



**Western Cape  
Government**

Transport and Public Works

# DEPARTMENT OF TRANSPORT AND PUBLIC WORKS

Western Cape Government

VOTE 10

ANNUAL REPORT  
2015-2016

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# Part A: General information

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## 1 Department's general information

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### DEPARTMENT OF TRANSPORT AND PUBLIC WORKS

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## 2 Acronyms

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AADT	Annual average daily traffic
AARTO	Administrative Adjudication of Road Traffic Offences Act, 1998
AAIA	Authorised Asbestos Inspection Authority
AGM	Annual general meeting
AGSA	Auditor-General of South Africa
ALTC	Abnormal Loads Technical Committee
ANPR	Automatic Number Plate Recognition system
AO	Accounting Officer
APSD	Africa Public Service Day
ASIDI	Accelerated Schools Infrastructure Delivery Initiative
ASOD	Average Speed Over Distance system
BAS	Basic Accounting System
BBBEE	Broad-based black economic empowerment
BLM	Better Living Model
C-AMP	Custodian Immovable Asset Management Plan
CATA	Cape Amalgamated Taxi Association
CBD	Central business district
CD	Chief Director
CFO	Chief Financial Officer
CGROW	Corporate Governance Review and Outlook strategy
CIDB	Construction Industry Development Board
CIPC	Companies and Intellectual Property Commission
CMAP	Conflict Management Action Plan
CMBT	Competency-based modular training
CoCT	City of Cape Town
COE	Compensation of employees
COTO	Committee of Transport Officials
CPD	Continuing professional development
CPF	Community policing forum
CRO	Client relations officer
CSC	Corporate Services Centre
CSD	Central Supplier Database
CTLI	Cape Teaching and Leadership Institute
CWDM	Cape Winelands District Municipality
D	Director
DBB	Dinner, Bed and Breakfast
DCGIP	Departmental Corporate Governance Improvement Plan
DDG	Deputy Director-General
DEADP	Department of Environmental Affairs and Development Planning
D:ERM	Directorate: Enterprise Risk Management
DLTC	Driving licence testing centre
DoH	Department of Health (Western Cape)
DORA	Division of Revenue Act (annual)



DotP	Department of the Premier
DPSA	Department of Public Service and Administration
DTPW	Department of Transport and Public Works
EBAT	Evidentiary breath alcohol testing
ECM	Enterprise Content Management system
E-CRM	Electronic client relations management
ECSA	Engineering Council of South Africa
EDL	Examiners of Driving Licences
EDO	Education district office
EDULIS	Library and Information Service of the WCED
E-G4C	e-Government for Citizens
EHWP	Employee Health and Wellness Programme
EmplA	Empowerment impact assessment
eNATIS	Electronic National Administration Traffic Information System
EOV	Examiner of vehicles (course/ qualification)
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
FM	Chief Directorate: Financial Management
FTE	Full-time equivalent
FTO	Field training officer
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
GMT	Government Motor Transport
GPEP	Graduate Professional Engineering Programme
HBNH	Helen Bowden Nursing Home
HCT	HIV counselling and testing
IAM	Immovable Asset Management
IAR	Immovable Asset Register
IDMS	Infrastructure Delivery Management System
IDP	Integrated development plan/ planning
IDZ	Industrial development zone
IFMS	Integrated Financial Management System
IFWE	Irregular, fruitless and wasteful expenditure
IGA	Inter-governmental agreement
IPIP	Infrastructure Programme Implementation Plan
IPMP	Infrastructure Programme Management Plan
IPTN	Integrated public transport network
ITP	Integrated transport plan/planning
JBCC	Joint Building Contracts Committee
km	kilometre

