity Awareness, Work-Life Balance and Financial Literacy and Alternative Dispute Resolutions and Coaching for employees.</p> <p>These interventions were planned based on the trends reported quarterly through EHWP reports provided by the service provider, ICAS, for the period 2016/17. The reports were based on the utilisation of the EHW services and management information in order to target appropriate interventions to address these trends.</p> <p>The targeted interventions were aimed at improving employee engagement through awareness and educational interventions that promote healthy lifestyles and coping skills. This involves presentations to create awareness and encourage employees to have a pro-active approach to limit the impact of these problems in the workplace. The above-mentioned interventions were conducted for the targeted departments, managers and supervisors as well as executive coaching for SMS members.</p> <p>The department also provided information sessions, as requested by various departments in the WCG to inform employees of the EHW service, how to access the EHWP. Promotional material such as pamphlets, posters and brochures were distributed.</p>
4. Has the department established (a) committee(s) as contemplated in Part VI E.5 (e) of Chapter 1 of the Public Service Regulations, 2001? If so, please provide the names of the members of the committee and the stakeholder(s) that they represent.	✓		<p>The Provincial Employee Health and Wellness Steering Committee has been established with members nominated by each department.</p> <p>The Department of Transport & Public Works is represented by C Marx and Z De Monk.</p>

Question	Yes	No	Details, if yes
5. Has the department reviewed its employment policies and practices to ensure that these do not unfairly discriminate against employees on the basis of their HIV status? If so, list the employment policies/practices so reviewed.	✓		<p>The Transversal Management Framework for EHWP in the WCG is in effect and was adopted by the Co-ordinating Chamber of the PSCBC for the Western Cape Province on 10 August 2005.</p> <p>In this regard, all employment policies make provision for fair practices, regardless of the HIV status of staff or applicants.</p> <p>During the period under review, the DotP has developed four Provincial Employee Health and Wellness Policies which were ratified and approved on 8th March 2016. One of the policies, HIV & AIDS and TB Management, responds to the prevention of discrimination against employees affected and infected by HIV & AIDS and TB in the workplace.</p> <p>Further to this, the Department of Health, that is the lead department for HIV & AIDS, has approved the Transversal HIV and AIDS/STI Workplace Policy and Programme that is applicable to all departments of the Western Government. The document is in line with the four pillars of the EHW Strategic Framework 2008.</p>
6. Has the department introduced measures to protect HIV-positive employees or those perceived to be HIV-positive from discrimination? If so, list the key elements of these measures.	✓		<p>The Department implemented the Provincial Strategic Plan on HIV & AIDS, STIs and TB 2012-2016 to mainstream HIV and TB and its gender and rights-based dimensions into the core mandates to reduce HIV-related stigma.</p> <p>The overarching aim of the said Provincial Strategic Plan is to protect HIV-positive employees by advocating the implementation of the Three Zeros in line with the Joint United Nations Programme on HIV & AIDS (UNAIDS). These are Educational programmes and information sessions developed to eradicate stigma and discrimination and to raise awareness through:</p> <ul style="list-style-type: none"> • Zero new HIV, STI and TB infections. • Zero deaths associated with HIV and TB. • Zero discrimination. <p>Also, the department has conducted HCT and Wellness screenings to ensure that every employee in the department is tested for HIV and screened for TB, at least annually.</p> <p>The aim was to:</p> <ul style="list-style-type: none"> • Reduce HIV and TB discrimination in the workplace. This included campaigns against unfair discrimination and empowerment of employees. • Reduce unfair discrimination in access to services. This included ensuring that the Directorate Employee Relations addresses complaints or grievances relating to unfair discrimination and provides training to

Question	Yes	No	Details, if yes
			<p>employees.</p> <p>Other key elements that addressed anti HIV & AIDS discrimination issues were:</p> <ul style="list-style-type: none"> conducting Wellness and TB Screenings with specific requests from departments; distributing posters and pamphlets; providing HCT and TB Screenings, condom distribution and spot talks; and commemoration of World AIDS Day and Wellness events.
7. Does the department encourage its employees to undergo HCT? If so, list the results that you have you achieved.	✓		<p>HCT SESSIONS:</p> <p>The following screening sessions were conducted:</p> <p>Blood pressure, Glucose, Cholesterol, TB, BMI [body mass index] and spot talks.</p> <p>The Department of Transport and Public Works participated in 4 HCT and Wellness screening sessions.</p> <p>184 Employees were tested and counselled for HIV, Tuberculosis and Sexually Transmitted Infections (STIs).</p> <p>There were 2 clinical referrals for TB, HIV or any other STIs.</p>
8. Has the department developed measures/indicators to monitor & evaluate the impact of its health promotion programme? If so, list these measures/indicators.	✓		<p>The impact of health promotion programmes is indicated through information provided through the Employee Health and Wellness Contract (external service provider).</p> <p>The EHWP is monitored through Quarterly and Annual reporting. This reporting is provided by (ICAS). The most recent annual health review period was 1 April 2016 – 31 March 2017.</p> <p>The quarterly and annual review provides a breakdown of the EHWP Demographic i.e. age, gender, length of service, dependent utilisation, language utilisation, employee vs. manager utilisation, number of cases, etc.</p> <p>The review further provides, amongst others, details pertaining to service utilisation, problem profiling and trending, assessment of employee and organisational risk and the impact thereof on the individual functioning in the workplace.</p>

3.12 Labour relations

The following provincial collective agreements were entered into with trade unions for the period under review.

Table 3.12.1: Collective agreements, 1 April 2016 to 31 March 2017

Total collective agreements	None
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Table 3.12.2 summarises the outcome of disciplinary hearings conducted within the Department for the period.

Table 3.12.2: Misconduct and disciplinary hearings finalised, 1 April 2016 to 31 March 2017

Outcomes of disciplinary hearings	Number of cases finalised	% of total
Dismissal	11	57.9
Desertion	3	15.8
Final Written Warning	1	5.3
Suspension without pay coupled with a Final Written Warning	4	21.1
Total	19	100.0
Percentage of total employment		0.9

Note: Outcomes of disciplinary hearings refer to formal cases only.

Table 3.12.3: Types of misconduct addressed at disciplinary hearings, 1 April 2016 to 31 March 2017

Type of misconduct	Number	% of total
Unauthorised absenteeism	4	21.1
Fraud	3	15.8
Abscondment	3	15.8
Assault	1	5.3
Bringing the department into disrepute	2	10.5
Theft	2	10.5
Driving under the influence	1	5.3
Found guilty of a criminal offense	1	5.3
Perjury & Defeating the ends of justice	1	5.3
Unacceptable conduct	1	5.3
Total	19	100.0

Table 3.12.4: Grievances lodged, 1 April 2016 to 31 March 2017

Grievances lodged	Number	% of total
Number of grievances resolved	245	86.6
Number of grievances not resolved	38	13.4
Total number of grievances lodged	283	100.0

Note: Grievances lodged refer to cases that were finalised within the reporting period. Grievances not resolved refer to cases finalised, but where the outcome was not in favour of the aggrieved and found to be unsubstantiated.

Table 3.12.5: Disputes lodged with councils, 1 April 2016 to 31 March 2017

Disputes lodged with councils	Number	% of total
Number of disputes upheld	7	43.8
Number of disputes dismissed	9	56.3
Total number of disputes lodged	16	100.0

Note: Councils refer to the Public Service Coordinating Bargaining Council (PSCBC) and General Public Service Sector Bargaining Council (GPSSBC). When a dispute is "upheld", it means that the Council endorses the appeal as legitimate and credible in favour of the aggrieved. When a dispute is "dismissed", it means that the Council is not ruling in favour of the aggrieved.

Table 3.12.6: Strike actions, 1 April 2016 to 31 March 2017

Strike actions	Number
Total number of person working days lost	0
Total cost (R'000) of working days lost	0
Amount (R'000) recovered as a result of no work no pay	0

Table 3.12.7: Precautionary suspensions, 1 April 2016 to 31 March 2017

Precautionary suspensions	Number
Number of people suspended	0
Number of people whose suspension exceeded 30 days	0
Average number of days suspended	0
Cost (R'000) of suspensions	0

Note: Precautionary suspensions refer to staff who were suspended with full pay, whilst the case was being investigated.

3.13 Skills development

Table 3.13.1: Training needs identified, 1 April 2016 to 31 March 2017

Occupational categories	Gender	Number of employees as at 1 April 2016	Training needs identified at start of reporting period			
			Learnerships	Skills programmes and other short courses	Other forms of training	Total
Legislators, senior officials and managers	Female	15	0	26	0	26
	Male	35	0	38	0	38
Professionals	Female	38	0	119	0	119
	Male	112	0	231	0	231
Technicians and associate professionals	Female	286	0	759	0	759
	Male	248	0	539	0	539
Clerks	Female	214	0	556	0	556
	Male	95	0	241	0	241
Service and sales workers	Female	203	0	566	0	566
	Male	311	0	676	0	676

Occupational categories	Gender	Number of employees as at 1 April 2016	Training needs identified at start of reporting period			
			Learnerships	Skills programmes and other short courses	Other forms of training	Total
Skilled agriculture and fishery workers	Female	0	0	0	0	0
	Male	0	0	0	0	0
Craft and related trades workers	Female	11	0	27	0	27
	Male	169	0	288	0	288
Plant and machine operators and assemblers	Female	0	0	0	0	0
	Male	15	0	21	0	21
Elementary occupations	Female	126	0	207	0	207
	Male	344	0	418	0	418
Sub Total	Female	893	0	2 260	0	2260
	Male	1 329	0	2 452	0	2452
Total		2 222	0	4 712	0	4712
Employees with disabilities	Female	2	0	29	0	29
	Male	15	0	54	0	54

Note: The above table identifies the training needs at the start of the reporting period as per the Department's Workplace Skills Plan.

Table 3.13.2: Training provided, 1 April 2016 to 31 March 2017

Occupational categories	Gender	Number of employees as at 31 March 2017	Training needs identified at start of reporting period			
			Learnerships	Skills programmes and other short courses	Other forms of training	Total
Legislators, senior officials and managers	Female	16	0	13	0	13
	Male	35	0	22	0	22
Professionals	Female	43	0	50	0	50
	Male	119	0	170	0	170
Technicians and associate professionals	Female	268	0	210	0	210
	Male	247	0	166	0	166
Clerks	Female	206	0	113	0	113
	Male	82	0	87	0	87
Service and sales workers	Female	192	0	536	0	536
	Male	311	0	791	0	791
Skilled agriculture and fishery workers	Female	0	0	0	0	0
	Male	0	0	0	0	0
Craft and related trades workers	Female	9	0	11	0	11
	Male	161	0	100	0	100
Plant and machine operators and assemblers	Female	0	0	2	0	2
	Male	12	0	5	0	5

Occupational categories	Gender	Number of employees as at 31 March 2017	Training needs identified at start of reporting period			
			Learnerships	Skills programmes and other short courses	Other forms of training	Total
Elementary occupations	Female	122	0	69	0	69
	Male	341	0	109	0	109
Sub Total	Female	856	0	1004	0	1 004
	Male	1308	0	1450	0	1 450
Total		2164	0	2454	0	2 454
Employees with disabilities	Female	3	0	0	0	0
	Male	17	0	0	0	0

3.14 Injury on duty

Table 4.14.1 provides basic information on injuries sustained whilst being on official duty.

Table 3.14.1: Injury on duty, 1 April 2016 to 31 March 2017

Nature of injury on duty	Number	% of total
Required basic medical attention only	81	92.0
Temporary disablement	7	8.0
Permanent disablement	0	0.0
Fatal	0	0.0
Total	88	100.0
Percentage of total employment		4.0

3.15 Utilisation of consultants

Table 3.15.1: Utilisation of consultants

Programme	Project title	Nature of the project	Total number of consultants that worked on the project	(Duration) working days	Contract value in rands	Total number of projects	Total individual consultants	BBBEE level
Programme 1-Administration	KM Initiative	Roll-out of the Knowledge Management Implementation Plan	1	194 days	920 000.00	1	1	4
	KM Initiative	Change Management support in the roll-out of the Knowledge Management Implementation Plan	1	44 days	480 000.00	1	1	2
	BizProjects & IDMS (Configuration of Contract Management System of the Department)	Implement BizProjects and the IDMS within the department and related Client Departments (Health, Education & General Infrastructure)	1	240 days	1 893 312.00	1	1	1
		Provide assistance in the development of business processes and related documentation in support of Stage (Gate) 0 of the IDMS, including the development and definition of an Asset Information Management System	1	192 days	1 663 488.00	1	1	1
		Training and skills transfer to selected officials within the Department	1	231 days	1 676 655.00	1	1	1

Programme	Project title	Nature of the project	Total number of consultants that worked on the project	(Duration) working days	Contract value in rands	Total number of projects	Total individual consultants	BBBEE level
	Skills Transfer and Stabilisation of Portfolio Management System	Continued support for the Public Works Project Office and affected Directorates on RPM, the effective implementation support of BizProjects within Public Works, and the migration support of the data from RPM to EPM.	1	240 days	1 094 400.00	1	1	2
	Provide Technical support and guidance	Appointment of a Consultant for the conducting of performance evaluation for the Conditional grants received by DTPW and support for the establishment of a Departmental Evaluation System.	1	88 days	640 680.00	1	13	N
Programme 2- Public Works Infrastructure	Conradie BLMEP	Appointment of Transaction Advisors: The Conradie BLM Game Changer will see the development of the Former Conradie Hospital site into a sustainable and affordable mixed-use, mixed-income and mixed-tenure neighbourhood.	1	210 days	3 800 000.00	2	3	4

Programme	Project title	Nature of the project	Total number of consultants that worked on the project	(Duration) working days	Contract value in rands	Total number of projects	Total individual consultants	BBBEE level
	Conradie BLMEP	The Conradie BLM Game Changer will see the development of the Former Conradie Hospital site into a sustainable and affordable mixed-use, mixed-income and mixed-tenure neighbourhood.	1	210 days	2 603 873.71	1	9	2
	Heritage specialist	Heritage Impact Assessment	1	12 months	28 000.00	1	1	N
	Conradie Living Game Changer	Appointment of a Heritage Practitioner	1	12 months	270 249.54	1	1	4
	Appointment of Property estate management for immovable assets	Appointment of Property estate management for immovable assets	1	24 months	1 231 200.00	4	1	1
	Social Facilitation	Appointment of Consultant for Community Conflict Resolution	1	14 months	823 080.00	1	2	1
	Scheduled and Emergency Maintenance of Schools and Health facilities (running simultaneously)	Interfacing with Custodian dept. and management of PSP's and contractors to ensure that scheduled maintenance projects are planned for outer years, executed on site for current year and closed out for past years. (Project Implementation Unit)	1	540 days	9 390 000.00	863	16	2

Programme	Project title	Nature of the project	Total number of consultants that worked on the project	(Duration) working days	Contract value in rands	Total number of projects	Total individual consultants	BBBEE level
	Implementation capacity consultant; Programme implementing unit; Capacity, programme and project management services for the project implementation of programmes to DTPW for the 2016-2019 period.	Provision of implementation Capacity Services, Professional Services & Project & Programme Management	1	756	34 500 000.00	19	51	3
	Implementation Capacity Consultant	Provision of Capacity Support to Education Infrastructure Delivery	4	252	12 400 000.00	15	16	N
	CDHI Defects investigations	Forensic investigations into various construction and/or design defects	5	270 days	871 995.17	5	5	4
	Capacity Services Provision: Architectural services	Provision of Capacity to the Architectural Services of the DTPW Health Infrastructure Delivery component	1	252	2 900 000.00	Various	2	3
	Health Infrastructure	Project Admin & Support	2	36 months	3 530 376.00	1	2	2
	Specifications Guidelines Document	Guideline document	1 firm	301.5 days	420 000.00	1	3	4
	Project Administration Services	Project Management & Data Capturing	2	2064 days	925 874.07	1	2	2

Programme	Project title	Nature of the project	Total number of consultants that worked on the project	(Duration) working days	Contract value in rands	Total number of projects	Total individual consultants	BBBEE level
Programme 4- Transport Operations	PSTP Institutionalisation and Implementation	Assist with the development of a Public Transport Institutional Framework	25	36 months	24 638 000.00	1	25	4
	Provincial Land Transport Law and Regulations	The development of the Western Cape Public Transport Framework (WCPTF) Bill and Regulations	4	36 months	1 625 000.00	1	4	3
	Risk Assessment of Directors and other persons	Risk assessment of persons under threat, namely the directors and certain office bearers of George Link (Pty) Ltd	2	1 month	67 260.00	1	2	4
	George Municipality Fare Management System	Operational implementation of the Automated Fare collection system	10	36 months	30 552 000.00	1	4	1
Programme 5- Transport Regulation	DTPW Public Transport Service Centre	Technology – BPM and ECM	1	5 days	3 630 311.07	1	7	2
Programme 6- Community Based Programme	K229/15: Wellington CDC K002/16: Conradie Development Project K004/16: Stellenbosch Hospital K074/16: Valkenberg Historic Core Phase 2	EmplA & ETIR	1	255 days	830 097.40	5	1	1
	K006/16: Prince Alfred Hamlet Clinic K173/16: Victoria Hospital Emergency Centre	EmplA & ETIR	1	110 days	284 951.40	2	1	1

Programme	Project title	Nature of the project	Total number of consultants that worked on the project	(Duration) working days	Contract value in rands	Total number of projects	Total individual consultants	BBBEE level
	K035/16: Kraaifontein HS K036/16: Vredeklouf PS K047/16: Forensic Pathology Lab - Observatory	Empla & ETIR	1	188 days	515 188.80	3	1	N
	K084/16: Crestway HS K134/16: Delft North PS	Empla & ETIR	1	100 days	378 640.00	2	1	1
	K207/15: Rheenendal Ps K230/15: De Doorns CDC	Empla) & ETIR	1	125 days	382 932.00	2	1	1
	K228/15 De Doorns Ambulance Station K003/16: Somerset Hospital K007/16: Vredenburg Hospital K008/16: Wolsely Clinic K052/16: Umyezo Wama Apile HS K060/16: Delft HS K085/16: Avondale PS	Empla & ETIR	1	334 days	1 068 524.16	7	1	2
	Mentoring	On site mentoring for 2 contractors for 100 hours K208/15	1	12.5 days	69 500.00	1	2	4
	Mentoring	On site mentoring for 2 contractors for 100 hours K209/15	1	12.5 days	69 500.00	1	2	4
Grand Total					R146 175 088.32			

Note: N refers to a non-compliance contributor in terms of BBBEE.



Part E Financial Information

Part E: Financial information

1 Report of the Auditor-General

Report on the audit of the financial statements

Opinion

1. I have audited the financial statements of the Western Cape Department of Transport and Public Works set out on pages 246 to 340 which comprise the appropriation statement, the statement of financial position as at 31 March 2017, and the statement of financial performance, statement of changes in net assets and cash flow statement for the year then ended, as well as the notes to the financial statements, including a summary of significant accounting policies.
2. In my opinion, the financial statements present fairly, in all material respects, the financial position of the Western Cape Department of Transport and Public Works as at 31 March 2017, and its financial performance and cash flows for the year then ended in accordance with the Modified Cash Standard (MCS) prescribed by the National Treasury and the requirements of the Public Finance Management Act of South Africa, 1999 (Act No. 1 of 1999) (PFMA) and the Division of Revenue Act of South Africa, 2016 (Act No. 3 of 2016) (DoRA).

Basis for opinion

3. I conducted my audit in accordance with the International Standards on Auditing (ISAs). My responsibilities under those standards are further described in the auditor-general's responsibilities for the audit of the financial statements section of my report.
4. I am independent of the department in accordance with the International Ethics Standards Board for Accountants' *Code of ethics for professional accountants* (IESBA code) and the ethical requirements that are relevant to my audit in South Africa. I have fulfilled my other ethical responsibilities in accordance with these requirements and the IESBA code.
5. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

Emphasis of matter

6. I draw attention to the matter below. My opinion is not modified in respect of this matter.

Uncertainty relating to future outcome of litigation

7. With reference to note 17.1 to the financial statements, the department is the defendant in claims against the department. The ultimate outcome of these matters cannot presently be determined and no provision for any liability that may result has been made in the financial statements.

Other matter

8. I draw attention to the matter below. My opinion is not modified in respect of this matter.

Unaudited supplementary schedules

9. The supplementary information set out on pages 341 to 353 does not form part of the financial statements and is presented as additional information. I have not audited these schedules and, accordingly, I do not express an opinion thereon.

Responsibilities of the accounting officer for the financial statements

10. The accounting officer is responsible for the preparation and fair presentation of the financial statements in accordance with the MCS prescribed by the National Treasury and the requirements of the PFMA and DoRA and for such internal control as the accounting officer determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.
11. In preparing the financial statements, the accounting officer is responsible for assessing the department's ability to continue as a going concern, disclosing, as applicable, matters relating to going concern and using the going concern basis of accounting unless there is an intention either to liquidate the department or to cease operations, or there is no realistic alternative but to do so.

Auditor-general's responsibilities for the audit of the financial statements

12. My objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with the ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.
13. A further description of my responsibilities for the audit of the financial statements is included in the annexure to this report.

Report on the audit of the annual performance report

Introduction and scope

14. In accordance with the Public Audit Act of South Africa, 2004 (Act No. 25 of 2004) (PAA) and the general notice issued in terms thereof, I have a responsibility to report material findings on the reported performance information against predetermined objectives for selected programmes presented in the annual performance report. I performed procedures to identify findings but not to gather evidence to express assurance.
15. My procedures address the reported performance information, which must be based on the approved performance planning documents of the department. I have not evaluated the completeness and appropriateness of the performance indicators included in the planning documents. My procedures also did not extend to any disclosures or assertions relating to planned performance strategies and information in respect of future periods that may be included as part of the reported performance information. Accordingly, my findings do not extend to these matters.
16. I evaluated the usefulness and reliability of the reported performance information in accordance with the criteria developed from the performance management and reporting framework, as defined in the general notice, for the following selected programmes presented in the annual performance report of the department for the year ended 31 March 2017:

Programmes	Pages in the annual performance report
Programme 2 – public works infrastructure	88 to 103
Programme 3 – transport infrastructure	109 to 111
Programme 4 – transport operations	117 to 119
Programme 6 – community-based programmes	130

17. I performed procedures to determine whether the reported performance information was properly presented and whether performance was consistent with the approved performance planning documents. I performed further procedures to determine whether the indicators and related targets were measurable and relevant, and assessed the reliability of the reported performance information to determine whether it was valid, accurate and complete.
18. I did not raise any material findings on the usefulness and reliability of the reported performance information for the following programmes:
- Programme 2 – public works infrastructure
 - Programme 3 – transport infrastructure

- Programme 4 – transport operations
- Programme 6 – community-based programmes

Other matter

19. I draw attention to the matter below.

Achievement of planned targets

20. Refer to the annual performance report on pages 88 to 103, 109 to 111, 117 to 118 and 130 for information on the achievement of planned targets for the year and explanations provided for the under/overachievement of a significant number of targets.

Report on the audit of compliance with legislation

Introduction and scope

21. In accordance with the PAA and the general notice issued in terms thereof, I have a responsibility to report material findings on the compliance of the department with specific matters in key legislation. I performed procedures to identify findings but not to gather evidence to express assurance.
22. I did not identify any instances of material non-compliance in respect of the compliance criteria for the applicable subject matters.

Other information

23. The department's accounting officer is responsible for the other information. The other information comprises the information included in the annual report. The other information does not include the financial statements, the auditor's report and those selected programme priorities presented in the annual performance report that have been specifically reported on in the auditor's report.
24. My opinion on the financial statements and findings on the reported performance information and compliance with legislation do not cover the other information and I do not express an audit opinion or any form of assurance conclusion thereon.
25. In connection with my audit, my responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements and the selected programmes presented in the annual performance report, or my knowledge obtained in the audit, or otherwise appears to be materially misstated. If, based on the work I have performed on the other information obtained prior to the date of this auditor's report, I conclude that there is a material misstatement of this other information, I am required to report that fact.

Internal control deficiencies

26. I considered internal control relevant to my audit of the financial statements, reported performance information and compliance with applicable legislation;

however, my objective was not to express any form of assurance thereon. I did not identify any significant deficiencies in internal control.

Auditor-General

Cape Town

31 July 2017



Annexure – auditor-general’s responsibility for the audit

1. As part of an audit in accordance with the ISAs, I exercise professional judgement and maintain professional scepticism throughout my audit of the financial statements, and the procedures performed on reported performance information for selected programmes and on the department’s compliance with respect to the selected subject matters.

Financial statements

2. In addition to my responsibility for the audit of the financial statements as described in the auditor’s report, I also:
 - a. identify and assess the risks of material misstatement of the financial statements whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
 - b. obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the department’s internal control.
 - c. evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the accounting officer.
 - d. conclude on the appropriateness of the accounting officer’s use of the going concern basis of accounting in the preparation of the financial statements. I also conclude, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the department’s ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor’s report to the related disclosures in the financial statements about the material uncertainty or, if such disclosures are inadequate, to modify the opinion on the financial statements. My conclusions are based on the information available to me at the date of the auditor’s report. However, future events or conditions may cause a department to cease operating as a going concern.
 - e. evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements

represent the underlying transactions and events in a manner that achieves fair presentation.

Communication with those charged with governance

3. I communicate with the accounting officer regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.
4. I also confirm to the accounting officer that I have complied with relevant ethical requirements regarding independence, and communicate all relationships and other matters that may reasonably be thought to have a bearing on my independence and where applicable, related safeguards.

2 Annual Financial Statements for the year ended 31 March 2017

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**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
VOTE 10**

**APPROPRIATION STATEMENT
for the year ended 31 March 2017**

Appropriation per programme									
2016/17								2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Programme									
1. Administration	172 468	-	(7 000)	165 468	162 645	2 823	98.3%	193 250	181 729
2. Public Works Infrastructure	1 740 805	-	(9 639)	1 731 166	1 696 286	34 880	98.0%	1 613 890	1 565 889
3. Transport Infrastructure	3 256 339	-	-	3 256 339	3 243 655	12 684	99.6%	3 194 408	3 174 477
4. Transport Operations	1 189 131	-	425	1 189 556	1 188 287	1 269	99.9%	1 042 841	1 039 040
5. Transport Regulation	674 511	-	16 214	690 725	681 973	8 752	98.7%	660 723	660 675
6. Community Based Programmes	59 410	-	-	59 410	55 862	3 548	94.0%	54 163	46 585
TOTAL	7 092 664	-	-	7 092 664	7 028 708	63 956	99.1%	6 759 275	6 668 395
Reconciliation with statement of financial performance									
ADD									
Departmental receipts				203 780				156 973	
Actual amounts per statement of financial performance (total revenue)				7 296 444				6 916 248	
Actual amounts per statement of financial performance (total expenditure)					7 028 708				6 668 395

DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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APPROPRIATION STATEMENT
for the year ended 31 March 2017

Appropriation per economic classification									
2016/17								2015/16	
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	2 566 481	(16 927)	1 600	2 551 154	2 504 897	46 257	98.2%	2 355 622	2 290 837
Compensation of employees	760 837	-	-	760 837	737 031	23 806	96.9%	737 497	692 452
Salaries and wages	661 555	(3 086)	-	658 469	635 234	23 235	96.5%	630 371	596 654
Social contributions	99 282	3 086	-	102 368	101 797	571	99.4%	107 126	95 798
Goods and services	1 805 644	(16 961)	1 600	1 790 283	1 767 832	22 451	98.7%	1 618 124	1 598 384
Administrative fees	288 462	(26)	8 410	296 846	296 789	57	100.0%	282 839	282 777
Advertising	22 656	(2 589)	425	20 492	20 303	189	99.1%	19 884	19 556
Minor assets	9 378	(1 613)	-	7 765	7 602	163	97.9%	2 238	936
Audit costs: External	11 415	-	-	11 415	10 754	661	94.2%	13 852	13 852
Bursaries: Employees	1 217	(100)	-	1 117	1 104	13	98.8%	1 119	1 119
Catering: Departmental activities	2 051	(440)	-	1 611	1 295	316	80.4%	1 583	1 082
Communication	6 706	158	-	6 864	6 737	127	98.1%	5 910	5 766
Computer services	30 597	33 356	-	63 953	63 649	304	99.5%	35 405	35 405
Consultants: Business and advisory services	231 968	(36 759)	(8 898)	186 311	174 358	11 953	93.6%	149 713	147 386
Infrastructure and planning services	38 460	(8 652)	-	29 808	27 085	2 723	90.9%	35 314	35 314
Laboratory services	44	2	-	46	46	-	100.0%	16	16
Legal services	9 915	1 935	-	11 850	11 607	243	97.9%	10 904	10 904
Contractors	439 797	(28 128)	(153)	411 516	411 512	4	100.0%	400 640	400 636
Agency and support / outsourced services	25 063	3 901	1 054	30 018	29 078	940	96.9%	25 380	25 115
Entertainment	135	(45)	-	90	21	69	23.3%	177	27
Fleet services (including government motor transport)	50 408	(1 920)	-	48 488	48 434	54	99.9%	48 324	47 749

DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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APPROPRIATION STATEMENT
for the year ended 31 March 2017

Inventory: Other supplies	8 366	2 170	-	10 536	10 536	-	100.0%	4 594	4 594
Consumable supplies	24 828	546	-	25 374	25 163	211	99.2%	34 220	33 910
Consumable: Stationery, printing and office supplies	11 633	1 419	2 285	15 337	15 224	113	99.3%	8 940	8 710
Operating leases	184 309	(14 060)	-	170 249	169 973	276	99.8%	164 442	162 936
Property payments	358 911	36 076	-	394 987	393 534	1 453	99.6%	330 405	322 503
Transport provided: Departmental activity	-	-	-	-	-	-	-	4	4
Travel and subsistence	29 586	(622)	(1 365)	27 599	26 448	1 151	95.8%	23 308	22 286
Training and development	15 154	(1 563)	-	13 591	12 710	881	93.5%	12 813	10 340
Operating payments	4 230	(128)	-	4 102	3 560	542	86.8%	5 300	5 244
Venues and facilities	355	103	(158)	300	292	8	97.3%	797	214
Rental and hiring	-	18	-	18	18	-	100.0%	3	3
Interest and rent on land	-	34	-	34	34	-	100.0%	1	1
Interest	-	34	-	34	34	-	100.0%	1	1
Transfers and subsidies	1 617 335	1 541	-	1 618 876	1 612 291	6 585	99.6%	1 467 904	1 466 177
Provinces and municipalities	730 309	658	-	730 967	724 556	6 411	99.1%	649 352	647 677
Provinces	3 116	658	-	3 774	3 774	-	100.0%	3 826	3 826
Provincial agencies and funds	3 116	658	-	3 774	3 774	-	100.0%	3 826	3 826
Municipalities	727 193	-	-	727 193	720 782	6 411	99.1%	645 526	643 851
Municipal bank accounts	727 193	-	-	727 193	720 782	6 411	99.1%	645 526	643 851
Departmental agencies and accounts	119	(37)	-	82	58	24	70.7%	8 915	8 899
Departmental agencies (non-business entities)	119	(37)	-	82	58	24	70.7%	8 915	8 899
Public corporations and private enterprises	873 448	-	-	873 448	873 298	150	100.0%	796 775	796 775
Private enterprises	873 448	-	-	873 448	873 298	150	100.0%	796 775	796 775
Other transfers to private enterprises	873 448	-	-	873 448	873 298	150	100.0%	796 775	796 775

DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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APPROPRIATION STATEMENT
for the year ended 31 March 2017

Households	13 459	920	-	14 379	14 379	-	100.0%	12 862	12 826
Social benefits	4 508	(497)	-	4 011	4 011	-	100.0%	4 591	4 590
Other transfers to households	8 951	1 417	-	10 368	10 368	-	100.0%	8 271	8 236
Payments for capital assets	2 905 985	14 614	-	2 920 599	2 909 562	11 037	99.6%	2 935 226	2 910 858
Buildings and other fixed structures	2 775 991	20 379	(4 218)	2 792 152	2 789 854	2 298	99.9%	2 710 057	2 685 851
Buildings	419 586	(24 184)	(4 218)	391 184	388 886	2 298	99.4%	349 360	325 154
Other fixed structures	2 356 405	44 563	-	2 400 968	2 400 968	-	100.0%	2 360 697	2 360 697
Machinery and equipment	84 367	682	4 218	89 267	86 402	2 865	96.8%	99 169	99 017
Transport equipment	44 332	(767)	4 218	47 783	47 216	567	98.8%	58 675	58 643
Other machinery and equipment	40 035	1 449	-	41 484	39 186	2 298	94.5%	40 494	40 374
Land and sub-soil assets	23 695	(7 000)	-	16 695	11 990	4 705	71.8%	107 479	107 479
Software and other intangible assets	21 932	553	-	22 485	21 316	1 169	94.8%	18 521	18 511
Payments for financial assets	2 863	772	(1 600)	2 035	1 958	77	96.2%	523	523
Total	7 092 664	-	-	7 092 664	7 028 708	63 956	99.1%	6 759 275	6 668 395

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
VOTE 10**

**APPROPRIATION STATEMENT
for the year ended 31 March 2017**

Programme 1: Administration									
2016/17								2015/16	
Sub programme	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
1.1 Office of the MEC	6 533	-	-	6 533	6 345	188	97.1%	6 302	6 209
1.2 Management of the Department	4 749	(168)	-	4 581	4 481	100	97.8%	4 337	4 325
1.3 Corporate Support	129 381	(91)	(7 000)	122 290	120 273	2 017	98.4%	137 262	128 121
1.4 Departmental Strategy	31 805	259	-	32 064	31 546	518	98.4%	45 349	43 074
Total for sub programmes	172 468	-	(7 000)	165 468	162 645	2 823	98.3%	193 250	181 729

DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
VOTE 10

APPROPRIATION STATEMENT
for the year ended 31 March 2017

Programme 1: Administration									
2016/17								2015/16	
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	158 828	(540)	(5 400)	152 888	150 674	2 214	98.6%	179 407	167 886
Compensation of employees	112 473	-	-	112 473	112 098	375	99.7%	115 335	104 855
Salaries and wages	102 144	(4 004)	-	98 140	97 765	375	99.6%	100 596	91 952
Social contributions	10 329	4 004	-	14 333	14 333	-	100.0%	14 739	12 903
Goods and services	46 355	(540)	(5 400)	40 415	38 576	1 839	95.4%	64 072	63 031
Administrative fees	280	19	-	299	275	24	92.0%	241	237
Advertising	626	(411)	-	215	215	-	100.0%	8 122	8 122
Minor assets	166	260	-	426	426	-	100.0%	198	193
Audit costs: External	11 415	-	-	11 415	10 754	661	94.2%	13 852	13 852
Bursaries: Employees	1 217	(100)	-	1 117	1 104	13	98.8%	1 119	1 119
Catering: Departmental activities	487	(22)	-	465	313	152	67.3%	331	307
Communication	1 280	118	-	1 398	1 314	84	94.0%	630	630
Computer services	7 156	895	-	8 051	8 051	-	100.0%	10 785	10 785
Consultants: Business and advisory services	11 010	-	(3 477)	7 533	7 387	146	98.1%	19 727	19 424
Legal services	42	-	-	42	12	30	28.6%	2	2
Contractors	306	1	(153)	154	151	3	98.1%	50	50
Agency and support / outsourced services	56	-	(8)	48	48	-	100.0%	191	44
Entertainment	61	(20)	-	41	18	23	43.9%	59	20
Fleet services (including government motor transport)	982	(116)	-	866	831	35	96.0%	718	718
Consumable supplies	311	9	-	320	180	140	56.3%	617	617

DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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APPROPRIATION STATEMENT
for the year ended 31 March 2017

Consumable: Stationery, printing and office supplies	1 007	(57)	(239)	711	696	15	97.9%	697	627
Operating leases	1 000	10	-	1 010	836	174	82.8%	814	755
Property payments	1	28	-	29	29	-	100.0%	-	-
Transport provided: Departmental activity	-	-	-	-	-	-	-	4	4
Travel and subsistence	3 487	(103)	(1 365)	2 019	2 019	-	100.0%	2 036	1 860
Training and development	4 551	(1 045)	-	3 506	3 496	10	99.7%	3 182	3 182
Operating payments	753	(6)	-	747	419	328	56.1%	482	467
Venues and facilities	161	-	(158)	3	2	1	66.7%	215	16
Transfers and subsidies	8 779	521	-	9 300	9 298	2	100.0%	11 127	11 127
Provinces and municipalities	-	-	-	-	-	-	-	3 000	3 000
Municipalities	-	-	-	-	-	-	-	3 000	3 000
Municipal bank accounts	-	-	-	-	-	-	-	3 000	3 000
Departmental agencies and accounts	3	-	-	3	1	2	33.3%	2	2
Departmental agencies (non-business entities)	3	-	-	3	1	2	33.3%	2	2
Households	8 776	521	-	9 297	9 297	-	100.0%	8 125	8 125
Social benefits	61	92	-	153	153	-	100.0%	35	35
Other transfers to households	8 715	429	-	9 144	9 144	-	100.0%	8 090	8 090
Payments for capital assets	2 424	19	-	2 443	1 865	578	76.3%	2 707	2 707
Machinery and equipment	2 424	19	-	2 443	1 865	578	76.3%	2 707	2 707
Transport equipment	925	432	-	1 357	1 305	52	96.2%	1 567	1 567
Other machinery and equipment	1 499	(413)	-	1 086	560	526	51.6%	1 140	1 140
Payments for financial assets	2 437	-	(1 600)	837	808	29	96.5%	9	9
Total	172 468	-	(7 000)	165 468	162 645	2 823	98.3%	193 250	181 729

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
VOTE 10**

**APPROPRIATION STATEMENT
for the year ended 31 March 2017**

1.1 Office of the MEC									
	2016/17							2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	6 186	(19)	-	6 167	5 979	188	97.0%	5 930	5 837
Compensation of employees	5 412	-	-	5 412	5 285	127	97.7%	5 162	5 162
Goods and services	774	(19)	-	755	694	61	91.9%	768	675
Transfers and subsidies	1	-	-	1	1	-	100.0%	1	1
Departmental agencies and accounts	1	-	-	1	1	-	100.0%	1	1
Payments for capital assets	346	19	-	365	365	-	100.0%	371	371
Machinery and equipment	346	19	-	365	365	-	100.0%	371	371
Total	6 533	-	-	6 533	6 345	188	97.1%	6 302	6 209

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
VOTE 10**

**APPROPRIATION STATEMENT
for the year ended 31 March 2017**

1.2 Management of the Department									
	2016/17							2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	4 680	(168)	-	4 512	4 481	31	99.3%	4 223	4 211
Compensation of employees	4 462	(260)	-	4 202	4 171	31	99.3%	3 946	3 946
Goods and services	218	92	-	310	310	-	100.0%	277	265
Transfers and subsidies	1	-	-	1	-	1	-	-	-
Departmental agencies and accounts	1	-	-	1	-	1	-	-	-
Payments for capital assets	68	-	-	68	-	68	-	114	114
Machinery and equipment	68	-	-	68	-	68	-	114	114
Total	4 749	(168)	-	4 581	4 481	100	97.8%	4 337	4 325

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
VOTE 10**

**APPROPRIATION STATEMENT
for the year ended 31 March 2017**

1.3 Corporate Support									
Economic classification	2016/17							2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	116 509	(602)	(5 400)	110 507	108 834	1 673	98.5%	127 224	118 083
Compensation of employees	75 947	-	-	75 947	75 730	217	99.7%	79 314	70 732
Goods and services	40 562	(602)	(5 400)	34 560	33 104	1 456	95.8%	47 910	47 351
Transfers and subsidies	8 715	511	-	9 226	9 226	-	100.0%	8 126	8 126
Departmental agencies and accounts	-	-	-	-	-	-	-	1	1
Households	8 715	511	-	9 226	9 226	-	100.0%	8 125	8 125
Payments for capital assets	1 720	-	-	1 720	1 405	315	81.7%	1 903	1 903
Machinery and equipment	1 720	-	-	1 720	1 405	315	81.7%	1 903	1 903
Payments for financial assets	2 437	-	(1 600)	837	808	29	96.5%	9	9
Total	129 381	(91)	(7 000)	122 290	120 273	2 017	98.4%	137 262	128 121