LAOS	Law Administrative Operating System
LM	Local municipality
m <sup>2</sup>	square metre
MEC	Member of the (provincial) Executive Council
MOU	Memorandum of Understanding
MTEF	Medium Term Expenditure Framework
MVLF	Motor vehicle licence fee
NDoT	National Department of Transport
NEC	New engineering contract
NHLS	National Health Laboratory Service
NLTA	National Land Transport Act, 2009
NLTIS	National Land Transport Information System
NMT	Non-motorised transport
NRTA	National Road Traffic Act, 1996
NPTR	National Public Transport Regulator
NT	National Treasury
NYS	National Youth Service
OSD	Occupation Specific Dispensation
PAIA	Promotion of Access to Information Act, 2000
PAJA	Promotion of Administrative Justice Act, 2000
PAY	Premier's Advancement of Youth project
PDI	Previously disadvantaged individual
PDP	Professional Development Programme
PER	Property Efficiency Report
PERSAL	Personnel Salary system
PFMA	Public Finance Management Act, 1999
PFS	Provincial Forensic Service
PLTF	Provincial Land Transport Framework
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
PSA	Public Service Act, 1994
PSC	Property Steering Committee
PSETA	Public Service Sector Education and Training Authority
PSG	Provincial Strategic Goal
PSO	Provincial Strategic Objective
PSP	Project service provider
PSRMF	Public Sector Risk Management Framework
PT	Provincial Treasury
PTI	Provincial Treasury Instruction
PTOG	Public Transport Operations Grant
Q	Quarter
RA	Registering authority

RAMP	Road access management plan
RAMS	Road Asset Management System
RCAM	Road Classification and Access Management manual
RISFSA	Road Infrastructure Strategic Framework for South Africa
RNIS	Road Network Information System
RNM	Road Network Management
RPM	Rational Portfolio Manager software
RRM	Routine road maintenance
RTMC	Road Traffic Management Corporation
RWOPS	Remunerative Work Outside the Public Service policy
SAIGA	Southern African Institute of Government Auditors
SALGA	South African Local Government Association
SANRAL	South African National Roads Agency
SANSBOC	South African National Small Bus Operators' Council
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
SGB	School governing body
SHADOW	Safely Home Anti-Drunk Driving Operations War Room
SITA	State Information Technology Agency
SITS	Supplier Invoice Tracking System
SLA	Service level agreement
SNP	Special needs passenger
SOP	Standard Operating Procedure
SPTC	South Peninsula Transport Corridor
SPV	Special purpose vehicle
TCT	Transport for Cape Town
TMH	Technical Methods for Highways manual
TO	Training officer
TRH 11	Draft Guidelines for Granting of Exemption Permits for the Conveyance of Abnormal Loads and for Other Events on Public Roads
TRUP	Two Rivers Urban Park
TT&D	Traffic training and development
U-AMP	User Immovable Asset Management Plan
VAT	Value Added Tax
VOC	Vehicle operating company
VCI	Visual Condition Index
VTs	Vehicle testing station
WC	Western Cape
WCG	Western Cape Government
WCBd	Western Cape Bid Document
WCED	Western Cape Education Department
WCIF	Western Cape Infrastructure Framework
WCSD	Western Cape Supplier Database

### 3 Foreword by the Provincial Minister

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This Annual Report is the first opportunity to report on the implementation of the Department's Strategic Plan for the period 2015/16 to 2019/20. The 2015/16 year has been characterised by several challenges, some of which were brought to bear through a changing international environment, and some through increased domestic policy uncertainty. Despite these challenges, we have continued to make progress towards our goals outlined in the Strategic Plan, while achieving a clean audit opinion for the fourth consecutive year. All these achievements have been possible because of the continued dedication, commitment and hard work of staff throughout the Department of Transport and Public Works.

As the implementing agent for provincial infrastructure, construction and maintenance, we continued to play an important role in improving socio-economic conditions and job creation in the Western Cape. Construction of critical infrastructure continued in the year under review with the completion of 19 school projects, 77 Grade R Classrooms and 100 scheduled maintenance projects.

Seven health facilities commissioned by the Western Cape Department of Health were completed under the capital expenditure programme, and a further 80 scheduled maintenance projects achieved practical completion. This helped to give effect to the Healthcare 2030 aim of providing high-quality health facilities at district hospital and primary healthcare level. A further achievement during the year was the completion of the Khayelitsha Shared Services Centre, the first building in the Western Cape to be awarded the Green Building Council of South Africa 5-Star Green Star SA rating for the design of a public or education building.

Improvements to management information and reporting on both the leased-in and Western Cape Government-owned provincial property portfolios were made possible by ongoing work on the annual Property Efficiency Report. For the first time, this report included properties outside the Cape Town city centre. We will continue to improve the management of our property portfolio in the years ahead.

The Western Cape's roads are used by millions of people every day. We value the importance of high-quality road infrastructure as a critical component of an effective transport system that also makes a substantial contribution to productivity, safety and economic development in the province. The Department started two major road improvement initiatives in Cape Town: a R487 million project to add a third lane to the N1 between Platteklouf Road and the Old Oak Interchange, and a R186 million project to add a third lane to the N2 between Borchers Quarry Road and the R300.

The DTPW continues to offer bursaries to deserving young students in the transport, engineering and built environment fields through the Masakh'iSizwe Bursary Programme. Over the past five years, Masakh'iSizwe has awarded 361 new bursaries to deserving applicants.

The efficacy of public transport services continued to improve through ongoing engagement between the Department and its strategic partners during the year. The implementation of Phase 3 of the Go George bus service to Pacaltsdorp and

surrounding areas was welcomed by the local community and there was a high level of service utilisation. A notable achievement was the introduction of Go George minibuses - the first branded accessible minibuses to be implemented as a service fleet on an integrated public transport network in South Africa.

We are doing everything in our power to create safer and booze-free roads. However, we cannot do it alone. Road safety is a shared responsibility. We expect all road users to play their part by practising good road safety habits. Effective communication linked with law enforcement, engineering and education remains an important strategy for changing road user behaviour.

On 1 August 2016, evidentiary breath alcohol testing was reintroduced, making it possible to quickly institute legal proceedings against people driving under the influence of alcohol. With the old system, lengthy delays in obtaining the results of blood tests meant that persons accused of driving under the influence faced a long period of legal uncertainty. The immediate release of the innocent and the swift conclusion of cases against the guilty are the main reasons why evidentiary breath alcohol testing has improved road safety all over the world.



**Donald Grant**

**Provincial Minister of Transport and Public Works**

**Date: 31 August 2016**

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## 4 Report of the Accounting Officer (AO)

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### 4.1 Overview of the operations of the Department

The Department of Transport and Public Works (DTPW) aimed to enhance its delivery capacity through recruitment for targeted positions that promote integrated service delivery and good governance. However, progress with the filling of posts was slower than expected. The weak economic climate constrained the ability of the Department to appoint staff due to the setting of limitations in respect of the aggregate compensation of employee upper limits as a cost containment measure.

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

- During the reporting period, 53 staff members received support through the Staff Bursary Scheme, and through the Departmental Work Place Skills Plan, another 904 were able to improve their academic qualifications and skills.
- A total of 248 students from outside the government sphere received support through the Masakh'iSizwe Bursary Programme. This Programme aims to build and strengthen professional capacity in the transport, engineering and built environment sectors. It targets financially disadvantaged youth, women, people with disabilities, and applicants from the rural areas of the Western Cape.
- Through the ongoing Graduate Professional Engineering Programme in DTPW's roads infrastructure area of activity, graduates continued to receive the professional mentoring and support they need to move towards meeting the requirements for professional registration. Four engineers and one engineering technician met the minimum requirements for registration with the Engineering Council of South Africa in the period under review and were registered as professionals. Having been registered, two engineers and one engineering technician were permanently employed in the Department. Another six graduates have submitted their applications for registration. In addition, seven new graduates (3 engineers and 4 technicians) joined the Programme during the year.
- The Professional Development Programme (PDP) continued to support the development of employees who are the holders of Occupation-Specific Dispensation (OSD) posts. Participants include candidate engineers and architects who require 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 (CPD) requirements of their professional bodies. Two architectural technologists, one architect, one mechanical engineering technician, one mechanical technologist, one mechanical

engineer, and one electrical engineering technician registered as professionals in the year under review.