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
VOTE 10**

**APPROPRIATION STATEMENT
for the year ended 31 March 2017**

1.4 Departmental Strategy									
	2016/17							2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	31 453	249	-	31 702	31 380	322	99.0%	42 030	39 755
Compensation of employees	26 652	260	-	26 912	26 912	-	100.0%	26 913	25 015
Goods and services	4 801	(11)	-	4 790	4 468	322	93.3%	15 117	14 740
Transfers and subsidies	62	10	-	72	71	1	98.6%	3 000	3 000
Provinces and municipalities	-	-	-	-	-	-	-	3 000	3 000
Departmental agencies and accounts	1	-	-	1	-	1	-	-	-
Households	61	10	-	71	71	-	100.0%	-	-
Payments for capital assets	290	-	-	290	95	195	32.8%	319	319
Machinery and equipment	290	-	-	290	95	195	32.8%	319	319
Total	31 805	259	-	32 064	31 546	518	98.4%	45 349	43 074

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
VOTE 10**

**APPROPRIATION STATEMENT
for the year ended 31 March 2017**

Programme 2: Public Works Infrastructure									
2016/17								2015/16	
Sub programme	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
2.1 Programme Support	279 893	(2 713)	(5 421)	271 759	245 666	26 093	90.4%	240 228	220 101
2.2 Planning	55 221	(3 395)	(4 218)	47 608	45 310	2 298	95.2%	28 257	27 710
2.3 Construction	380 865	4 941	-	385 806	385 806	-	100.0%	325 958	302 299
2.4 Maintenance	126 340	(9 715)	-	116 625	116 625	-	100.0%	121 907	121 131
2.5 Immovable Asset Management	838 602	(5 391)	-	833 211	826 821	6 390	99.2%	837 188	836 270
2.6 Facility Operations	59 884	16 273	-	76 157	76 058	99	99.9%	60 352	58 378
Total for sub programmes	1 740 805	-	(9 639)	1 731 166	1 696 286	34 880	98.0%	1 613 890	1 565 889

DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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APPROPRIATION STATEMENT
for the year ended 31 March 2017

Programme 2: Public Works Infrastructure									
2016/17								2015/16	
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	798 350	23 698	(5 421)	816 627	792 028	24 599	97.0%	714 821	691 026
Compensation of employees	166 279	-	-	166 279	155 813	10 466	93.7%	162 393	147 524
Salaries and wages	147 847	(90)	-	147 757	137 291	10 466	92.9%	139 260	131 015
Social contributions	18 432	90	-	18 522	18 522	-	100.0%	23 133	16 509
Goods and services	632 071	23 698	(5 421)	650 348	636 215	14 133	97.8%	552 428	543 502
Administrative fees	45	3	-	48	47	1	97.9%	45	45
Advertising	521	190	-	711	711	-	100.0%	770	770
Minor assets	8 449	(1 741)	-	6 708	6 679	29	99.6%	1 344	175
Catering: Departmental activities	373	(222)	-	151	41	110	27.2%	374	34
Communication	954	145	-	1 099	1 099	-	100.0%	1 144	1 108
Computer services	850	-	-	850	564	286	66.4%	806	806
Consultants: Business and advisory services	89 003	(1 547)	(5 421)	82 035	70 904	11 131	86.4%	53 883	52 024
Infrastructure and planning services	800	132	-	932	932	-	100.0%	2 158	2 158
Legal services	1 300	542	-	1 842	1 842	-	100.0%	1 926	1 926
Contractors	511	(159)	-	352	352	-	100.0%	72	72
Entertainment	40	-	-	40	-	40	-	100	-
Fleet services (including government motor transport)	1 846	186	-	2 032	2 032	-	100.0%	2 192	1 631
Inventory: Other supplies	8 000	2 536	-	10 536	10 536	-	100.0%	4 254	4 254
Consumable supplies	1 983	170	-	2 153	2 098	55	97.4%	1 645	1 400
Consumable: Stationery, printing and office supplies	850	39	-	889	889	-	100.0%	1 140	1 140

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Operating leases	180 348	(14 033)	-	166 315	166 315	-	100.0%	160 548	159 181
Property payments	329 894	37 259	-	367 153	365 708	1 445	99.6%	313 779	311 029
Travel and subsistence	5 302	-	-	5 302	4 266	1 036	80.5%	3 818	3 664
Training and development	-	-	-	-	-	-	-	41	41
Operating payments	1 000	198	-	1 198	1 198	-	100.0%	2 013	2 013
Venues and facilities	2	-	-	2	2	-	100.0%	376	31
Transfers and subsidies	501 623	323	-	501 946	500 260	1 686	99.7%	438 985	438 985
Provinces and municipalities	498 073	-	-	498 073	496 539	1 534	99.7%	438 241	438 241
Municipalities	498 073	-	-	498 073	496 539	1 534	99.7%	438 241	438 241
Municipal bank accounts	498 073	-	-	498 073	496 539	1 534	99.7%	438 241	438 241
Departmental agencies and accounts	2	-	-	2	-	2	-	61	61
Departmental agencies (non-business entities)	2	-	-	2	-	2	-	61	61
Public corporations and private enterprises	2 548	-	-	2 548	2 398	150	94.1%	-	-
Private enterprises	2 548	-	-	2 548	2 398	150	94.1%	-	-
Other transfers to private enterprises	2 548	-	-	2 548	2 398	150	94.1%	-	-
Households	1 000	323	-	1 323	1 323	-	100.0%	683	683
Social benefits	1 000	323	-	1 323	1 323	-	100.0%	683	683
Payments for capital assets	440 732	(24 021)	(4 218)	412 493	403 946	8 547	97.9%	460 061	435 855
Buildings and other fixed structures	419 586	(24 184)	(4 218)	391 184	388 886	2 298	99.4%	349 360	325 154
Buildings	419 586	(24 184)	(4 218)	391 184	388 886	2 298	99.4%	349 360	325 154
Machinery and equipment	4 451	163	-	4 614	3 070	1 544	66.5%	3 185	3 185
Transport equipment	2 051	-	-	2 051	1 976	75	96.3%	1 862	1 862
Other machinery and equipment	2 400	163	-	2 563	1 094	1 469	42.7%	1 323	1 323
Land and sub-soil assets	16 695	-	-	16 695	11 990	4 705	71.8%	107 479	107 479
Software and other intangible assets	-	-	-	-	-	-	-	37	37
Payments for financial assets	100	-	-	100	52	48	52.0%	23	23
Total	1 740 805	-	(9 639)	1 731 166	1 696 286	34 880	98.0%	1 613 890	1 565 889

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2.1 Programme Support									
Economic classification	2016/17							2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	274 540	(3 036)	(5 421)	266 083	241 514	24 569	90.8%	236 257	216 130
Compensation of employees	166 279	-	-	166 279	155 813	10 466	93.7%	162 393	147 524
Goods and services	108 261	(3 036)	(5 421)	99 804	85 701	14 103	85.9%	73 864	68 606
Transfers and subsidies	1 002	323	-	1 325	1 323	2	99.8%	744	744
Departmental agencies and accounts	2	-	-	2	-	2	-	61	61
Households	1 000	323	-	1 323	1 323	-	100.0%	683	683
Payments for capital assets	4 251	-	-	4 251	2 777	1 474	65.3%	3 204	3 204
Machinery and equipment	4 251	-	-	4 251	2 777	1 474	65.3%	3 167	3 167
Software and other intangible assets	-	-	-	-	-	-	-	37	37
Payments for financial assets	100	-	-	100	52	48	52.0%	23	23
Total	279 893	(2 713)	(5 421)	271 759	245 666	26 093	90.4%	240 228	220 101

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2.2 Planning									
2016/17								2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	-	24 020	-	24 020	24 020	-	100.0%	601	601
Goods and services	-	24 020	-	24 020	24 020	-	100.0%	601	601
Payments for capital assets	55 221	(27 415)	(4 218)	23 588	21 290	2 298	90.3%	27 656	27 109
Buildings and other fixed structures	55 221	(27 415)	(4 218)	23 588	21 290	2 298	90.3%	27 656	27 109
Total	55 221	(3 395)	(4 218)	47 608	45 310	2 298	95.2%	28 257	27 710

2.3 Construction									
2016/17								2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	16 500	1 545	-	18 045	18 045	-	100.0%	4 254	4 254
Goods and services	16 500	1 545	-	18 045	18 045	-	100.0%	4 254	4 254
Payments for capital assets	364 365	3 396	-	367 761	367 761	-	100.0%	321 704	298 045
Buildings and other fixed structures	364 365	3 231	-	367 596	367 596	-	100.0%	321 704	298 045
Machinery and equipment	-	165	-	165	165	-	100.0%	-	-
Total	380 865	4 941	-	385 806	385 806	-	100.0%	325 958	302 299

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2.4 Maintenance									
2016/17								2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	126 340	(9 715)	-	116 625	116 625	-	100.0%	121 907	121 131
Goods and services	126 340	(9 715)	-	116 625	116 625	-	100.0%	121 907	121 131
Total	126 340	(9 715)	-	116 625	116 625	-	100.0%	121 907	121 131

2.5 Immovable Asset Management									
2016/17								2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	321 286	(5 391)	-	315 895	315 894	1	100.0%	291 468	290 550
Goods and services	321 286	(5 391)	-	315 895	315 894	1	100.0%	291 468	290 550
Transfers and subsidies	500 621	-	-	500 621	498 937	1 684	99.7%	438 241	438 241
Provinces and municipalities	498 073	-	-	498 073	496 539	1 534	99.7%	438 241	438 241
Public corporations and private enterprises	2 548	-	-	2 548	2 398	150	94.1%	-	-
Payments for capital assets	16 695	-	-	16 695	11 990	4 705	71.8%	107 479	107 479
Land and subsoil assets	16 695	-	-	16 695	11 990	4 705	71.8%	107 479	107 479
Total	838 602	(5 391)	-	833 211	826 821	6 390	99.2%	837 188	836 270

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2.6 Facility Operations									
2016/17								2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	59 684	16 275	-	75 959	75 930	29	100.0%	60 334	58 360
Goods and services	59 684	16 275	-	75 959	75 930	29	100.0%	60 334	58 360
Payments for capital assets	200	(2)	-	198	128	70	64.6%	18	18
Machinery and equipment	200	(2)	-	198	128	70	64.6%	18	18
Total	59 884	16 273	-	76 157	76 058	99	99.9%	60 352	58 378

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Programme 3: Transport Infrastructure									
2016/17								2015/16	
Sub programme	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
3.1 Programme Support Infrastructure	38 780	142	-	38 922	38 636	286	99.3%	36 576	34 752
3.2 Infrastructure Planning	70 682	14 125	-	84 807	82 773	2 034	97.6%	78 349	78 348
3.3 Infrastructure Design	191 016	(42 455)	-	148 561	148 160	401	99.7%	220 809	216 085
3.4 Construction	1 426 713	47 303	-	1 474 016	1 469 891	4 125	99.7%	1 240 907	1 239 644
3.5 Maintenance	1 529 148	(19 115)	-	1 510 033	1 504 195	5 838	99.6%	1 617 767	1 605 648
Total for sub programmes	3 256 339	-	-	3 256 339	3 243 655	12 684	99.6%	3 194 408	3 174 477

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Programme 3: Transport Infrastructure									
2016/17								2015/16	
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	745 570	(39 415)	-	706 155	698 460	7 695	98.9%	686 955	668 713
Compensation of employees	171 834	-	-	171 834	169 069	2 765	98.4%	170 929	157 839
Salaries and wages	147 230	(237)	-	146 993	144 228	2 765	98.1%	144 192	132 928
Social contributions	24 604	237	-	24 841	24 841	-	100.0%	26 737	24 911
Goods and services	573 736	(39 449)	-	534 287	529 357	4 930	99.1%	516 025	510 873
Administrative fees	65	(10)	-	55	45	10	81.8%	34	34
Advertising	195	(47)	-	148	42	106	28.4%	155	155
Minor assets	471	(136)	-	335	216	119	64.5%	274	274
Catering: Departmental activities	119	(47)	-	72	44	28	61.1%	38	38
Communication	1 405	22	-	1 427	1 404	23	98.4%	1 285	1 285
Computer services	18 306	1 869	-	20 175	20 157	18	99.9%	17 805	17 805
Consultants: Business and advisory services	1 730	262	-	1 992	1 316	676	66.1%	1 134	1 134
Infrastructure and planning services	37 660	(8 784)	-	28 876	26 153	2 723	90.6%	33 156	33 156
Laboratory services	44	2	-	46	46	-	100.0%	16	16
Legal services	425	(14)	-	411	198	213	48.2%	2 095	2 095
Contractors	437 996	(29 283)	-	408 713	408 713	-	100.0%	398 023	398 023
Agency and support / outsourced services	-	1	-	1	1	-	100.0%	-	-
Entertainment	10	(3)	-	7	3	4	42.9%	5	5
Fleet services (including government motor transport)	17 939	(2 457)	-	15 482	15 482	-	100.0%	15 542	15 542
Consumable supplies	19 974	416	-	20 390	20 374	16	99.9%	23 649	23 649

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Consumable: Stationery, printing and office supplies	1 216	37	-	1 253	1 178	75	94.0%	1 038	1 038
Operating leases	864	(8)	-	856	754	102	88.1%	692	692
Property payments	27 383	(1 385)	-	25 998	25 990	8	100.0%	14 750	9 598
Travel and subsistence	6 144	144	-	6 288	6 288	-	100.0%	5 008	5 008
Training and development	804	9	-	813	224	589	27.6%	329	329
Operating payments	979	(37)	-	942	729	213	77.4%	996	996
Venues and facilities	7	-	-	7	-	7	-	1	1
Interest and rent on land	-	34	-	34	34	-	100.0%	1	1
Interest	-	34	-	34	34	-	100.0%	1	1
Transfers and subsidies	70 284	324	-	70 608	65 711	4 897	93.1%	63 033	61 344
Provinces and municipalities	67 660	664	-	68 324	63 447	4 877	92.9%	59 556	57 881
Provinces	3 084	664	-	3 748	3 748	-	100.0%	3 801	3 801
Provincial agencies and funds	3 084	664	-	3 748	3 748	-	100.0%	3 801	3 801
Municipalities	64 576	-	-	64 576	59 699	4 877	92.4%	55 755	54 080
Municipal bank accounts	64 576	-	-	64 576	59 699	4 877	92.4%	55 755	54 080
Departmental agencies and accounts	110	(34)	-	76	56	20	73.7%	96	83
Departmental agencies (non-business entities)	110	(34)	-	76	56	20	73.7%	96	83
Households	2 514	(306)	-	2 208	2 208	-	100.0%	3 381	3 380
Social benefits	2 381	(1 335)	-	1 046	1 046	-	100.0%	3 290	3 289
Other transfers to households	133	1 029	-	1 162	1 162	-	100.0%	91	91
Payments for capital assets	2 440 297	38 616	-	2 478 913	2 478 821	92	100.0%	2 444 025	2 444 025
Buildings and other fixed structures	2 356 405	44 563	-	2 400 968	2 400 968	-	100.0%	2 360 667	2 360 667
Other fixed structures	2 356 405	44 563	-	2 400 968	2 400 968	-	100.0%	2 360 667	2 360 667
Machinery and equipment	57 039	174	-	57 213	57 121	92	99.8%	67 166	67 166
Transport equipment	23 434	(1 770)	-	21 664	21 609	55	99.7%	34 764	34 764
Other machinery and equipment	33 605	1 944	-	35 549	35 512	37	99.9%	32 402	32 402

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Land and sub-soil assets	7 000	(7 000)	-	-	-	-	-	-	-
Software and other intangible assets	19 853	879	-	20 732	20 732	-	100.0%	16 192	16 192
Payments for financial assets	188	475	-	663	663	-	100.0%	395	395
Total	3 256 339	-	-	3 256 339	3 243 655	12 684	99.6%	3 194 408	3 174 477

3.1 Programme Support Infrastructure

Economic classification	2016/17							2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	33 105	359	-	33 464	33 198	266	99.2%	32 951	31 140
Compensation of employees	28 962	-	-	28 962	28 696	266	99.1%	26 548	24 737
Goods and services	4 143	359	-	4 502	4 502	-	100.0%	6 403	6 403
Transfers and subsidies	110	(1)	-	109	89	20	81.7%	166	153
Departmental agencies and accounts	110	(36)	-	74	54	20	73.0%	95	82
Households	-	35	-	35	35	-	100.0%	71	71
Payments for capital assets	5 565	(216)	-	5 349	5 349	-	100.0%	3 455	3 455
Machinery and equipment	5 565	(216)	-	5 349	5 349	-	100.0%	2 176	2 176
Software and other intangible assets	-	-	-	-	-	-	-	1 279	1 279
Payments for financial assets	-	-	-	-	-	-	-	4	4
Total	38 780	142	-	38 922	38 636	286	99.3%	36 576	34 752

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3.2 Infrastructure Planning									
	2016/17							2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	12 016	448	-	12 464	10 522	1 942	84.4%	10 605	10 605
Compensation of employees	6 986	448	-	7 434	7 434	-	100.0%	7 717	7 717
Goods and services	5 030	-	-	5 030	3 088	1 942	61.4%	2 888	2 888
Transfers and subsidies	500	(500)	-	-	-	-	-	3 635	3 634
Provinces and municipalities	-	-	-	-	-	-	-	3 200	3 200
Households	500	(500)	-	-	-	-	-	435	434
Payments for capital assets	58 166	14 177	-	72 343	72 251	92	99.9%	64 109	64 109
Buildings and other fixed structures	58 000	14 214	-	72 214	72 214	-	100.0%	63 939	63 939
Machinery and equipment	166	(37)	-	129	37	92	28.7%	170	170
Total	70 682	14 125	-	84 807	82 773	2 034	97.6%	78 349	78 348

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3.3 Infrastructure Design									
	2016/17							2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	45 971	5 654	-	51 625	51 224	401	99.2%	47 061	42 337
Compensation of employees	23 631	(448)	-	23 183	22 782	401	98.3%	24 914	21 117
Goods and services	22 340	6 102	-	28 442	28 442	-	100.0%	22 147	21 220
Transfers and subsidies	598	(597)	-	1	1	-	100.0%	1 223	1 223
Departmental agencies and accounts	-	1	-	1	1	-	100.0%	-	-
Households	598	(598)	-	-	-	-	-	1 223	1 223
Payments for capital assets	144 447	(47 512)	-	96 935	96 935	-	100.0%	172 525	172 525
Buildings and other fixed structures	117 514	(41 228)	-	76 286	76 286	-	100.0%	155 470	155 470
Machinery and equipment	1 200	272	-	1 472	1 472	-	100.0%	2 142	2 142
Land and subsoil assets	7 000	(7 000)	-	-	-	-	-	-	-
Software and other intangible assets	18 733	444	-	19 177	19 177	-	100.0%	14 913	14 913
Total	191 016	(42 455)	-	148 561	148 160	401	99.7%	220 809	216 085

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3.4 Construction									
2016/17								2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Transfers and subsidies	53 163	-	-	53 163	49 038	4 125	92.2%	45 000	43 737
Provinces and municipalities	53 163	-	-	53 163	49 038	4 125	92.2%	45 000	43 737
Payments for capital assets	1 373 550	47 303	-	1 420 853	1 420 853	-	100.0%	1 195 907	1 195 907
Buildings and other fixed structures	1 373 550	47 303	-	1 420 853	1 420 853	-	100.0%	1 195 907	1 195 907
Total	1 426 713	47 303	-	1 474 016	1 469 891	4 125	99.7%	1 240 907	1 239 644

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3.5 Maintenance									
Economic classification	2016/17							2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	654 478	(45 876)	-	608 602	603 516	5 086	99.2%	596 338	584 631
Compensation of employees	112 255	-	-	112 255	110 157	2 098	98.1%	111 750	104 268
Goods and services	542 223	(45 910)	-	496 313	493 325	2 988	99.4%	484 587	480 362
Interest and rent on land	-	34	-	34	34	-	100.0%	1	1
Transfers and subsidies	15 913	1 422	-	17 335	16 583	752	95.7%	13 009	12 597
Provinces and municipalities	14 497	664	-	15 161	14 409	752	95.0%	11 356	10 944
Departmental agencies and accounts	-	1	-	1	1	-	100.0%	1	1
Households	1 416	757	-	2 173	2 173	-	100.0%	1 652	1 652
Payments for capital assets	858 569	24 864	-	883 433	883 433	-	100.0%	1 008 029	1 008 029
Buildings and other fixed structures	807 341	24 274	-	831 615	831 615	-	100.0%	945 351	945 351
Machinery and equipment	50 108	155	-	50 263	50 263	-	100.0%	62 678	62 678
Software and other intangible assets	1 120	435	-	1 555	1 555	-	100.0%	-	-
Payments for financial assets	188	475	-	663	663	-	100.0%	391	391
Total	1 529 148	(19 115)	-	1 510 033	1 504 195	5 838	99.6%	1 617 767	1 605 648

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Programme 4: Transport Operations									
2016/17								2015/16	
Sub programme	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
4.1 Programme Support Operations	2 354	(25)	-	2 329	2 251	78	96.7%	3 051	1 568
4.2 Public Transport Services	1 125 345	(28 345)	-	1 097 000	1 096 342	658	99.9%	982 525	981 725
4.3 Transport Safety & Compliance	8 570	2 147	425	11 142	10 912	230	97.9%	30 461	29 960
4.4 Transport Systems	52 862	26 223	-	79 085	78 782	303	99.6%	26 804	25 787
Total for sub programmes	1 189 131	-	425	1 189 556	1 188 287	1 269	99.9%	1 042 841	1 039 040

DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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APPROPRIATION STATEMENT
for the year ended 31 March 2017

Programme 4: Transport Operations									
2016/17								2015/16	
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	153 388	(8)	425	153 805	152 608	1 197	99.2%	88 516	84 867
Compensation of employees	15 733	-	-	15 733	14 536	1 197	92.4%	15 759	12 775
Salaries and wages	14 018	(13)	-	14 005	12 950	1 055	92.5%	13 968	11 428
Social contributions	1 715	13	-	1 728	1 586	142	91.8%	1 791	1 347
Goods and services	137 655	(8)	425	138 072	138 072	-	100.0%	72 757	72 092
Administrative fees	106	(17)	-	89	89	-	100.0%	98	87
Advertising	3 177	1 753	425	5 355	5 355	-	100.0%	31	31
Minor assets	6	14	-	20	20	-	100.0%	104	52
Catering: Departmental activities	20	(8)	-	12	12	-	100.0%	42	21
Communication	102	(7)	-	95	95	-	100.0%	117	103
Computer services	6	29 642	-	29 648	29 648	-	100.0%	441	441
Consultants: Business and advisory services	117 723	(32 416)	-	85 307	85 307	-	100.0%	55 668	55 504
Legal services	8 000	1 034	-	9 034	9 034	-	100.0%	6 674	6 674
Contractors	512	23	-	535	535	-	100.0%	64	61
Agency and support / outsourced services	67	-	-	67	67	-	100.0%	-	-
Entertainment	5	(5)	-	-	-	-	-	6	-
Fleet services (including government motor transport)	6 180	(33)	-	6 147	6 147	-	100.0%	7 374	7 365
Consumable supplies	25	13	-	38	38	-	100.0%	56	44
Consumable: Stationery, printing and office supplies	54	(6)	-	48	48	-	100.0%	80	41
Operating leases	128	(2)	-	126	126	-	100.0%	169	159

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Travel and subsistence	1 461	19	-	1 480	1 480	-	100.0%	1 457	1 272
Training and development	-	-	-	-	-	-	-	259	148
Operating payments	83	(12)	-	71	71	-	100.0%	117	89
Transfers and subsidies	1 035 458	5	-	1 035 463	1 035 463	-	100.0%	953 800	953 800
Provinces and municipalities	164 544	-	-	164 544	164 544	-	100.0%	148 530	148 530
Municipalities	164 544	-	-	164 544	164 544	-	100.0%	148 530	148 530
Municipal bank accounts	164 544	-	-	164 544	164 544	-	100.0%	148 530	148 530
Departmental agencies and accounts	1	(1)	-	-	-	-	-	8 480	8 480
Departmental agencies (non-business entities)	1	(1)	-	-	-	-	-	8 480	8 480
Public corporations and private enterprises	870 900	-	-	870 900	870 900	-	100.0%	796 775	796 775
Private enterprises	870 900	-	-	870 900	870 900	-	100.0%	796 775	796 775
Other transfers to private enterprises	870 900	-	-	870 900	870 900	-	100.0%	796 775	796 775
Households	13	6	-	19	19	-	100.0%	15	15
Social benefits	13	6	-	19	19	-	100.0%	15	15
Payments for capital assets	279	-	-	279	207	72	74.2%	522	370
Machinery and equipment	279	-	-	279	207	72	74.2%	522	370
Transport equipment	48	(6)	-	42	22	20	52.4%	72	40
Other machinery and equipment	231	6	-	237	185	52	78.1%	450	330
Payments for financial assets	6	3	-	9	9	-	100.0%	3	3
Total	1 189 131	-	425	1 189 556	1 188 287	1 269	99.9%	1 042 841	1 039 040

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4.1 Programme Support Operations									
2016/17								2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	2 288	(25)	-	2 263	2 204	59	97.4%	2 949	1 490
Compensation of employees	1 988	-	-	1 988	1 929	59	97.0%	2 181	797
Goods and services	300	(25)	-	275	275	-	100.0%	768	693
Payments for capital assets	66	-	-	66	47	19	71.2%	102	78
Machinery and equipment	66	-	-	66	47	19	71.2%	102	78
Total	2 354	(25)	-	2 329	2 251	78	96.7%	3 051	1 568

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for the year ended 31 March 2017

4.2 Public Transport Services									
	2016/17							2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	93 823	(28 345)	-	65 478	64 820	658	99.0%	46 433	45 633
Compensation of employees	9 376	-	-	9 376	8 718	658	93.0%	8 346	7 821
Goods and services	84 447	(28 345)	-	56 102	56 102	-	100.0%	38 087	37 812
Transfers and subsidies	1 031 457	-	-	1 031 457	1 031 457	-	100.0%	936 005	936 005
Provinces and municipalities	160 544	-	-	160 544	160 544	-	100.0%	139 230	139 230
Public corporations and private enterprises	870 900	-	-	870 900	870 900	-	100.0%	796 775	796 775
Households	13	-	-	13	13	-	100.0%	-	-
Payments for capital assets	59	-	-	59	59	-	100.0%	84	84
Machinery and equipment	59	-	-	59	59	-	100.0%	84	84
Payments for financial assets	6	-	-	6	6	-	100.0%	3	3
Total	1 125 345	(28 345)	-	1 097 000	1 096 342	658	99.9%	982 525	981 725

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**APPROPRIATION STATEMENT
for the year ended 31 March 2017**

4.3 Transport Safety & Compliance									
	2016/17							2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	8 514	2 141	425	11 080	10 868	212	98.1%	12 595	12 127
Compensation of employees	2 743	-	-	2 743	2 531	212	92.3%	2 318	2 165
Goods and services	5 771	2 141	425	8 337	8 337	-	100.0%	10 277	9 962
Transfers and subsidies	-	6	-	6	6	-	100.0%	17 781	17 781
Provinces and municipalities	-	-	-	-	-	-	-	9 300	9 300
Departmental agencies and accounts	-	-	-	-	-	-	-	8 480	8 480
Households	-	6	-	6	6	-	100.0%	1	1
Payments for capital assets	56	-	-	56	38	18	67.9%	85	52
Machinery and equipment	56	-	-	56	38	18	67.9%	85	52
Total	8 570	2 147	425	11 142	10 912	230	97.9%	30 461	29 960

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4.4 Transport Systems									
Economic classification	2016/17							2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	48 763	26 221	-	74 984	74 716	268	99.6%	26 539	25 617
Compensation of employees	1 626	-	-	1 626	1 358	268	83.5%	2 914	1 992
Goods and services	47 137	26 221	-	73 358	73 358	-	100.0%	23 625	23 625
Transfers and subsidies	4 001	(1)	-	4 000	4 000	-	100.0%	14	14
Provinces and municipalities	4 000	-	-	4 000	4 000	-	100.0%	-	-
Departmental agencies and accounts	1	(1)	-	-	-	-	-	-	-
Households	-	-	-	-	-	-	-	14	14
Payments for capital assets	98	-	-	98	63	35	64.3%	251	156
Machinery and equipment	98	-	-	98	63	35	64.3%	251	156
Payment for financial assets	-	3	-	3	3	-	100.0%	-	-
Total	52 862	26 223	-	79 085	78 782	303	99.6%	26 804	25 787

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Programme 5: Transport Regulation									
2016/17								2015/16	
Sub programme	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
5.1 Programme Support Regulation	7 070	(106)	-	6 964	6 949	15	99.8%	7 663	7 662
5.2 Transport Administration & Licensing	326 915	(292)	10 934	337 557	335 150	2 407	99.3%	319 640	319 629
5.3 Operator Licence & Permits	55 624	1 182	-	56 806	56 806	-	100.0%	52 646	52 645
5.4 Law Enforcement	284 902	(784)	5 280	289 398	283 068	6 330	97.8%	280 774	280 739
Total for sub programmes	674 511	-	16 214	690 725	681 973	8 752	98.7%	660 723	660 675

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Programme 5: Transport Regulation									
2016/17								2015/16	
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	652 385	(610)	11 996	663 771	656 178	7 593	98.9%	632 515	632 515
Compensation of employees	262 014	-	-	262 014	254 421	7 593	97.1%	241 596	241 596
Salaries and wages	221 640	1 278	-	222 918	215 643	7 275	96.7%	204 860	204 860
Social contributions	40 374	(1 278)	-	39 096	38 778	318	99.2%	36 736	36 736
Goods and services	390 371	(610)	11 996	401 757	401 757	-	100.0%	390 919	390 919
Administrative fees	287 872	(18)	8 410	296 264	296 264	-	100.0%	282 293	282 293
Advertising	17 762	(4 074)	-	13 688	13 688	-	100.0%	10 436	10 436
Minor assets	236	(5)	-	231	231	-	100.0%	223	223
Catering: Departmental activities	495	(216)	-	279	279	-	100.0%	359	359
Communication	2 768	(118)	-	2 650	2 650	-	100.0%	2 474	2 474
Computer services	4 279	949	-	5 228	5 228	-	100.0%	5 568	5 568
Consultants: Business and advisory services	8 620	(3 058)	-	5 562	5 562	-	100.0%	15 777	15 777
Legal services	148	287	-	435	435	-	100.0%	207	207
Contractors	467	1 251	-	1 718	1 718	-	100.0%	2 425	2 425
Agency and support / outsourced services	23 914	3 900	1 062	28 876	28 876	-	100.0%	24 432	24 432
Entertainment	15	(15)	-	-	-	-	-	2	2
Fleet services (including government motor transport)	22 542	484	-	23 026	23 026	-	100.0%	21 646	21 646
Inventory: Other Supplies	366	(366)	-	-	-	-	-	340	340
Consumable supplies	2 501	(129)	-	2 372	2 372	-	100.0%	8 159	8 159
Consumable: Stationery, printing and office supplies	8 188	1 419	2 524	12 131	12 131	-	100.0%	5 800	5 800
Operating leases	1 817	(27)	-	1 790	1 790	-	100.0%	1 974	1 974

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Property payments	1 633	174	-	1 807	1 807	-	100.0%	1 876	1 876
Travel and subsistence	5 231	(643)	-	4 588	4 588	-	100.0%	5 039	5 039
Training and development	207	(141)	-	66	66	-	100.0%	170	170
Operating payments	1 283	(265)	-	1 018	1 018	-	100.0%	1 557	1 557
Venues and facilities	27	(17)	-	10	10	-	100.0%	159	159
Rental and hiring	-	18	-	18	18	-	100.0%	3	3
Transfers and subsidies	1 191	328	-	1 519	1 519	-	100.0%	924	886
Provinces and municipalities	32	(6)	-	26	26	-	100.0%	25	25
Provinces	32	(6)	-	26	26	-	100.0%	25	25
Provincial agencies and funds	32	(6)	-	26	26	-	100.0%	25	25
Departmental agencies and accounts	3	(2)	-	1	1	-	100.0%	275	272
Departmental agencies (non-business entities)	3	(2)	-	1	1	-	100.0%	275	272
Households	1 156	336	-	1 492	1 492	-	100.0%	624	589
Social benefits	1 053	377	-	1 430	1 430	-	100.0%	534	534
Other transfers to households	103	(41)	-	62	62	-	100.0%	90	55
Payments for capital assets	20 811	-	4 218	25 029	23 870	1 159	95.4%	27 247	27 237
Buildings and other fixed structures	-	-	-	-	-	-	-	30	30
Other fixed structures	-	-	-	-	-	-	-	30	30
Machinery and equipment	18 742	326	4 218	23 286	23 286	-	100.0%	24 925	24 925
Transport equipment	16 999	577	4 218	21 794	21 794	-	100.0%	19 951	19 951
Other machinery and equipment	1 743	(251)	-	1 492	1 492	-	100.0%	4 974	4 974
Software and other intangible assets	2 069	(326)	-	1 743	584	1 159	33.5%	2 292	2 282
Payments for financial assets	124	282	-	406	406	-	100.0%	37	37
Total	674 511	-	16 214	690 725	681 973	8 752	98.7%	660 723	660 675

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5.1 Programme Support Regulation									
2016/17								2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	7 060	(105)	-	6 955	6 940	15	99.8%	7 120	7 120
Compensation of employees	6 513	-	-	6 513	6 498	15	99.8%	6 054	6 054
Goods and services	547	(105)	-	442	442	-	100.0%	1 066	1 066
Transfers and subsidies	10	(2)	-	8	8	-	100.0%	1	-
Departmental agencies and accounts	2	(2)	-	-	-	-	-	1	-
Households	8	-	-	8	8	-	100.0%	-	-
Payments for capital assets	-	1	-	1	1	-	100.0%	542	542
Machinery and equipment	-	1	-	1	1	-	100.0%	542	542
Total	7 070	(106)	-	6 964	6 949	15	99.8%	7 663	7 662

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5.2 Transport Administration & Licensing									
Economic classification	2016/17							2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	324 394	(480)	10 934	334 848	333 600	1 248	99.6%	316 926	316 926
Compensation of employees	27 656	(757)	-	26 899	25 651	1 248	95.4%	24 111	24 111
Goods and services	296 738	277	10 934	307 949	307 949	-	100.0%	292 815	292 815
Transfers and subsidies	140	396	-	536	536	-	100.0%	2	1
Departmental agencies and accounts	-	-	-	-	-	-	-	1	-
Households	140	396	-	536	536	-	100.0%	1	1
Payments for capital assets	2 381	(223)	-	2 158	999	1 159	46.3%	2 712	2 702
Machinery and equipment	312	103	-	415	415	-	100.0%	420	420
Software and other intangible assets	2 069	(326)	-	1 743	584	1 159	33.5%	2 292	2 282
Payments for financial assets	-	15	-	15	15	-	100.0%	-	-
Total	326 915	(292)	10 934	337 557	335 150	2 407	99.3%	319 640	319 629

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5.3 Operator Licence & Permits									
Economic classification	2016/17							2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	55 218	960	-	56 178	56 178	-	100.0%	51 908	51 908
Compensation of employees	36 715	757	-	37 472	37 472	-	100.0%	36 198	36 198
Goods and services	18 503	203	-	18 706	18 706	-	100.0%	15 710	15 710
Transfers and subsidies	1	-	-	1	1	-	100.0%	96	95
Departmental agencies and accounts	1	-	-	1	1	-	100.0%	2	1
Households	-	-	-	-	-	-	-	94	94
Payments for capital assets	401	222	-	623	623	-	100.0%	641	641
Machinery and equipment	401	222	-	623	623	-	100.0%	641	641
Payments for financial assets	4	-	-	4	4	-	100.0%	1	1
Total	55 624	1 182	-	56 806	56 806	-	100.0%	52 646	52 645

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5.4 Law Enforcement									
Economic classification	2016/17							2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	265 713	(985)	1 062	265 790	259 460	6 330	97.6%	256 561	256 561
Compensation of employees	191 130	-	-	191 130	184 800	6 330	96.7%	175 233	175 233
Goods and services	74 583	(985)	1 062	74 660	74 660	-	100.0%	81 328	81 328
Transfers and subsidies	1 040	(66)	-	974	974	-	100.0%	825	790
Provinces and municipalities	32	(6)	-	26	26	-	100.0%	25	25
Departmental agencies and accounts	-	-	-	-	-	-	-	271	271
Households	1 008	(60)	-	948	948	-	100.0%	529	494
Payments for capital assets	18 029	-	4 218	22 247	22 247	-	100.0%	23 352	23 352
Buildings and other fixed structures	-	-	-	-	-	-	-	30	30
Machinery and equipment	18 029	-	4 218	22 247	22 247	-	100.0%	23 322	23 322
Payments for financial assets	120	267	-	387	387	-	100.0%	36	36
Total	284 902	(784)	5 280	289 398	283 068	6 330	97.8%	280 774	280 739

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Programme 6: Community Based Programmes									
2016/17								2015/16	
Sub programme	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
6.1 Programme Support Community Based	1 904	21	-	1 925	1 731	194	89.9%	2 412	1 929
6.2 Innovation and Empowerment	42 306	(21)	-	42 285	39 292	2 993	92.9%	36 841	30 956
6.3 EPWP Co-ordination and Compliance Monitoring	15 200	-	-	15 200	14 839	361	97.6%	14 910	13 700
Total for sub programmes	59 410	-	-	59 410	55 862	3 548	94.0%	54 163	46 585

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Programme 6: Community Based Programmes									
2016/17								2015/16	
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	57 960	(52)	-	57 908	54 949	2 959	94.9%	53 408	45 830
Compensation of employees	32 504	-	-	32 504	31 094	1 410	95.7%	31 485	27 863
Salaries and wages	28 676	(20)	-	28 656	27 357	1 299	95.5%	27 495	24 471
Social contributions	3 828	20	-	3 848	3 737	111	97.1%	3 990	3 392
Goods and services	25 456	(52)	-	25 404	23 855	1 549	93.9%	21 923	17 967
Administrative fees	94	(3)	-	91	69	22	75.8%	128	81
Advertising	375	-	-	375	292	83	77.9%	370	42
Minor assets	50	(5)	-	45	30	15	66.7%	95	19
Catering: Departmental activities	557	75	-	632	606	26	95.9%	439	323
Communication	197	(2)	-	195	175	20	89.7%	260	166
Computer services	-	1	-	1	1	-	100.0%	-	-
Consultants: Business and advisory services	3 882	-	-	3 882	3 882	-	100.0%	3 524	3 523
Legal services	-	86	-	86	86	-	100.0%	-	-
Contractors	5	39	-	44	43	1	97.7%	6	5
Agency and support / outsourced services	1 026	-	-	1 026	86	940	8.4%	757	639
Entertainment	4	(2)	-	2	-	2	-	5	-
Fleet services (including government motor transport)	919	16	-	935	916	19	98.0%	852	847
Consumable supplies	34	67	-	101	101	-	100.0%	94	41
Consumable: Stationery, printing and office supplies	318	(13)	-	305	282	23	92.5%	185	64
Operating leases	152	-	-	152	152	-	100.0%	245	175

DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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APPROPRIATION STATEMENT
for the year ended 31 March 2017

Travel and subsistence	7 961	(39)	-	7 922	7 807	115	98.5%	5 950	5 443
Training and development	9 592	(386)	-	9 206	8 924	282	96.9%	8 832	6 470
Operating payments	132	(6)	-	126	125	1	99.2%	135	122
Venues and facilities	158	120	-	278	278	-	100.0%	46	7
Transfers and subsidies	-	40	-	40	40	-	100.0%	35	35
Departmental agencies and accounts	-	-	-	-	-	-	-	1	1
Departmental agencies (non-business entities)	-	-	-	-	-	-	-	1	1
Households	-	40	-	40	40	-	100.0%	34	34
Social benefits	-	40	-	40	40	-	100.0%	34	34
Payments for capital assets	1 442	-	-	1 442	853	589	59.2%	664	664
Machinery and equipment	1 432	-	-	1 432	853	579	59.6%	664	664
Transport equipment	875	-	-	875	510	365	58.3%	459	459
Other machinery and equipment	557	-	-	557	343	214	61.6%	205	205
Software and other intangible assets	10	-	-	10	-	10	-	-	-
Payments for financial assets	8	12	-	20	20	-	100.0%	56	56
Total	59 410	-	-	59 410	55 862	3 548	94.0%	54 163	46 585

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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**APPROPRIATION STATEMENT
for the year ended 31 March 2017**

6.1 Programme Support Community Based									
2016/17								2015/16	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	1 790	21	-	1 811	1 731	80	95.6%	2 387	1 904
Compensation of employees	1 530	-	-	1 530	1 450	80	94.8%	1 741	1 640
Goods and services	260	21	-	281	281	-	100.0%	646	264
Transfers and subsidies	-	-	-	-	-	-	-	25	25
Households	-	-	-	-	-	-	-	25	25
Payments for capital assets	114	-	-	114	-	114	-	-	-
Machinery and equipment	114	-	-	114	-	114	-	-	-
Total	1 904	21	-	1 925	1 731	194	89.9%	2 412	1 929

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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**APPROPRIATION STATEMENT
for the year ended 31 March 2017**

6.2 Innovation and Empowerment									
2016/17								2015/16	
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	41 390	(40)	-	41 350	38 783	2 567	93.8%	36 478	30 593
Compensation of employees	17 823	-	-	17 823	16 646	1 177	93.4%	16 780	14 282
Goods and services	23 567	(40)	-	23 527	22 137	1 390	94.1%	19 698	16 311
Transfers and subsidies	-	7	-	7	7	-	100.0%	2	2
Households	-	7	-	7	7	-	100.0%	2	2
Payments for capital assets	916	-	-	916	490	426	53.5%	323	323
Machinery and equipment	906	-	-	906	490	416	54.1%	323	323
Software and other intangible assets	10	-	-	10	-	10	-	-	-
Payments for financial assets	-	12	-	12	12	-	100.0%	38	38
Total	42 306	(21)	-	42 285	39 292	2 993	92.9%	36 841	30 956

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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**APPROPRIATION STATEMENT
for the year ended 31 March 2017**

6.3 EPWP Co-ordination and Compliance Monitoring									
	2016/17							2015/16	
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	14 780	(33)	-	14 747	14 435	312	97.9%	14 543	13 333
Compensation of employees	13 151	-	-	13 151	12 998	153	98.8%	12 964	11 941
Goods and services	1 629	(33)	-	1 596	1 437	159	90.0%	1 579	1 392
Transfers and subsidies	-	33	-	33	33	-	100.0%	8	8
Departmental agencies and accounts	-	-	-	-	-	-	-	1	1
Households	-	33	-	33	33	-	100.0%	7	7
Payments for capital assets	412	-	-	412	363	49	88.1%	341	341
Machinery and equipment	412	-	-	412	363	49	88.1%	341	341
Payments for financial assets	8	-	-	8	8	-	100.0%	18	18
Total	15 200	-	-	15 200	14 839	361	97.6%	14 910	13 700

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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**NOTES TO THE APPROPRIATION STATEMENT
for the year ended 31 March 2017**

1. Detail of transfers and subsidies as per Appropriation Act (after Virement):

Detail of these transactions can be viewed in the note on Transfers and subsidies, disclosure notes and Annexure 1 (A-E) to the Annual Financial Statements.