- A total of 4 participants in the Apprenticeship Programme qualified as mechanical artisans during the financial year, four of whom were employed, on contract, by the Department after being registered. Participants attend courses at the Roads Mechanical Workshop in Bellville South as well as at a technical college where they do National Technical Certificate (NTC) courses. To become an artisan, a participant must complete the prescribed courses and practical work, and must have been certified as competent by MERSETA (Manufacturing, Engineering and Related Services Sector Education and Training Authority). Three new apprentices joined the Programme in July 2015, bringing the total number of current participants to 16.
- A total of 162 contractors received further training and support through the DTPW Contractor Development Programme.
- A number of internship programmes continued in 2015/16:
  - 437 learners participated in learnership programmes for construction-related trades.
  - 51 construction contractors participated in a ten-week structured training programme to develop their skills, and another 34 contractors participated in a four-week municipality-based training programme.
- A total of 63 matriculants participated in the Premier's Advancement of Youth (PAY) programme worked in the Department during the year to gain experience.
- Formal training of traffic law enforcement officers, examiners of vehicles (EOV) and examiners of driving licences (EDL) continued to take place and traffic law enforcement officers also receive informal training during the year.
- A total of 37 traffic law enforcement officers successfully completed the traffic officer training programme, 29 of whom were provincial traffic officers and the balance from municipal traffic authorities.

## 4.2 Programme activities

The key activities delivered over the reporting period are outlined per Programme below.

### Programme 1 – Administration

A complete review of the Provincial Land Transport Framework (PLTF) was undertaken 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 (PSGs), to enhance integrated planning and effective cooperative governance, as well as to strengthen the strategic, tactical and operational response to the 2015/16–2019/20 Provincial Strategic Plan. The planning of the Provincial Public Transport Institutional Framework (PPTIF) continued during the year, the primary aim being to address the key constraints to improving public and non-motorised transport (NMT) in the “non-Metro” areas of the Western Cape (those which fall outside the City of Cape Town). The Framework aims to incorporate lessons learned through the implementation

of public transport improvement initiatives in South Africa, particularly in George and Cape Town.

The Department supported district and local municipalities to develop and review their integrated transport plans (ITPs) over the financial years 2014/15 and 2015/16.

Infrastructure investment remains a pivotal enabler of socio-economic development involving all three spheres of government, other government agencies (including parastatals), and state-owned entities. It requires the strategic alignment and sequencing of planning and budgeting processes across sectors, space, and timeframes to support the achievement of the province's medium- and long-term goals. The Western Cape Infrastructure Framework (WCIF), which defines a long-term policy position on integrated infrastructure planning, was developed in collaboration with the province's district municipalities. To support the implementation of the WCIF, the Department developed District Infrastructure Status Quo Reports for Eden and Overberg which survey the demographics, economic growth and current infrastructure of the various local municipalities in each of these districts. The aim is to provide strategic direction and spatial alignment to planning and implementing agents in their district-level prioritisation and decision-making processes. Furthermore, through an integrated government approach, the DTPW is working collaboratively with the Department of Environmental Affairs and Development Planning (DEADP) to develop Regional Spatial Implementation Frameworks for three regions – the Greater City of Cape Town (CoCT), Greater Saldanha Bay (which is of National Strategic importance), and the South Cape Region. Each framework will be a tool to facilitate the long-term, integrated and sustainable physical, social and economic growth of the region based on competitive advantages, supportive regional networks, synergies, and establishing broader and mutually agreed-upon development objectives which are aligned with the priorities and sequencing of national and provincial policies and budgets.

Given its key infrastructure delivery focus, Supply Chain Management (SCM) plays a critical role in the effective functioning of the Department. Further investment was made to streamline the functioning of SCM through better inventory management, training, implementation, as well as through reviewing and refining the Infrastructure Delivery Management System (IDMS) which facilitates construction procurement.

A Knowledge Management Strategy and Implementation Plan was developed to improve the Department's efficiency and effectiveness.

The Department embraced the Western Cape Corporate Governance Review and Outlook Strategy which resulted in "clean audit" outcomes for 2015/16.