2. Detail of specifically and exclusively appropriated amounts voted (after Virement):

Detail of these transactions can be viewed in note 1 (Annual Appropriation) to the Annual Financial Statements.

3. Detail on payments for financial assets

Detail of these transactions per programme can be viewed in the note on Payments for financial assets to the Annual Financial Statements.

4. Explanations of material variances from Amounts Voted (after Virement):

4.1 Per programme	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Appropriation
	R'000	R'000	R'000	%
Programme 6: Community Based Programmes	59 410	55 862	3 548	6.0%

Explanation of variance: The underspending on the programme is mainly due to a number of contractors dropping out of the contractor development programme, the utilisations of more cost effective accommodation, as well as extended classroom training for group 3 to 5 contractors, thereby delaying the procurement of mentors to assist on on-site training by two months. Furthermore, due to the loss of accreditation by the training provider with SETA during the financial year, the finalisation of the Trade Test Support Programme was delayed.

4.2 Per economic classification	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Appropriation
	R'000	R'000	R'000	%
Current payments				
Compensation of employees	760 837	737 031	23 806	3.1%
Goods and services	1 790 283	1 767 832	22 451	1.3%
Interest and rent on land	34	34	-	0.0%
Transfers and subsidies				
Provinces and municipalities	730 967	724 556	6 411	0.9%
Departmental agencies and accounts	82	58	24	29.3%
Public corporations and private enterprises	873 448	873 298	150	0.0%
Households	14 379	14 379	-	0.0%
Payments for capital assets				
Buildings and other fixed structures	2 792 152	2 789 854	2 298	0.1%

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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**NOTES TO THE APPROPRIATION STATEMENT
for the year ended 31 March 2017**

Machinery and equipment	89 267	86 402	2 865	3.2%
Land and subsoil assets	16 695	11 990	4 705	28.2%
Software and other intangible assets	22 485	21 316	1 169	5.2%
Payments for financial assets	2 035	1 958	77	3.8%

Explanation of variance: The underspending on the item compensation of employees mainly related to planned vacancies not filled and natural attrition during the year, which also impacted on related goods and services items. The goods and services item was also impacted by an overprovision for the implementation unit capacity to support infrastructure delivery. The underspending on other items relate to the protracted process for the acquisition of properties; the conclusion of the development of the online web application facility on the Internet Number Plate Application System taking longer than expected, funding not claimed by municipalities and underspending on the acquisition of machinery and equipment related to the planned filling of posts.

4.3 Per conditional grant	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Appropriation
	R'000	R'000	R'000	%
Public Works Infrastructure				
Expanded Public Works Programme	14 691	14 691	-	0.0%
Integrated Grant for Province				
Transport Infrastructure				
Provincial Roads Maintenance Grant	830 729	830 729	-	0.0%
Transport Operations				
Public Transport Operations Grant	870 900	870 900	-	0.0%

DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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STATEMENT OF FINANCIAL PERFORMANCE
for the year ended 31 March 2017

	Note	2016/17 R'000	2015/16 R'000
REVENUE			
Annual appropriation	1	7 092 664	6 759 275
Departmental revenue	2	203 780	156 973
TOTAL REVENUE		7 296 444	6 916 248
EXPENDITURE			
Current expenditure			
Compensation of employees	3	737 031	692 452
Goods and services	4	1 767 832	1 598 384
Interest and rent on land	5	34	1
Total current expenditure		2 504 897	2 290 837
Transfers and subsidies			
Transfers and subsidies	7	1 612 291	1 466 177
Total transfers and subsidies		1 612 291	1 466 177
Expenditure for capital assets			
Tangible assets	8	2 888 246	2 892 347
Intangible assets	8	21 316	18 511
Total expenditure for capital assets		2 909 562	2 910 858
Payments for financial assets	6	1 958	523
TOTAL EXPENDITURE		7 028 708	6 668 395
SURPLUS FOR THE YEAR		267 736	247 853
Reconciliation of Net Surplus for the year			
Voted funds		63 956	90 880
Annual appropriation		63 956	90 880
Departmental revenue	13	203 780	156 973
SURPLUS FOR THE YEAR		267 736	247 853

DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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STATEMENT OF FINANCIAL POSITION
as at 31 March 2017

	Note	2016/17 R'000	2015/16 R'000
ASSETS			
Current assets		161 582	164 885
Cash and cash equivalents	9	132 259	141 407
Prepayments and advances	10	18 515	12 638
Receivables	11	10 808	10 840
Non-current assets		329	344
Receivables	11	329	344
TOTAL ASSETS		161 911	165 229
LIABILITIES			
Current liabilities		158 786	161 451
Voted funds to be surrendered to the Revenue Fund	12	63 956	90 880
Departmental revenue to be surrendered to the Revenue Fund	13	69 586	45 490
Payables	14	25 244	25 081
TOTAL LIABILITIES		158 786	161 451
NET ASSETS		3 125	3 778
Represented by:			
Recoverable revenue		3 125	3 778
TOTAL		3 125	3 778

DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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STATEMENT OF CHANGES IN NET ASSETS
for the year ended 31 March 2017

	Note	2016/17 R'000	2015/16 R'000
Recoverable revenue			
Opening balance		3 778	1 034
Transfers:		(653)	2 744
Irrecoverable amounts written off	6.2	(40)	-
Debts revised		(2 707)	(424)
Debts recovered (included in departmental receipts)		(398)	(161)
Debts raised		2 492	3 329
Closing balance		3 125	3 778
TOTAL		3 125	3 778

DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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CASH FLOW STATEMENT
for the year ended 31 March 2017

	Note	2016/17 R'000	2015/16 R'000
CASH FLOWS FROM OPERATING ACTIVITIES			
Receipts		8 674 293	8 221 173
Annual appropriated funds received	1.1	7 092 664	6 759 275
Departmental revenue received	2	1 579 653	1 460 419
Interest received	2.3	1 976	1 479
Net (increase)/decrease in working capital		(5 667)	8 945
Surrendered to Revenue Fund		(1 651 782)	(1 667 763)
Current payments		(2 504 863)	(2 290 836)
Interest paid	5	(34)	(1)
Payments for financial assets		(1 958)	(523)
Transfers and subsidies paid		(1 612 291)	(1 466 177)
Net cash flow available from operating activities	15	<u>2 897 698</u>	<u>2 804 818</u>
CASH FLOWS FROM INVESTING ACTIVITIES			
Payments for capital assets	8	(2 909 562)	(2 910 858)
Proceeds from sale of capital assets	2.4	3 369	4 443
Net cash flows from investing activities		<u>(2 906 193)</u>	<u>(2 906 415)</u>
CASH FLOWS FROM FINANCING ACTIVITIES			
Increase/(decrease) in net assets		(653)	2 744
Net cash flows from financing activities		<u>(653)</u>	<u>2 744</u>
Net increase/(decrease) in cash and cash equivalents		(9 148)	(98 853)
Cash and cash equivalents at beginning of period		141 407	240 260
Cash and cash equivalents at end of period	16	<u>132 259</u>	<u>141 407</u>

DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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ACCOUNTING POLICIES
for the year ended 31 March 2017

Summary of significant accounting policies

The financial statements have been prepared in accordance with the following policies, which have been applied consistently in all material aspects, unless otherwise indicated. Management has concluded that the financial statements present fairly the department's primary and secondary information.

The historical cost convention has been used, except where otherwise indicated. Management has used assessments and estimates in preparing the annual financial statements. These are based on the best information available at the time of preparation.

Where appropriate and meaningful, additional information has been disclosed to enhance the usefulness of the financial statements and to comply with the statutory requirements of the Public Finance Management Act (PFMA), Act 1 of 1999 (as amended by Act 29 of 1999), and the Treasury Regulations issued in terms of the PFMA and the annual Division of Revenue Act.

1 Basis of preparation

The financial statements have been prepared in accordance with the Modified Cash Standard.

2 Going concern

The financial statements have been prepared on a going concern basis.

3 Presentation currency

Amounts have been presented in the currency of the South African Rand (R) which is also the functional currency of the department.

4 Rounding

Unless otherwise stated financial figures have been rounded to the nearest one thousand Rand (R'000).

5 Foreign currency translation

Cash flows arising from foreign currency transactions are translated into South African Rands using the exchange rates prevailing at the date of payment / receipt.

6 Comparative information

6.1 Prior period comparative information

Prior period comparative information has been presented in the current year's financial statements. Where necessary figures included in the prior period financial statements have been reclassified to ensure that the format in which the information is presented is consistent with the format of the current year's financial statements.

6.2 Current year comparison with budget

A comparison between the approved, final budget and actual amounts for each programme and economic classification is included in the appropriation statement.

7 Revenue

7.1 Appropriated funds

Appropriated funds comprises of departmental allocations as well as direct charges against the revenue fund (i.e. statutory appropriation).

Appropriated funds are recognised in the statement of financial performance on the date the appropriation becomes effective. Adjustments made in terms of the adjustments budget process are recognised in the statement of financial performance on the date the adjustments become effective.

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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**ACCOUNTING POLICIES
for the year ended 31 March 2017**

The net amount of any appropriated funds due to / from the relevant revenue fund at the reporting date is recognised as a payable / receivable in the statement of financial position.

7.2 Departmental revenue

Departmental revenue is recognised in the statement of financial performance when received and is subsequently paid into the relevant revenue fund, unless stated otherwise.

Any amount owing to the relevant revenue fund at the reporting date is recognised as a payable in the statement of financial position.

7.3 Accrued departmental revenue

Accruals in respect of departmental revenue (excluding tax revenue) are recorded in the notes to the financial statements when:

- it is probable that the economic benefits or service potential associated with the transaction will flow to the department; and
- the amount of revenue can be measured reliably.

The accrued revenue is measured at the fair value of the consideration receivable.

Accrued tax revenue (and related interest and / penalties) is measured at amounts receivable from collecting agents.

Write-offs are made according to the department's debt write-off policy.

8 Expenditure

8.1 Compensation of employees

8.1.1 Salaries and wages

Salaries and wages are recognised in the statement of financial performance on the date of payment.

8.1.2 Social contributions

Social contributions made by the department in respect of current employees are recognised in the statement of financial performance on the date of payment.

Social contributions made by the department in respect of ex-employees are classified as transfers to households in the statement of financial performance on the date of payment.

8.2 Other expenditure

Other expenditure (such as goods and services, transfers and subsidies and payments for capital assets) is recognised in the statement of financial performance on the date of payment. The expense is classified as a capital expense if the total consideration paid is more than the capitalisation threshold.

8.3 Accrued expenditure payable

Accrued expenditure payable is recorded in the notes to the financial statements when the goods are received or, in the case of services, when they are rendered to the department.

Accrued expenditure payable is measured at cost.

8.4 Leases

8.4.1 Operating leases

Operating lease payments made during the reporting period are recognised as current expenditure in the statement of financial performance on the date of payment.

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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**ACCOUNTING POLICIES
for the year ended 31 March 2017**

The operating lease commitments are recorded in the notes to the financial statements.

8.4.2 Finance leases

Finance lease payments made during the reporting period are recognised as capital expenditure in the statement of financial performance on the date of payment.

The finance lease commitments are recorded in the notes to the financial statements and are not apportioned between the capital and interest portions.

Finance lease assets acquired at the end of the lease term are recorded and measured at the lower of:

- cost, being the fair value of the asset; or
- the sum of the minimum lease payments made, including any payments made to acquire ownership at the end of the lease term, excluding interest.

9 Aid Assistance

9.1 Aid assistance received

Aid assistance received in cash is recognised in the statement of financial performance when received. In-kind aid assistance is recorded in the notes to the financial statements on the date of receipt and is measured at fair value.

Aid assistance not spent for the intended purpose and any unutilised funds from aid assistance that are required to be refunded to the donor are recognised as a payable in the statement of financial position.

9.2 Aid assistance paid

Aid assistance paid is recognised in the statement of financial performance on the date of payment. Aid assistance payments made prior to the receipt of funds are recognised as a receivable in the statement of financial position.

10 Cash and cash equivalents

Cash and cash equivalents are stated at cost in the statement of financial position.

Bank overdrafts are shown separately on the face of the statement of financial position.

For the purposes of the cash flow statement, cash and cash equivalents comprise cash on hand, deposits held, other short-term highly liquid investments and bank overdrafts.

11 Prepayments and advances

Prepayments and advances are recognised in the statement of financial position when the department receives or disburses the cash.

Prepayments and advances are initially and subsequently measured at cost.

12 Loans and receivables

Loans and receivables are recognised in the statement of financial position at cost plus accrued interest, where interest is charged, less amounts already settled or written-off.

Write-offs are made according to the department's write-off policy.

13 Investments

Investments are recognised in the statement of financial position at cost.

14 Financial assets

14.1 Financial assets (not covered elsewhere)

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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**ACCOUNTING POLICIES
for the year ended 31 March 2017**

A financial asset is recognised initially at its cost plus transaction costs that are directly attributable to the acquisition or issue of the financial.

At the reporting date, a department shall measure its financial assets at cost, less amounts already settled or written-off, except for recognised loans and receivables, which are measured at cost plus accrued interest, where interest is charged, less amounts already settled or written-off.

14.2 Impairment of financial assets

Where there is an indication of impairment of a financial asset, an estimation of the reduction in the recorded carrying value, to reflect the best estimate of the amount of the future economic benefits expected to be received from that asset, is recorded in the notes to the financial statements.

15 Payables

Loans and payables are recognised in the statement of financial position at cost.

16 Capital Assets

16.1 Immovable capital assets

Immovable capital assets are initially recorded in the notes to the financial statements at cost. Immovable capital assets acquired through a non-exchange transaction is measured at fair value as at the date of acquisition.

Where the cost of immovable capital assets cannot be determined accurately, the immovable capital assets are measured at fair value for recording in the asset register.

Immovable capital assets are subsequently carried at cost and are not subject to depreciation or impairment.

Subsequent expenditure that is of a capital nature is added to the cost of the asset at the end of the capital project unless the immovable asset is recorded by another department in which case the completed project costs are transferred to that department.

16.2 Movable capital assets

Movable capital assets are initially recorded in the notes to the financial statements at cost. Movable capital assets acquired through a non-exchange transaction is measured at fair value as at the date of acquisition.

Where the cost of movable capital assets cannot be determined accurately, the movable capital assets are measured at fair value and where fair value cannot be determined; the movable assets are measured at R1.

All assets acquired prior to 1 April 2002 (or a later date as approved by the OAG) may be recorded at R1.

Movable capital assets are subsequently carried at cost and are not subject to depreciation or impairment.

Subsequent expenditure that is of a capital nature is added to the cost of the asset at the end of the capital project unless the movable asset is recorded by another department/entity in which case the completed project costs are transferred to that department.

16.3 Intangible assets

Intangible assets are initially recorded in the notes to the financial statements at cost. Intangible assets acquired through a non-exchange transaction are measured at fair value as at the date of acquisition.

Internally generated intangible assets are recorded in the notes to the financial statements when the department commences the development phase of the project.

Where the cost of intangible assets cannot be determined accurately, the intangible capital assets are measured at fair value and where fair value cannot be determined; the intangible assets are measured at R1.

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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**ACCOUNTING POLICIES
for the year ended 31 March 2017**

All assets acquired prior to 1 April 2002 (or a later date as approved by the OAG) may be recorded at R1.

Intangible assets are subsequently carried at cost and are not subject to depreciation or impairment.

Subsequent expenditure that is of a capital nature is added to the cost of the asset at the end of the capital project unless the intangible asset is recorded by another department/entity in which case the completed project costs are transferred to that department.

17 Provisions and Contingents

17.1 Provisions

Provisions are recorded in the notes to the financial statements when there is a present legal or constructive obligation to forfeit economic benefits as a result of events in the past and it is probable that an outflow of resources embodying economic benefits or service potential will be required to settle the obligation and a reliable estimate of the obligation can be made. The provision is measured as the best estimate of the funds required to settle the present obligation at the reporting date.

17.2 Contingent liabilities

Contingent liabilities are recorded in the notes to the financial statements when there is a possible obligation that arises from past events, and whose existence will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not within the control of the department or when there is a present obligation that is not recognised because it is not probable that an outflow of resources will be required to settle the obligation or the amount of the obligation cannot be measured reliably.

17.3 Contingent assets

Contingent assets are recorded in the notes to the financial statements when a possible asset arises from past events, and whose existence will be confirmed by the occurrence or non-occurrence of one or more uncertain future events not within the control of the department.

17.4 Commitments

Commitments (other than for transfers and subsidies) are recorded at cost in the notes to the financial statements when there is a contractual arrangement or an approval by management in a manner that raises a valid expectation that the department will discharge its responsibilities thereby incurring future expenditure that will result in the outflow of cash.

18 Unauthorised expenditure

Unauthorised expenditure is recognised in the statement of financial position until such time as the expenditure is either:

- approved by Parliament or the Provincial Legislature with funding and the related funds are received; or
- approved by Parliament or the Provincial Legislature without funding and is written off against the appropriation in the statement of financial performance; or
- transferred to receivables for recovery.

Unauthorised expenditure is measured at the amount of the confirmed unauthorised expenditure.

19 Fruitless and wasteful expenditure

Fruitless and wasteful expenditure is recorded in the notes to the financial statements when confirmed. The amount recorded is equal to the total value of the fruitless and or wasteful expenditure incurred.

Fruitless and wasteful expenditure is removed from the notes to the financial statements when it is resolved or transferred to receivables for recovery.

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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**ACCOUNTING POLICIES
for the year ended 31 March 2017**

Fruitless and wasteful expenditure receivables are measured at the amount that is expected to be recoverable and are de-recognised when settled or subsequently written-off as irrecoverable.

20 Irregular expenditure

Irregular expenditure is recorded in the notes to the financial statements when confirmed. The amount recorded is equal to the value of the irregular expenditure incurred unless it is impracticable to determine, in which case reasons therefor are provided in the note.

Irregular expenditure is removed from the note when it is either condoned by the relevant authority, transferred to receivables for recovery or not condoned and is not recoverable.

Irregular expenditure receivables are measured at the amount that is expected to be recoverable and are de-recognised when settled or subsequently written-off as irrecoverable.

21 Changes in accounting policies, accounting estimates and errors

Changes in accounting policies that are effected by management have been applied retrospectively in accordance with MCS requirements, except to the extent that it is impracticable to determine the period-specific effects or the cumulative effect of the change in policy. In such instances the department shall restate the opening balances of assets, liabilities and net assets for the earliest period for which retrospective restatement is practicable.

Changes in accounting estimates are applied prospectively in accordance with MCS requirements.

Correction of errors is applied retrospectively in the period in which the error has occurred in accordance with MCS requirements, except to the extent that it is impracticable to determine the period-specific effects or the cumulative effect of the error. In such cases the department shall restate the opening balances of assets, liabilities and net assets for the earliest period for which retrospective restatement is practicable.

22 Events after the reporting date

Events after the reporting date that are classified as adjusting events have been accounted for in the financial statements. The events after the reporting date that are classified as non-adjusting events after the reporting date have been disclosed in the notes to the financial statements.

23 Principal –Agent arrangements

The department is acting as a principal when it has the power to exercise beneficial control over an activity. The department has beneficial control when it has both the power to direct the activity, and the ability to benefit from that power. In the public sector, “benefits” can consist of economic benefits, service potential or both. Activities, in this context, would consist of events, tasks or processes that give rise to a flow of economic benefits or service potential between the department and other parties.

Where the department acts as a principal it discloses as part of the primary financial information, the following in the notes to the financial statements, the total payments made to its agents (where applicable) during the period; and an explanation about the nature, circumstances and terms relating to the arrangements.

Where a department is acting as an agent for another department or public sector entity it shall disclose as part of the primary financial information, the following in the notes to the financial statements; a reconciliation between total agency funds received and disbursements made in executing the agency services; an explanation of differences between amounts spent on behalf of the other party, and any reimbursements received in the reporting period; any revenue earned from rendering the agency service, and the amount of revenue recognised based on cash receipts during the reporting period; a narrative description and explanation of assets belonging to other entities that are held in the custody of the

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department; and an explanation about the nature, circumstances and terms relating to the arrangements.

24 Capitalisation reserve

The capitalisation reserve comprises of financial assets and/or liabilities originating in a prior reporting period but which are recognised in the statement of financial position for the first time in the current reporting period. Amounts are recognised in the capitalisation reserves when identified in the current period and are transferred to the Provincial Revenue Fund when the underlying asset is disposed and the related funds are received.

25 Recoverable revenue

Amounts are recognised as recoverable revenue when a payment made in a previous financial year becomes recoverable from a debtor in the current financial year. Amounts are either transferred to the Provincial Revenue Fund when recovered or are transferred to the statement of financial performance when written-off.

26 Related party transactions

A related party transaction is a transfer of resources, services or obligations between the reporting entity and a related party. Related party transactions within the Minister/MEC portfolio are recorded in the notes to the financial statements when the transaction is not at arm's length.

Key management personnel are those persons having the authority and responsibility for planning, directing and controlling the activities of the department. The number of individuals and their full compensation is recorded in the notes to the financial statements.

27 Inventories (Effective from date determined in a Treasury Instruction)

At the date of acquisition, inventories are recorded at cost price in the notes to the financial statements.

Where inventories are acquired as part of a non-exchange transaction, the cost of inventory is its fair value at the date of acquisition.

Inventories are subsequently measured at the lower of cost and net realisable value or the lower of cost and replacement value.

Subsequent measurement of the cost of inventory is determined on the weighted average basis.

28 Public-Private Partnerships

Public Private Partnerships are accounted for based on the substance of the partnership. The transaction is accounted for as either capital assets, finance or operating leases in accordance with the relevant accounting policies.

A summary of the significant terms of the PPP agreement, the parties to the agreement, and the date of commencement thereof together with the description and nature of the concession fees received, the unitary fees paid, rights and obligations of the department are recorded in the notes to the financial statements.

29 Employee benefits

The value of each major class of employee benefit obligation (accruals, payables not recognised and provisions) is disclosed in the Employee benefit note.

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NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2017

1. Annual Appropriation

1.1 Annual Appropriation

Included are funds appropriated in terms of the Appropriation Act (and the Adjustments Appropriation Act) for Provincial Departments:

	2016/17			2015/16	
	Final Appropriation	Actual Funds Received	Funds not requested/ not received	Final Appropriation	Appropriation Received
	R'000	R'000	R'000	R'000	R'000
Administration	165 468	165 468	-	193 250	193 250
Public Works	1 731 166	1 731 166	-	1 613 890	1 613 890
Infrastructure					
Transport	3 256 339	3 256 339	-	3 194 408	3 194 408
Infrastructure					
Transport Operations	1 189 556	1 189 556	-	1 042 841	1 042 841
Transport Regulation	690 725	690 725	-	660 723	660 723
Community Based	59 410	59 410	-	54 163	54 163
Programmes					
Total	7 092 664	7 092 664	-	6 759 275	6 759 275

1.2 Conditional grants

	Note	2016/17 R'000	2015/16 R'000
Total grants received	33	1 716 320	1 665 057

2. Departmental revenue

	Note	2016/17 R'000	2015/16 R'000
Tax revenue		1 433 664	1 342 103
Sales of goods and services other than capital assets	2.1	113 723	105 784
Fines, penalties and forfeits	2.2	1 307	1 103
Interest, dividends and rent on land	2.3	1 976	1 479
Sales of capital assets	2.4	3 369	4 443
Transactions in financial assets and liabilities	2.5	24 194	5 755
Transfer received	2.6	6 765	5 674
Total revenue collected		1 584 998	1 466 341
Less: Own revenue included in appropriation	13	(1 381 218)	(1 309 368)
Departmental revenue collected		203 780	156 973

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NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2017

2.1	Sales of goods and services other than capital assets			
		Note	2016/17	2015/16
		2	R'000	R'000
	Sales of goods and services produced by the department		112 842	105 762
	Sales by market establishment		68 206	70 298
	Administrative fees		41 154	32 214
	Other sales		3 482	3 250
	Sales of scrap, waste and other used current goods		881	22
	Total		113 723	105 784
2.2	Fines, penalties and forfeits			
		Note	2016/17	2015/16
		2	R'000	R'000
	Fines - Impound fees		1 307	1 103
	Total		1 307	1 103
2.3	Interest, dividends and rent on land			
		Note	2016/17	2015/16
		2	R'000	R'000
	Interest		1 976	1 479
	Total		1 976	1 479
2.4	Sale of capital assets			
		Note	2016/17	2015/16
		2	R'000	R'000
	Tangible assets		3 369	4 443
	Buildings and other fixed structures	29.2	414	2 587
	Machinery and equipment	27.2	2 955	1 856
	Total		3 369	4 443
2.5	Transactions in financial assets and liabilities			
		Note	2016/17	2015/16
		2	R'000	R'000
	Receivables		531	253
	Other Receipts including Recoverable Revenue		23 663	5 502
	Total		24 194	5 755
2.6	Transfers received			
		Note	2016/17	2015/16
		2	R'000	R'000
	Other governmental units		697	5 638
	Public corporations and private enterprises		6 068	36
	Total		6 765	5 674

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for the year ended 31 March 2017

3. Compensation of employees

3.1 Salaries and Wages

	Note	2016/17 R'000	2015/16 R'000
Basic salary		506 166	471 558
Performance award		6 512	9 896
Service Based		1 013	873
Compensative/circumstantial		18 293	19 720
Periodic payments		1 590	1 657
Other non-pensionable allowances		101 660	92 950
Total		635 234	596 654

3.2 Social contributions

	Note	2016/17 R'000	2015/16 R'000
Employer contributions			
Pension		61 415	57 600
Medical		40 216	38 037
Bargaining council		166	161
Total		101 797	95 798
Total compensation of employees		737 031	692 452
Average number of employees		2 215	2 274

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4. Goods and services

	Note	2016/17 R'000	2015/16 R'000
Administrative fees		296 789	282 777
Advertising		20 303	19 556
Minor Assets	4.1	7 602	936
Bursaries (employees)		1 104	1 119
Catering		1 295	1 082
Communication		6 737	5 766
Computer services	4.2	63 649	35 405
Consultants: Business and advisory services		174 358	147 386
Infrastructure and planning services		27 085	35 314
Laboratory services		46	16
Legal services		11 607	10 904
Contractors		411 512	400 636
Agency and support/outsourced services		29 078	25 115
Entertainment		21	27
Audit cost – external	4.3	10 754	13 852
Fleet services		48 434	47 749
Inventory	4.4	10 536	4 594
Consumables	4.5	40 387	42 620
Operating leases		169 973	162 936
Property payments	4.6	393 534	322 503
Rental and hiring		18	3
Transport provided as part of departmental activities		-	4
Travel and subsistence	4.7	26 448	22 286
Venues and facilities		292	214
Training and development		12 710	10 340
Other operating expenditure	4.8	3 560	5 244
Total		1 767 832	1 598 384

4.1 Minor Assets

	Note	2016/17 R'000	2015/16 R'000
Tangible assets	4		
Machinery and equipment		7 602	936
Total		7 602	936

4.2 Computer services

	Note	2016/17 R'000	2015/16 R'000
SITA computer services	4	1 603	1 314
External computer service providers		62 046	34 091
Total		63 649	35 405

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4.3	Audit cost – External			
		Note	2016/17	2015/16
		4	R'000	R'000
	Regularity audits		10 547	13 217
	Computer audits		207	635
	Total		10 754	13 852
4.4	Inventory			
		Note	2016/17	2015/16
		4	R'000	R'000
	Other Supplies		10 536	4 594
	Total	4.4.1	10 536	4 594
4.4.1	Other supplies			
		Note	2016/17	2015/16
			R'000	R'000
	Ammunition and security supplies		-	340
	Assets for distribution			
	Furniture and Office Equipment		10 536	4 254
	Total	4.4	10 536	4 594
4.5	Consumables			
		Note	2016/17	2015/16
		4	R'000	R'000
	Consumable supplies		25 163	33 910
	Uniform and clothing		3 010	8 785
	Household supplies		1 684	1 463
	Building material and supplies		18 265	21 337
	Communication accessories		-	6
	IT consumables		108	148
	Other consumables		2 096	2 171
	Stationery, printing and office supplies		15 224	8 710
	Total		40 387	42 620
4.6	Property payments			
		Note	2016/17	2015/16
		4	R'000	R'000
	Municipal services		135 005	97 182
	Property management fees		5 672	5 091
	Property maintenance and repairs		182 872	163 413
	Other		69 985	56 817
	Total		393 534	322 503

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4.7	Travel and subsistence	Note	2016/17	2015/16
		4	R'000	R'000
	Local		25 813	22 090
	Foreign		635	196
	Total		<u>26 448</u>	<u>22 286</u>
4.8	Other operating expenditure	Note	2016/17	2015/16
		4	R'000	R'000
	Professional bodies, membership and subscription fees		105	146
	Resettlement costs		159	178
	Other		3 296	4 920
	Total		<u>3 560</u>	<u>5 244</u>
5.	Interest and rent on land	Note	2016/17	2015/16
			R'000	R'000
	Interest paid		34	1
	Total		<u>34</u>	<u>1</u>
6.	Payments for financial assets	Note	2016/17	2015/16
			R'000	R'000
	Other material losses written off	6.1	1 108	391
	Debts written off	6.2	850	132
	Total		<u>1 958</u>	<u>523</u>
6.1	Other material losses written off	Note	2016/17	2015/16
		6	R'000	R'000
	Nature of losses			
	Damages and losses to Government Motor Transport vehicles (46 cases)		498	113
	Damages and losses to Road Construction and Maintenance Plant Equipment (106 cases)		565	257
	Other Losses- Keys /damage to private vehicles (6 cases)		15	-
	Damages to hired vehicles (4 cases)		30	21
	Total		<u>1 108</u>	<u>391</u>

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6.2	Debts written off			
		Note	2016/17	2015/16
		6	R'000	R'000
	Nature of debts written off			
	Recoverable revenue written off			
	Debts: Ex-employees/bursaries (2 cases)		40	-
	Total		40	-
	Other debt written off			
	*Other Debts (9 cases)		104	132
	Debts –Bursaries (2 cases)		328	-
	Debts - Ex-employees (32 cases)		378	-
	Total		810	132
	Total debt written off		850	132

*Other debts written off, mainly comprises of damages to guard rails.

7.	Transfers and subsidies			
		Note	2016/17	2015/16
			R'000	R'000
	Provinces and municipalities	Annex 1A	724 556	647 677
	Departmental agencies and accounts	Annex 1B	58	8 899
	Public corporations and private enterprises	Annex 1C	873 298	796 775
	Households	Annex 1D	14 379	12 826
	Total		1 612 291	1 466 177
	<u>Unspent funds transferred to the above beneficiaries</u>			
	Provinces and municipalities		112 754	118 688
	Departmental agencies and accounts		-	8 751
	Total		112 754	127 439

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8. Expenditure for capital assets

	Note	2016/17 R'000	2015/16 R'000
Tangible assets		2 888 246	2 892 347
Buildings and other fixed structures	29.1	2 789 854	2 685 851
Machinery and equipment	27.1	86 402	99 017
Land and subsoil assets	29.1	11 990	107 479
Intangible assets		21 316	18 511
Software	28.1	21 316	18 511
Total		2 909 562	2 910 858

8.1 Analysis of funds utilised to acquire capital assets – 2016/17

	Voted funds R'000	Aid assistance R'000	Total R'000
Tangible assets	2 888 246	-	2 888 246
Buildings and other fixed structures	2 789 854	-	2 789 854
Machinery and equipment	86 402	-	86 402
Land and subsoil assets	11 990	-	11 990
Intangible assets	21 316	-	21 316
Software	21 316	-	21 316
Total	2 909 562	-	2 909 562

8.2 Analysis of funds utilised to acquire capital assets – 2015/16

	Voted funds R'000	Aid assistance R'000	Total R'000
Tangible assets	2 892 347	-	2 892 347
Buildings and other fixed structures	2 685 851	-	2 685 851
Machinery and equipment	99 017	-	99 017
Land and subsoil assets	107 479	-	107 479
Intangible assets	18 511	-	18 511
Software	18 511	-	18 511
Total	2 910 858	-	2 910 858

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8.3 Finance lease expenditure included in expenditure for capital assets

	Note	2016/17 R'000	2015/16 R'000
Tangible assets			
Machinery and equipment		26 475	24 755
Total		26 475	24 755

9. Cash and cash equivalents

	Note	2016/17 R'000	2015/16 R'000
Consolidated Paymaster General Account		169 742	181 993
Disbursements		(37 488)	(40 591)
Cash on hand		5	5
Total		132 259	141 407

10. Prepayments and advances

	Note	2016/17 R'000	2015/16 R'000
Travel and subsistence		102	19
Advances paid (Not expensed)	10.1	18 413	12 619
Total		18 515	12 638

10.1 Advances paid (Not expensed)

	Note	2016/17 R'000	2015/16 R'000
District Municipalities	Annex 7	18 413	12 619
Total		18 413	12 619

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11. Receivables

		2016/17			2015/16		
		Current	Non-current	Total	Current	Non-current	Total
		R'000	R'000	R'000	R'000	R'000	R'000
	Note						
Claims recoverable	11.1	4 508	-	4 508	3 044	-	3 044
Recoverable expenditure	11.2	2 090	-	2 090	2 655	-	2 655
Staff debt	11.3	4 210	329	4 539	3 427	344	3 771
Other debtors	11.4	-	-	-	1 714	-	1 714
Total		10 808	329	11 137	10 840	344	11 184

11.1 Claims recoverable

	Note	2016/17	2015/16
	11	R'000	R'000
National departments	Annex 3	-	30
Provincial departments	Annex 3	1 513	17
Public entities	Annex 3	2 696	2 555
Households and non-profit institutions		246	442
Local governments		53	-
Total		4 508	3 044

11.2 Recoverable expenditure (disallowance accounts)

	Note	2016/17	2015/16
	11	R'000	R'000
Disallowance: Miscellaneous		39	1 285
Disallowance: Damages and Losses		2 036	1 296
Disallowance: Dishonoured Cheques		15	74
Total		2 090	2 655

11.3 Staff debt

	Note	2016/17	2015/16
	11	R'000	R'000
Staff Debt/Ex-employees/Bursary Debt		4 536	3 763
Salary Tax Debt		1	-
Salary Med Aid Debt		-	1
Pension recoverable account		-	5
Salary Pension Fund		-	2
Salary Deductions disallowance accounts		2	-
Total		4 539	3 771

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11.4 Other debtors

	Note	2016/17	2015/16
	11	R'000	R'000
Salary Income Tax		-	401
Contractual Debtors		-	1 313
Total		-	1 714

11.5 Impairment of receivables

	Note	2016/17	2015/16
	11	R'000	R'000
*Estimate of impairment of receivables		2 678	2 472
Total		2 678	2 472

*The impairment is based on debtors that were handed over to the State Attorney and Legal Services for recovery.

12. Voted funds to be surrendered to the Revenue Fund

	Note	2016/17	2015/16
		R'000	R'000
Opening balance		90 880	178 885
Transfer from statement of financial performance		63 956	90 880
Paid during the year		(90 880)	(178 885)
Closing balance		63 956	90 880

13. Departmental revenue to be surrendered to the Revenue Fund

	Note	2016/17	2015/16
		R'000	R'000
Opening balance		45 490	68 027
Transfer from Statement of Financial Performance		203 780	156 973
Own revenue included in appropriation		1 381 218	1 309 368
Paid during the year		(1 560 902)	(1 488 878)
Closing balance		69 586	45 490

14. Payables – current

	Note	2016/17	2015/16
		R'000	R'000
Clearing Accounts	14.1	14	-
Other payables	14.2	25 230	25 081
Total		25 244	25 081

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14.1 Clearing Accounts

	Note	2016/17	2015/16
	14	R'000	R'000
Salary Government Employees Housing Fund refunds		14	-
Total		14	-

14.2 Other payables

	Note	2016/17	2015/16
	14	R'000	R'000
Tender Deposit		13 500	13 500
National Skills Fund		3 428	3 761
Guarantees for rehabilitation		3 394	4 478
E-Natis (Administrative fees)		4 908	3 342
Total		25 230	25 081

15. Net cash flow available from operating activities

	Note	2016/17	2015/16
		R'000	R'000
Net surplus/(deficit) as per Statement of Financial Performance		267 736	247 853
Add back non cash/cash movements not deemed operating activities		2 629 962	2 556 965
(Increase)/decrease in receivables – current		47	(1 058)
(Increase)/decrease in prepayments and advances		(5 877)	(2 413)
Increase/(decrease) in payables – current		163	12 416
Proceeds from sale of capital assets		(3 369)	(4 443)
Expenditure on capital assets		2 909 562	2 910 858
Surrenders to Revenue Fund		(1 651 782)	(1 667 763)
Own revenue included in appropriation		1 381 218	1 309 368
Net cash flow generated by operating activities		2 897 698	2 804 818

16. Reconciliation of cash and cash equivalents for cash flow purposes

	Note	2016/17	2015/16
		R'000	R'000
Consolidated Paymaster General account		169 742	181 993
Disbursements		(37 488)	(40 591)
Cash on hand		5	5
Total		132 259	141 407

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17. Contingent liabilities and contingent assets

17.1 Contingent liabilities

		Note	2016/17 R'000	2015/16 R'000
Liable to	Nature			
Housing loan guarantees	Employees	Annex 2A	75	75
Other guarantees	Borrow pit	Annex 2A	14 749	14 693
	guarantees			
Private individuals	Claims against	Annex 2B	54 421	36 206
	the department			
Various Departments	Intergovernmental	Annex 4	5 412	3 263
	payables			
	(unconfirmed			
	balances)			
Total			74 657	54 237

Other guarantees represents the guarantees provided by the department for the rehabilitation of the borrow pits only if the department defaults on the contract.