## Programme 2 – Public Works Infrastructure

The Cape Town Central City Regeneration Programme aims to leverage provincial assets as a platform for new growth through attracting new investment. Some highlights of the year are described below.

- The Government Motor Transport (GMT)-Top Yard project was registered as a public-private partnership (PPP) with the National Treasury (NT) during January



2015. In March 2015, the feasibility study was submitted for TA 1 (Treasury Approval 1), and approval was granted in August 2015.

- The Alfred Street-Prestwich Precinct and Helen Bowden Nursing Home (HBNH)-Somerset Precinct PPP projects are currently in the feasibility stages of the PPP cycle and a TA 1 application for the HBNH project is expected to be submitted during the 2016/17 financial year.
- The Sea Point Main Road (Tafelberg) property was offered to the market for an outright sale with the tender process closing in June 2015. During November 2015, the Provincial Cabinet granted approval for the disposal of the property to the successful bidder. A subsequent court challenge has made further consultation necessary, and this process is currently under way.

The development of a “Better Living Model” (BLM) is one of the key Game-Changer interventions of the WCG. It aims to find form in “live-work-play” settlements on well-located land in Cape Town which are residentially led, integrated and affordable. The intention is to establish a key set of replicable levers to unlock the value of state property for the benefit of the people of the province. Approval was granted for the former Conradie Hospital site in Pinelands to be used for a pilot development where the feasibility of the BLM can be tested in practice. The Department appointed a Project Management Unit and multi-disciplinary Transaction Advisor (TA) Team, and concluded the Scoping Phase of the project. The outcomes of the Scoping Phase were presented to the Provincial Cabinet in December 2015 and included the concept, as well as estimated costs for the enablement and implementation of BLM. Cabinet supported the project progressing into the Enablement Phase.

The Department paid its service utilities and rates accounts promptly because it is aware that municipalities are highly dependent on the income they receive to deliver services to the communities they serve.

The planned acquisition (purchasing) of properties was mainly for health and education infrastructure purposes on behalf of the provincial Department of Health and the Western Cape Education Department (WCED).

As a cost-containment measure, the leasing-in of office accommodation has been capped. The Department will not enter into any new lease agreements unless the client Department bears the cost thereof.

The Department’s efforts to optimise office space utilisation and accommodation-related cost efficiencies across the Western Cape continued through the Office Modernisation Programme. Modernisation projects were executed in the CoCT, as well as in the Cape Winelands and Eden districts. Modernisation projects have, so far, achieved cost savings of 40,5 per cent, as reported in the third Property Efficiency Report (PER), published in May 2015.

Green building initiatives in the year under review continued to incorporate water-wise and energy-saving technologies into the design of new education, health and general building facilities.

### Programme 3 – Transport Infrastructure

In addition to ongoing optimisation of its road asset investment programme –i.e. the Deighton transport infrastructure management software which optimises road asset life cycle costs, and exercising land-use access control procedures, road network planning was facilitated through ITP engagements and one-on-one engagements with the Stellenbosch Municipality Transport Workgroup.

Ongoing liaison with key stakeholders such as Transport for Cape Town (TCT) and the South African National Road Agency (SANRAL) was maintained.

At project level, environmental assessments were undertaken and implementation agreements put in place with other municipal and national authorities, including agencies such as the Passenger Rail Agency of South Africa (PRASA).

A number of important road network construction and maintenance projects commenced and/ or were undertaken during the year under review to preserve and improve the condition of the road network.

Rehabilitation works were undertaken on:

- Main Road 298 from Wyzersdrift to Worcester through Rawsonville;
- Divisional Road 1108 between Old Paarl Road and Agter-Paarl;
- Trunk Road 31 between Ashton and Montagu;
- Main Road 332 between the N2 and Stilbaai;
- Main Road 215 between Mamre and Yzerfontein;
- Main Roads 230 and 231 near Moorreesburg;
- Divisional Road 1111 between Kalbaskraal and Malmesbury;
- Rehabilitation and upgrade of the N2 between Borchers Quarry and Swartklip Interchange; and
- Rehabilitation and upgrade of the N1 between Durbanville Interchange and Old Oak Interchange.