All cases which were submitted to Legal Services and State Attorney have been included as contingent liabilities as the outcome of all the open cases are uncertain.

All unconfirmed intergovernmental payable balances have been included in the account as the department is not in agreement with outstanding balances at year end.

Contingent assets

There are 13 PILIR cases under investigation and not as yet finalised by the Department of the Premier as at 31 March 2017.

At this stage the Department is not able to reliably measure the contingent asset in terms of the Government Employees Housing Scheme of the Individually Linked Saving Facility (ILSF), relating to resignations and termination of service.

18. Commitments

	Note	2016/17 R'000	2015/16 R'000
Current expenditure			
Approved and contracted		380 848	411 517
Approved but not yet contracted		34 304	-
		415 152	411 517
Capital expenditure			
Approved and contracted		2 873 398	3 345 711
Approved but not yet contracted		190 702	-
		3 064 100	3 345 711
Total Commitments		3 479 252	3 757 228

Capital expenditure: Included in commitments are 63 capital projects which will be completed after one year.

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19. Accruals and payables not recognised
19.1 Accruals

			2016/17 R'000	2015/16 R'000
Listed by economic classification				
	30 Days	30+ Days	Total	Total
Compensation of employees	-	-	-	1 284
Goods and services	65 748	-	65 748	54 754
Transfers and subsidies	3 175	-	3 175	2 847
Capital assets	180 962	-	180 962	45 105
Total	249 885	-	249 885	103 990
		Note	2016/17 R'000	2015/16 R'000
Listed by programme level				
Programme 1: Administration			6 664	6 240
Programme 2: Public Works Infrastructure			46 694	9 938
Programme 3: Transport Infrastructure			178 990	67 815
Programme 4: Transport Operations			654	187
Programme 5: Transport Regulation			16 828	18 570
Programme 6: Community Based Programmes			55	1 240
Total			249 885	103 990

The material accruals represent the continuation of capital projects during March 2017 which resulted in payments made after year end.

Due to amendment in accounting policies compensation of employees form part of employee benefits.

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19.2 Payables not recognised

			2016/17 R'000	2015/16 R'000
Listed by economic classification				
	30 Days	30+ Days	Total	Total
Compensation of employees	-	-	-	203
Goods and services	6 672	-	6 672	15 337
Transfers and subsidies	-	-	-	116
Capital assets	44 695	-	44 695	63 030
Total	51 367	-	51 367	78 686
	Note		2016/17 R'000	2015/16 R'000
Listed by programme level				
Programme 1: Administration			98	1 492
Programme 2: Public Works Infrastructure			2 072	7 895
Programme 3: Transport Infrastructure			48 280	67 816
Programme 4: Transport Operations			2	50
Programme 5: Transport Regulation			651	1 115
Programme 6: Community Based Programmes			264	318
Total			51 367	78 686
	Note		2016/17 R'000	2015/16 R'000
Included in the above totals are the following:				
Confirmed balances with the departments	Annex 4		2 382	712
Confirmed balances with other government units	Annex 4		3 782	4 444
Total			6 164	5 156

The material payables represent the continuation of capital projects during March 2017 which result in payments made after year end. Accruals and Payables not recognised were previously combined and have been split into sub notes for the current year and beyond.

Due to amendment in accounting policies compensation of employees form part of employee benefits.

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20. Employee benefits

	Note	2016/17 R'000	2015/16 R'000
*Leave entitlement		24 731	19 161
Service bonus (Thirteenth cheque)		18 162	18 089
Performance awards		7 300	7 098
Capped leave commitments		26 598	27 158
**Other		3 220	1 068
Total		80 011	72 574

*Negative leave amounts for 2016/17 of R2 368 million not included in leave entitlement provision.

**At this stage the department is not able to reliably measure the long term portion of the long service awards. Included in Other is accruals in respect of compensation of employees.

21. Lease commitments

21.1 Operating leases expenditure

	Buildings and other fixed structures R'000	Machinery and equipment R'000	Total R'000
2016/17			
Not later than 1 year	92 438	3 568	96 006
Later than 1 year and not later than 5 years	116 315	2 513	118 828
Later than five years	27 039	-	27 039
Total lease commitments	235 792	6 081	241 873

Property lease commitments are calculated based on a contractual obligation between the department and the lessors.

The leases have an escalation of between 0% and 12%. The Department currently leases 154 facilities.

Receivable listings of R0, 133 million to be recovered in 2017/18.

	Buildings and other fixed structures R'000	Machinery and equipment R'000	Total R'000
2015/16			
Not later than 1 year	121 308	3 037	124 345
Later than 1 year and not later than 5 years	141 807	2 814	144 621
Later than five years	1 094	-	1 094
Total lease commitments	264 209	5 851	270 060

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21.2 Finance leases commitment

	Machinery and equipment R'000	Total R'000
2016/17		
Not later than 1 year	26 122	26 122
Later than 1 year and not later than 5 years	56 617	56 617
Later than five years	25	25
Total lease commitments	<u>82 764</u>	<u>82 764</u>

	Machinery and equipment R'000	Total R'000
2015/16		
Not later than 1 year	26 552	26 552
Later than 1 year and not later than 5 years	84 942	84 942
Later than five years	98	98
Total lease commitments	<u>111 592</u>	<u>111 592</u>

The leasing of motor vehicles between the Department of Transport and Public Works and Government Motor Transport (GMT) constitutes finance leases (March 2017: 508 vehicles / March 2016: 512 vehicles). The obligation in respect of the finance leases are presented above.

21.3 Operating lease revenue

	Buildings and other fixed structures R'000	Total R'000
2016/17		
Not later than 1 year	42 691	42 691
Later than 1 year and not later than 5 years	168 164	168 164
Later than five years	127 107	127 107
Total operating lease revenue receivable	<u>337 962</u>	<u>337 962</u>

Leases have an escalation of between 0% and 10%. The Department currently has 44 leases that are included in the above amount.

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	Buildings and other fixed structures	Total
	R'000	R'000
2015/16		
Not later than 1 year	11 984	11 984
Later than 1 year and not later than 5 years	39 813	39 813
Later than five years	5 066	5 066
Total operating lease revenue receivable	<u>56 863</u>	<u>56 863</u>

22. Accrued departmental revenue

	Note	2016/17 R'000	2015/16 R'000
Tax revenue		32 726	36 999
Sales of goods and services other than capital assets		89 424	82 907
Total		<u>122 150</u>	<u>119 906</u>

It should further be noted that the not signing of lease agreements of un-lawful occupants of government properties could result that the department is at risk of losing R2, 633 million rental income per year. Credit balances to the value of R1, 495 million were excluded when calculating the outstanding debt.

22.1 Analysis of accrued departmental revenue

	Note	2016/17 R'000	2015/16 R'000
Opening balance		119 906	130 824
Less: Amounts received		(105 182)	(123 623)
Add: Amounts recognised		107 426	112 705
Closing balance		<u>122 150</u>	<u>119 906</u>

22.2 Impairment of accrued departmental revenue

	Note	2016/17 R'000	2015/16 R'000
Estimate of impairment of accrued departmental revenue		40 958	32 367
Total		<u>40 958</u>	<u>32 367</u>

The impairment was based on all debtors that were handed over to the state attorney and legal services for recovery.

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23. Irregular expenditure

23.1 Reconciliation of irregular expenditure

	Note	2016/17 R'000	2015/16 R'000
Opening balance		4 942	61 489
Prior period error		-	1 582
As restated		4 942	63 071
Add: Irregular expenditure – relating to prior year		-	5 157
Add: Irregular expenditure – relating to current year		46	1 610
Less: Prior year amounts condoned		(4 361)	(64 283)
Less: Current year amounts condoned		(30)	-
Less: Amounts recoverable (not condoned)		(597)	(613)
Less: Amounts not condoned and not recoverable		-	-
Irregular expenditure awaiting condonation		-	4 942

Analysis of awaiting condonation per age classification

	2016/17 R'000	2015/16 R'000
Current year	-	1 610
Prior years	-	3 332
Total	-	4 942

23.2 Details of irregular expenditure – added current year (relating to current and prior years)

Incident	Disciplinary steps taken/criminal proceedings	2016/17 R'000
Non-compliance: SCM delegations	Caution letters issued	30
Fraudulent payments	Dismissed/referred to SAPS	16
Total		46

23.3 Details of irregular expenditure condoned

Incident	Condoned by (condoning authority)	2016/17 R'000
Non-compliance: SCM delegations (3 cases)	Relevant authority	4 391
Total		4 391

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23.4 Details of irregular expenditure recoverable (not condoned)

Incident	2016/17 R'000
Fraudulent payments	597
Total	597

23.5 Prior Period Error

	2015/16 R'000
Nature of prior period error	
Relating to Prior Years (affecting the opening balance)	1 582
Amendment to the closing balance of prior years, expenditure identified and finalised 2016/17	1 582
Relating to 2015/16	3 360
Pertaining to 2014/15, identified and finalised 2016/17	1 750
Non-compliance SCM delegations: Expenditure 2015/16, confirmed 2016/2017	1 281
Non-compliance Code of conduct of Public Service pertaining to 2015/2016, confirmed 2016/17	329
Total	4 942

24. Related party transactions

The Department provided buildings free of charge to the following departments as well as entities reporting to these departments:

- 1) Department of the Premier
- 2) Provincial Parliament
- 3) Provincial Treasury
- 4) Community Safety
- 5) Education
- 6) Health
- 7) Social Development
- 8) Local Government and Housing
- 9) Environmental Affairs and Development Planning
- 10) Agriculture
- 11) Economic Development and Tourism
- 12) Culture Affairs and Sport

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- 13) Provincial Operating Licence Board (POLB) / Provincial Regulating Entity (PRE)
- 14) Provincial Transport Registrar
- 15) Government Motor Transport
- 16) Western Cape Gambling and Racing Board
- 17) Construction Industrial Development Board
- 18) Western Cape Nature Conservation Board
- 19) University of the Western Cape
- 20) Groote Schuur Hospital Facility Board
- 21) Cape Medical Depot

The Department provided parking spaces for government officials at approved fees that are not market related.

The Department received corporate services from the Corporate Service Centre of the Department of the Premier in the Western Cape with effect from 1 November 2010 in respect of the following service areas:

- a) Information and Communication Technology
- b) Organisation Development
- c) Provincial Training (transversal)
- d) Human Resource Management
- e) Enterprise Risk Management
- f) Internal Audit
- g) Provincial Forensic Services
- h) Legal Services
- i) Corporate Communication

The Department makes use of government motor vehicles managed by Government Motor Transport (GMT) based on an arm's length transaction in terms of tariffs approved by the Provincial Treasury.

The Department received Security Advisory Services and Security Operations from Department of Community Safety in the Western Cape.

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25. Key management personnel

	No. of Individuals	2016/17 R'000	2015/16 R'000
Political office bearer	1	1 902	2 071
Officials:			
Level 15 to 16	6	8 782	8 438
Level 14	14	16 217	14 136
Total		<u>26 901</u>	<u>24 645</u>

26. Public Private Partnership

	Note	2016/17 R'000	2015/16 R'000
Other		9 126	14 080
Other obligations		<u>9 126</u>	<u>14 080</u>
Total		<u>9 126</u>	<u>14 080</u>

A concession agreement was concluded for the design, construction, financing, operating and maintaining of Chapman's Peak Drive as a toll road for 30 years. At the end of the concession period the road is returned to the Provincial Government of the Western Cape in a clearly defined condition. The agreement, which provided for both renewal and termination options, was signed on 21 May 2003. The partnership between the department and Entilini Concessionary has been operational since 21 December 2003.

During the course of 2009/10 the Executive Authority for Transport and Public Works and Finance, Economic Development and Tourism was mandated by the Premier to, with assistance of a task team, re-negotiate the contract with the Concessionaire with a view to mitigate the risk to the Department. The re-negotiations were concluded and some of the matters that were addressed were:

- Improve Provincial Contract Management and Internal Control systems.
- Re-negotiate certain conditions in the existing contract.
- Review an alternative toll plaza solution.
- Agree on pre-emptive closure regime.
- Review methodology of Province Future Support.
- Review of upgrades and maintenance reserve fund.

In the new re-negotiated contract, a provision was made for unseen maintenance; operating and managing expenses were reviewed and pegged at an acceptable level, to be increases with CPI. Revenue projections were

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also scrutinised.

Any shortfall between the actual revenue and expenses would be made good by the Province, which will be reimbursed once the Concessionaire has paid up its long time debt (2023) and there is a surplus available after expenses have been paid out of revenue.

The Province will have the first right of call to this surplus for the revenue support provided during the concession period and thereafter, any available surplus will be distributed on a 50:50 basis.

27. Movable Tangible Capital Assets

MOVEMENT IN MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2017

	Opening balance R'000	Additions R'000	Disposals R'000	Closing Balance R'000
HERITAGE ASSETS	4 894	-	-	4 894
Heritage assets	4 894	-	-	4 894
MACHINERY AND EQUIPMENT	713 366	62 143	(15 262)	760 247
Transport assets	328 909	21 525	(8 309)	342 125
Computer equipment	38 090	3 577	(3 872)	37 795
Furniture and office equipment	7 047	445	(746)	6 746
Other machinery and equipment	339 320	36 596	(2 335)	373 581
TOTAL MOVABLE TANGIBLE CAPITAL ASSETS	718 260	62 143	(15 262)	765 141

Movable Tangible Capital Assets under investigation

Included in the above total of the movable tangible capital assets per the asset register are assets that are under investigation:

	Number	R'000 Value
Machinery and Equipment	248	4 005

Financial Governance and Asset Management is currently investigating these items, which may have been lost or stolen.

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27.1 Additions

ADDITIONS TO MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2017

	Cash	Non-cash	(Capital Work in Progress current costs and finance lease payments)	Received current, not paid (Paid current year, received prior year)	Total
	R'000	R'000	R'000	R'000	R'000
MACHINERY AND EQUIPMENT	86 402	2 827	(26 475)	(611)	62 143
Transport assets	45 173	2 827	(26 475)	-	21 525
Computer equipment	3 650	-	-	(73)	3 577
Furniture and office equipment	445	-	-	-	445
Other machinery and equipment	37 134	-	-	(538)	36 596
TOTAL ADDITIONS TO MOVABLE TANGIBLE CAPITAL ASSETS	86 402	2 827	(26 475)	(611)	62 143

Finance lease payments represent all payments made to Government Motor Transport for the usage of their vehicles.

27.2 Disposals

DISPOSALS OF MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2017

	Sold for cash	Non-cash disposals	Total disposals	Cash Received Actual
	R'000	R'000	R'000	R'000
MACHINERY AND EQUIPMENT	5 614	9 648	15 262	2 955
Transport assets	5 614	2 695	8 309	2 955
Computer equipment	-	3 872	3 872	-
Furniture and office equipment	-	746	746	-
Other machinery and equipment	-	2 335	2 335	-
TOTAL DISPOSAL OF MOVABLE TANGIBLE CAPITAL ASSETS	5 614	9 648	15 262	2 955

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27.3 Movement for 2015/16

MOVEMENT IN MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2016

	Opening balance R'000	Prior period error R'000	Additions R'000	Disposals R'000	Closing Balance R'000
HERITAGE ASSETS	4 894	-	-	-	4 894
Heritage assets	4 894	-	-	-	4 894
MACHINERY AND EQUIPMENT	628 797	-	118 976	(34 407)	713 366
Transport assets	283 324	-	70 725	(25 140)	328 909
Computer equipment	33 615	-	8 066	(3 591)	38 090
Furniture and office equipment	6 080	-	1 994	(1 027)	7 047
Other machinery and equipment	305 778	-	38 191	(4 649)	339 320
TOTAL MOVABLE TANGIBLE CAPITAL ASSETS	633 691	-	118 976	(34 407)	718 260

27.4 Minor assets

MOVEMENT IN MINOR ASSETS PER THE ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2017

	Heritage assets R'000	Machinery and equipment R'000	Total R'000
Opening balance	538	23 506	24 044
Value adjustments	-	953	953
Additions	-	7 469	7 469
Disposals	(10)	(2 317)	(2 327)
TOTAL MINOR ASSETS	528	29 611	30 139
	Heritage assets	Machinery and equipment	Total
Number of R1 minor assets	69	972	1 041
Number of minor assets at cost	310	19 292	19 602
TOTAL NUMBER OF MINOR ASSETS	379	20 264	20 643

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Minor Capital Assets under investigation

	Number	R'000 Value
Heritage assets	5	5
Machinery and equipment	815	1 103

Financial Governance and Asset Management is currently investigating these items, which may have been lost or stolen.

MOVEMENT IN MINOR ASSETS PER THE ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2016

	Heritage assets R'000	Machinery and equipment R'000	Total R'000
Opening balance	539	21 802	22 341
Additions	-	3 355	3 355
Disposals	(1)	(1 651)	(1 652)
TOTAL MINOR ASSETS	538	23 506	24 044

	Heritage assets	Machinery and equipment	Total
Number of R1 minor assets	251	1 766	2 017
Number of minor assets at cost	338	16 840	17 178
TOTAL NUMBER OF MINOR ASSETS	589	18 606	19 195

27.5 S42 Movable capital assets

MAJOR ASSETS SUBJECTED TO TRANSFER IN TERMS OF S42 OF THE PFMA - 31 MARCH 2016

	Machinery and equipment	Total
No. of Assets	760	760
Value of the assets (R'000)	7 226	7 226

MINOR ASSETS SUBJECTED TO TRANSFER IN TERMS OF S42 OF THE PFMA - 31 MARCH 2016

	Machinery and equipment	Total
No. of Assets	2 268	2 268
Value of the assets (R'000)	2 424	2 424

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28. Intangible Capital Assets

MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2017

	Opening balance R'000	Additions R'000	Disposals R'000	Closing Balance R'000
SOFTWARE	142 266	21 316	-	163 582
TOTAL INTANGIBLE CAPITAL ASSETS	142 266	21 316	-	163 582

28.1 Additions

ADDITIONS TO INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED
31 MARCH 2017

	Cash R'000	Non-Cash R'000	(Develop- ment work in progress – current costs) R'000	Received current year, not paid (Paid current year, received prior year) R'000	Total R'000
SOFTWARE	21 316	-	-	-	21 316
TOTAL ADDITIONS TO INTANGIBLE CAPITAL ASSETS	21 316	-	-	-	21 316

28.2 Movement for 2015/16

MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2016

	Opening balance R'000	Prior period error R'000	Additions R'000	Disposals R'000	Closing Balance R'000
SOFTWARE	123 755	-	18 511	-	142 266
TOTAL INTANGIBLE CAPITAL ASSETS	123 755	-	18 511	-	142 266

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29. Immovable Tangible Capital Assets

MOVEMENT IN IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2017

	Opening balance R'000	Value adjustments R'000	Additions R'000	Disposals R'000	Closing Balance R'000
BUILDINGS AND OTHER FIXED STRUCTURES	54 415 273	9 176 172	3 610 737	(20)	67 202 162
Non-residential buildings	25 832 760	9 173 151	419 730	(20)	35 425 621
Other fixed structures	28 582 513	3 021	3 191 007	-	31 776 541
HERITAGE ASSETS	240 790	284 096	-	-	524 886
Heritage assets	240 790	284 096	-	-	524 886
LAND AND SUBSOIL ASSETS	303 223	580 866	60 415	-	944 504
Land	303 223	580 866	60 415	-	944 504
Capital Work-in-progress	3 837 431	-	2 789 854	(3 421 577)	3 205 708
TOTAL IMMOVABLE TANGIBLE CAPITAL ASSETS	58 796 717	10 041 134	6 461 006	(3 421 597)	71 877 260

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29.1 Additions

ADDITIONS TO IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2017

	Cash	Non-cash	(Capital Work in Progress current costs and finance lease payments)	Received current, not paid (Paid current year, received prior year)	Total
	R'000	R'000	R'000	R'000	R'000
BUILDING AND OTHER FIXED STRUCTURES	2 789 854	3 610 737	(2 789 854)	-	3 610 737
Non-residential buildings	388 886	419 730	(388 886)	-	419 730
Other fixed structures	2 400 968	3 191 007	(2 400 968)	-	3 191 007
LAND AND SUBSOIL ASSETS	11 990	48 425	-	-	60 415
Land	11 990	48 425	-	-	60 415
TOTAL ADDITIONS TO IMMOVABLE TANGIBLE CAPITAL ASSETS	2 801 844	3 659 162	(2 789 854)	-	3 671 152

Non cash additions for non-residential buildings and investment property relates to section 42 transfers from Department of Health and Department of Education.

29.2 Disposals

DISPOSALS OF IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2017

	Sold for cash	Non-cash disposal	Total disposals	Cash Received Actual
	R'000	R'000	R'000	R'000
BUILDINGS AND OTHER FIXED STRUCTURES	-	20	20	414
Non-residential buildings	-	20	20	414
TOTAL DISPOSALS OF IMMOVABLE TANGIBLE CAPITAL ASSETS	-	20	20	414

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29.3 Movement for 2015/16

MOVEMENT IN IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2016

	Opening balance R'000	Prior period error R'000	Additions R'000	Disposals R'000	Closing Balance R'000
BUILDINGS AND OTHER FIXED STRUCTURES	52 796 331	-	1 748 824	(129 882)	54 415 273
Non-residential buildings	25 281 181	-	681 461	(129 882)	25 832 760
Other fixed structures	27 515 150	-	1 067 363	-	28 582 513
HERITAGE ASSETS	240 790	-	-	-	240 790
Heritage assets	240 790	-	-	-	240 790
LAND AND SUBSOIL ASSETS	195 744	-	107 479	-	303 223
Land	195 744	-	107 479	-	303 223
TOTAL IMMOVABLE TANGIBLE CAPITAL ASSETS	53 232 865	-	1 856 303	(129 882)	54 959 286

29.4 Immovable assets valued at R1

IMMOVABLE ASSETS VALUED AT R1 IN THE ASSET REGISTER AS AT 31 MARCH 2016

	Buildings and other fixed structures R	Heritage assets R	Land and subsoil assets R	Total R
R1 Immovable assets	3 090	80	127	3 297
TOTAL	3 090	80	127	3 297

29.5 S42 Immovable assets

Assets subjected to transfer in terms of S42 of the PFMA – 2016/17

	Number of assets	Value of assets R'000
BUILDINGS AND OTHER FIXED STRUCTURES		
Non-residential buildings	6	151 944
TOTAL	6	151 944

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Assets subjected to transfer in terms of S42 of the PFMA – 2015/16

	Number of assets	Value of assets R'000
BUILDINGS AND OTHER FIXED STRUCTURES		
Non-residential buildings	16	681 461
TOTAL	16	681 461

29.6 **Immovable assets additional information**

		Note	2016/17	2015/16
a) Un-surveyed land	Estimated completion date	Annex 8	Area	Area
Western Cape	2017/18		-	-
b) Properties deemed vested		Annex 8	Number	Number
Land parcels			176	364
Facilities				
Schools			44	140
Clinics			1	18
Hospitals			-	1
Office buildings			1	2
Dwellings			3	4
Other			127	142

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30. Principal-agent arrangements

30.1 Department acting as the principal

	2016/17	2015/16
	R'000	R'000
Berg River Municipality	2 597	2 290
Cederberg Municipality	1 989	1 852
Matzikama Municipality	3 151	2 793
Saldanha Bay Municipality	5 702	5 031
Swartland Municipality	6 255	5 405
Breede Valley Municipality	7 789	7 036
Drakenstein Municipality	13 933	12 497
Langeberg Municipality	4 080	3 137
Stellenbosch Municipality	7 330	5 990
Witzenberg Municipality	3 687	3 189
Cape Agulhas Municipality	2 012	1 718
Overstrand Municipality	4 891	4 090
Swellendam Municipality	1 919	1 559
Theewaterskloof Municipality	4 448	3 754
Bitou Municipality	1 656	1 483
George Municipality	10 857	9 634
Hessequa Municipality	2 812	2 218
Kannaland Municipality	958	788
Knysna Municipality	3 533	3 078
Mossel Bay Municipality	5 901	5 241
Oudtshoorn Municipality	3 630	3 028
Beaufort West Municipality	967	838
Laingsburg Municipality	157	150
Prince Albert Municipality	240	218
City Of Cape Town	195 558	195 114
Total	296 052	282 131

- Municipalities within the province collect motor vehicle license renewal and renewal fees on behalf of the department as circular 12/94. The municipality charges the department agency fees for the collection of these fees. The amounts disclosed above are the fees paid for collection, which is disclosed as administration fees and is included in goods and services in the statement of financial performance.
- The department set the standards and norms which the municipalities use to test prospective drivers. The department monitors drivers testing performed by the municipalities and ensures they are kept at a high standard. The department does not receive any reimbursement nor does it pay any municipality to perform these tests. All revenue collected by the municipalities' remains revenue in their account.
- The department set the standards and norms which the municipalities use to test motor vehicles. The department monitors the testing stations and ensures they are kept at a high standard. The department does not receive any reimbursement nor does it pay any municipality to perform these tests. All revenue collected by the municipalities' remains revenue in their account.

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- The department set the standards and norms which the private companies use to test motor vehicles. The department monitors the testing stations and ensures they are kept at a high standard. The department does not receive any reimbursement nor does it pay any company to perform these tests. All revenue collected by the company's remains revenue in their account.
- The District Municipality perform work on the department's roads assets and invoices the department for work performed by them. This is regarded as normal course of business, they however use the department's assets to perform this work as per agreement and do not reimburse the department for the usage of the assets. The department remains the owner of the assets as no risk and rewards has passed to the district municipalities.

30.2 Department acting as the agent

Reconciliation of carrying amount of receivables and payables – 2016/17

Name of principal entity	Opening balance	Revenue Principle is entitled to	Cash received on behalf of principal	Closing balance
	R'000	R'000	R'000	R'000
Road Traffic Management Corporation	3 342	74 503	(72 937)	4 908
Total	3 342	74 503	(72 937)	4 908

- The department is obligated (as per Practice Note 10 of 2007/08) to collect and pay over to the Road Traffic Management Corporation (RTMC) fees which is included in the motor vehicle license and renewal fees. The department does not receive any reimbursement for this service it performs. The above amounts constitutes the revenue collected on behalf of RTMC, the department does not include this revenue in its revenue as it does not belong to the department at any point in time.
- The department is an implementing agent for the Department of Health. The department publishes and awards tenders and monitor the construction of infrastructure as required by the department in terms of the service level agreement. The department does not receive any reimbursement for this function. The department sign the contracts with the contractors for Department of Health projects. Invoices for completed capital works are issued in the name of the department. The budget for the projects and the payments of invoices are made by Department of Health, which disclosed R 343 million worth of commitments against these contracts.
- The department is an implementing agent for the Department of Education. The department publishes and awards tenders and monitor the construction of infrastructure as required by the department in terms of the service level agreement. The department does not receive any reimbursement for this function. The department sign the contracts with the contractors for Department of Education projects. Invoices for completed capital works are issued in the name of the department. The budget for the projects and the payments of invoices are made by Department of Education, which disclosed R634 million worth of commitments against these contracts.

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31. Prior period errors

31.1 Correction of prior period errors

	Note	2015/16 R'000
Irregular Expenditure	23.5	
2010/2011 Discovered and validated in 2016/17		57
2011/2012 Discovered and validated in 2016/17		228
2012/2013 Discovered and validated in 2016/17		228
2013/2014 Discovered and validated in 2016/17		993
2013/2014 Discovered and validated in 2016/17		76
Net effect		<u>1 582</u>

Irregular Expenditure (Note 23)

Irregular Expenditure discovered and validated in 2016/17 effecting the opening balance and prior year disclosures.

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NOTES TO THE ANNUAL FINANCIAL STATEMENTS
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32. STATEMENT OF CONDITIONAL GRANTS RECEIVED

NAME OF DEPARTMENT	GRANT ALLOCATION						SPENT			2015/16	
	Division of Revenue Act/ Provincial Grants	Roll Overs	DORA Adjust ments	Other Adjust ments	Total Available	Amount received by department	Amount spent by department	Under / (Overspen ding)	% of available funds spent by depart ment	Division of Revenue Act	Amount spent by department
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Provincial Roads Maintenance Grant	830 729	-	-	-	830 729	830 729	830 729	-	100%	858 962	858 962
Expanded Public Works Programme Integrated Grant for Province	14 691	-	-	-	14 691	14 691	14 691	-	100%	9 515	9 515
Public Transport Operations Grant	870 900	-	-	-	870 900	870 900	870 900	-	100%	796 580	796 580
Total	1 716 320	-	-	-	1 716 320	1 716 320	1 716 320	-		1 665 057	1 665 057

All transfers in terms of this Act were deposited into the primary bank account of the Province.

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**NOTES TO THE ANNUAL FINANCIAL STATEMENTS
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33. STATEMENT OF OTHER TRANSFERS TO MUNICIPALITIES

NAME OF MUNICIPALITY	GRANT ALLOCATION				TRANSFER		
	Other transfers	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld	Re-allocations by Treasury or Department
	R'000	R'000	R'000	R'000	R'000	R'000	R'000
Municipalities: Western Cape							
Equitable Share	153 857	-	75 263	229 120	224 243	-	-
Rates and Taxes	413 000	-	85 073	498 073	496 539	-	-
TOTAL	566 857	-	160 366	727 193	720 782	-	-

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**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
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ANNEXURE 1A (Note 7)

STATEMENT OF TRANSFERS TO MUNICIPALITIES AND PROVINCIAL ADMINISTRATIONS

NAME	TRANSFER ALLOCATION				TRANSFER			SPENT			2015/16
	Appropriation Act	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld	Re-allocations by Provincial Treasury or Provincial Department	Amount received by municipality	Amount spent by municipality	% of available funds spent by municipality	Appropriation Act
	R'000	R'000	R'000		R'000	R'000	%	R'000	R'000	%	R'000
Municipalities: Western Cape											
Equitable Share	153 857	-	75 263	229 120	224 243	-	-	224 243	111 489	50%	242 542
Rates and Taxes	413 000	-	85 073	498 073	496 539	-	-	496 539	496 539	100%	402 984
Western Cape Government											
PD: Vehicle Licences	3 116	-	658	3 774	3 774	-	-	3 774	3 774	100%	3 826
TOTAL	569 973	-	160 994	730 967	724 556	-	-	724 556	611 802		649 352

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ANNEXURE 1B (Note 7)

STATEMENT OF TRANSFERS TO DEPARTMENTAL AGENCIES AND ACCOUNTS

DEPARTMENT/ AGENCY/ ACCOUNT	TRANSFER ALLOCATION				TRANSFER		2015/16
	Adjusted Appropriation	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds Transferred	Appropriation Act
	R'000	R'000	R'000	R'000	R'000	%	R'000
Com Licences (Radio & TV)	116	-	(34)	82	58	71%	148
Government Motor Transport	-	-	-	-	-	-	8 767
Total	116	-	(34)	82	58		8 915

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ANNEXURE 1C (Note 7)

STATEMENT OF TRANSFERS/SUBSIDIES TO PUBLIC CORPORATIONS AND PRIVATE ENTERPRISES

NAME OF PUBLIC CORPORATION/PRIVATE ENTERPRISE	TRANSFER ALLOCATION				EXPENDITURE				2015/16
	Adjusted Appropriation Act	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds Transferred	Capital	Current	Appropriation Act
	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000	R'000
Private Enterprises									
Transfers									
Bus Operator Service	870 900	-	-	870 900	870 900	100.0%	-	870 900	796 580
Claims against the State	-	-	2 548	2 548	2 398	94.1%	-	2 398	-
George Mobility Trust	-	-	-	-	-	-	-	-	195
Total	870 900	-	2 548	873 448	873 298		-	873 298	796 775

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**ANNEXURE 1D (Note 7)
STATEMENT OF TRANSFERS TO HOUSEHOLDS**

	TRANSFER ALLOCATION				EXPENDITURE		2015/16
	Adjusted Appropriation Act	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds Transferred	Appropriation Act
	R'000	R'000	R'000	R'000	R'000	%	R'000
HOUSEHOLDS							
Transfers							
*Social Benefits	1 873	-	2 138	4 011	4 011	100%	4 591
Bursaries (non-employees)	8 715	-	429	9 144	9 144	100%	8 090
Claims against the State	133	-	1 037	1 170	1 170	100%	91
Donations and gifts (cash)	95	-	(41)	54	54	100%	90
Total	10 816	-	3 563	14 379	14 379		12 862
 *Injury on duty	 212	 -	 (204)	 8	 8	 100%	 291
*Leave Gratuity	1 661	-	2 342	4 003	4 003	100%	3 905
*Severance package	-	-	-	-	-	-	395
*Social Benefits	1 873	-	2 138	4 011	4 011		4 591

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**ANNEXURE 1E
STATEMENT OF GIFTS, DONATIONS AND SPONSORSHIPS MADE**

NATURE OF GIFT, DONATION OR SPONSORSHIP	2016/17	2015/16
	R'000	R'000
Made in kind		
United Nations Remembrance Day: Laying of Wreaths - Political leaders	-	4
Transport Regulation - in aid of Motorcycle skills and safety awareness	35	-
Transport Regulation - materials for Participatory Educational Technique	19	-
Total	54	4

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
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ANNEXURE 2A

STATEMENT OF FINANCIAL GUARANTEES ISSUED AS AT 31 MARCH 2017 – LOCAL

Guarantor institution	Guarantee in respect of	Original guaranteed capital amount R'000	Opening balance 1 April 2016 R'000	Guarantees draw downs during the year R'000	Guarantees repayments/ cancelled/ reduced/ released during the year R'000	Revaluations R'000	Closing balance 31 March 2017 R'000	Guaranteed interest for year ended 31 March 2017 R'000	Realised losses not recoverable i.e. claims paid out R'000
ABSA	Housing	75	75	-	-	-	75	-	-
Sub total		75	75	-	-	-	75	-	-
Transport and Public Works	Other Rehabilitation of Land	14 693	14 693	56	-	-	14 749	-	-
Sub total		14 693	14 693	56	-	-	14 749	-	-
Total		14 768	14 768	56	-	-	14 824	-	-

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**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
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ANNEXURE 2B

STATEMENT OF CONTINGENT LIABILITIES AS AT 31 MARCH 2017

Nature of Liability	Opening Balance 1 April 2016 R'000	Liabilities incurred during the year R'000	Liabilities paid/cancelled/re duced during the year R'000	Liabilities recoverable (Provide details hereunder) R'000	Closing Balance 31 March 2017 R'000
Claims against the department					
Roads accident and damages claims (72 open cases)	36 206	22 923	(4 708)	-	54 421
Total	36 206	22 923	(4 708)	-	54 421

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**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
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**ANNEXURE 3
CLAIMS RECOVERABLE**

Government Entity	Confirmed balance outstanding		Unconfirmed balance outstanding		Total	
	31/03/2017	31/03/2016	31/03/2017	31/03/2016	31/03/2017	31/03/2016
	R'000	R'000	R'000	R'000	R'000	R'000
Provincial Government Western Cape						
Social Services	-	17	-	-	-	17
Premier	-	-	1 453	-	1 453	-
Environmental Affairs and Development Planning	19	-	-	-	19	-
Provincial Government Gauteng						
E - Government	41	-	-	-	41	-
National Departments						
Agriculture and Rural Development	-	30	-	-	-	30
Sub total	60	47	1 453	-	1 513	47
Other Government Entities						
Government Motor Transport	2 696	2 555	-	-	2 696	2 555
Sub total	2 696	2 555	-	-	2 696	2 555
Total	2 756	2 602	1 453	-	4 209	2 602

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2017**

**ANNEXURE 4
INTER-GOVERNMENT PAYABLES**

Government Entity	Confirmed balance outstanding		Unconfirmed balance outstanding		Total	
	31/03/2017	31/03/2016	31/03/2017	31/03/2016	31/03/2017	31/03/2016
	R'000	R'000	R'000	R'000	R'000	R'000
Provincial Government Western Cape						
Premier	8	358	26	-	34	358
Health	2 339	222	2 798	2 445	5 137	2 667
Local Government	-	92	-	-	-	92
National Departments						
Public Works Kwazulu-Natal	35	-	2	-	37	-
Justice & Constitutional Development	37	40	771	818	808	858
SA Police Services	-	-	173	-	173	-
Total Departments	2 419	712	3 770	3 263	6 189	3 975
Other Government Entity						
Government Motor Transport	4 474	4 737	1 642	-	6 116	4 737
Total Other Government Entities	4 474	4 737	1 642	-	6 116	4 737
Total Inter – Government payables	6 893	5 449	5 412	3 263	12 305	8 712

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
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**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
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**ANNEXURE 5
INVENTORY**

Inventory	2016/17		2015/16	
	Quantity	R'000	Quantity	R'000
Other Supplies				
Ammunition				
Opening balance	83 387	606	58 274	465
Add: Additions/Purchases – Cash	-	-	50 000	4 594
Add: Additions Non – Cash	13 218	13	-	-
(Less): Issues	(52 664)	(383)	(32 785)	(262)
Add: Adjustments	5 748	42	7 898	63
Closing Balance - Ammunition	49 689	278	83 387	606
Assets for distribution				
Furniture and Office Equipment				
Opening balance	2 468	4 254	-	-
Add: Additions/Purchases – Cash	6 033	10 536	2 468	4 254
(Less): Issues	(8326)	(14 484)	-	-
Closing balance - Assets for distribution	175	306	2 468	4 254
Closing balance - Inventory	49 864	584	85 855	4 860

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ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
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ANNEXURE 6

MOVEMENT IN CAPITAL WORK IN PROGRESS

MOVEMENT IN CAPITAL WORK IN PROGRESS FOR THE YEAR ENDED 31 MARCH 2017

	Opening balance R'000	Current Year Capital WIP R'000	Completed Assets R'000	Closing balance R'000
BUILDINGS AND OTHER FIXED STRUCTURES	3 837 431	2 789 854	(3 421 577)	3 205 708
Non-residential buildings	300 541	388 886	(230 570)	458 857
Other fixed structures	3 536 890	2 400 968	(3 191 007)	2 746 851
TOTAL	3 837 431	2 789 854	(3 421 577)	3 205 708

Due to the revaluation of the departments assets the prior year balances of work in progress were adjusted due to changes in accounting policies. Included in work in progress is Capital expenditure relating to leasehold buildings.

Age analysis on on-going projects	Number of projects		2016/17
	Planned, Construction not started	Planned, Construction started	Total R'000
0 to 1 Year	-	31	610 240
1 to 3 Years	-	38	2 595 468
Total	-	69	3 205 708

MOVEMENT IN CAPITAL WORK IN PROGRESS FOR THE YEAR ENDED 31 MARCH 2016

	Opening balance R'000	Prior period error	Current Year Capital WIP R'000	Completed Assets R'000	Closing balance R'000
BUILDINGS AND OTHER FIXED STRUCTURES	3 309 019	-	2 526 634	(1 067 363)	4 768 290
Non-residential buildings	939 256	-	325 154	-	1 264 410
Other fixed structures	2 369 763	-	2 201 480	(1 067 363)	3 503 880
TOTAL	3 309 019	-	2 526 634	(1 067 363)	4 768 290

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ANNEXURE 7

INTER-ENTITY ADVANCE PAID (Note 10)

ENTITY	Confirmed balance outstanding		Unconfirmed balance outstanding		TOTAL	
	31/03/2017	31/03/2016	31/03/2017	31/03/2016	31/03/2017	31/03/2016
	R'000	R'000	R'000	R'000	R'000	R'000
OTHER ENTITIES						
Eden District Municipality	-	-	9 812	5 719	9 812	5 719
Cape Winelands District Municipality	-	-	1 542	1 541	1 542	1 541
West Coast District Municipality	-	-	6 699	4 999	6 699	4 999
Overberg District Municipality	-	-	143	143	143	143
Central Karoo District Municipality	-	-	217	217	217	217
TOTAL	-	-	18 413	12 619	18 413	12 619

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ANNEXURE 8 (Note 29)

IMMOVABLE ASSETS ADDITIONAL DISCLOSURE 2016/17

		2016/17	2015/16
Un-surveyed land	Estimated completion date	Area	Area
Western Cape	2017/18	-	-
Properties deemed vested		Number	Number
Land parcels		176	364
Facilities			
Schools		44	140
Clinics		1	18
Hospitals		-	1
Office buildings		1	2
Dwellings		3	4
Other		127	142

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The Department of Transport and Public Works delivers infrastructure and services to promote socio-economic outcomes and safe, empowered and connected communities

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**Western Cape
Government**

Transport and Public Works

PR88/2017

ISBN: 978-0-621-45324-9