Joint planning continued for the upgrading of the Wingfield Interchange on the N1/N7, and the first phase detailed design of extensions to the road network in support of the Saldanha Bay Industrial Development Zone (IDZ).

Data from the 2015/16 Road Network Information System was compiled for analysis and will be used in the next version of the bi-annual asset preservation report that describes the status of provincial roads and the anticipated impact of the planned and current investment in roads on future generations. Draft business processes for the upgrading, rehabilitation, resealing and gravel road maintenance programmes have been concluded and will be ratified.

### Programme 4 – Transport Operations

The Department continued to drive efforts to improve public and non-motorised transport in the Western Cape in the year under review through the George Integrated Public Transport Network (GIPTN), the Provincial Public Transport Institutional Framework, and a number of rail and road safety initiatives. Support and funding continued for the implementation of a high-quality public transport network in George known as Go

George, the first such network outside a major South African city. The phased implementation of this network of subsidised bus services is enhancing the quality of life of the people of George by improving access to various parts of the town. The Department has continued to effectively manage and monitor subsidised bus operations in the Cape Town Functional Region through the Public Transport Operations Grant (PTOG). This arrangement will continue until such time as the function is transferred to the City of Cape Town. The Department has begun looking beyond George by continuing to develop the PPTIF in preparation for the implementation of improved public and Non-motorised transport (NMT) in partnership with selected priority municipalities.

The Department has responded to the ongoing commuter rail crisis in Cape Town by working towards establishing a Provincial Rail Coordinating Committee and working with PRASA and other stakeholders to identify what assistance the Department can provide to resolve the issues plaguing commuter rail.

### Programme 5 – Transport Regulation

In an attempt to regain the downward trend in road deaths and to continue to improve road safety, the following activities were undertaken through the Safely Home Programme and Provincial Traffic Services.

- Road safety awareness campaigns and fatigue management interventions.
- Traffic law enforcement efforts were enhanced through, inter alia, Average Speed Over Distance (ASOD) and automatic number plate recognition technology (ANPR).
- Law enforcement efforts included activities to reduce the impact of alcohol and drug abuse in support of initiatives undertaken by other provincial departments.
- Integrated and visible traffic law enforcement operational planning and coordination was undertaken on the national and provincial road network to promote compliance in respect of freight and passenger transport laws.
- The regulation and registration of minibus taxi drivers, associations and members.
- The design of a Public Transport Marking (identification) System began.

The Gene Louw Traffic College continued to improve its EOV, EDL, Refresher Training, Field Training Officer (FTO), and Firearm Training courses. The College explored the implementation of an e-Learning programme which is linked to compulsory refresher training for all Western Cape traffic officers. Video conferencing facilities were procured in support of this programme and will be installed at the College and regional traffic centres to enhance the efficacy of communication. New facilities at the College were completed in the year under review, namely the Driving Licence K53 training track and the vehicle testing pit area.

A review of the regulatory and policy environment of the metered taxi industry, including e-hailing services, was initiated in consultation with the National Department of Transport and the CoCT.

The development of a Provincial Information System on land transport began in partnership with the State Information Technology Agency (SITA) and the Centre for e-Innovation (Ce-I) in the Department of the Premier.

In response to ongoing taxi-related violence in the Western Cape, the initiative to formalise a Conflict Management Action Plan (CMAP) in partnership with the CoCT and the South African Police Service (SAPS) continued. The CMAP documents the roles and responsibilities of the Department, the Provincial Regulatory Entity (PRE), the Provincial Transport Registrar, Traffic Law Enforcement and the SAPS in reducing the likelihood of violent conflict. It also sets out roles, responsibilities and procedures to be followed in cases of violent conflict and criminal actions involving taxi operators and associations.

## Programme 6 – Community-Based Programmes

Programme 6 continued to coordinate the Expanded Public Works Programme (EPWP) in the Western Cape which aims to provide short-term work opportunities and provide work-relevant training for youth, women, and people with disabilities. The Empowerment Impact Assessment (EmplA) tool in the DTPW Preferential Procurement Implementation Plan guides the achievement of contract participation goals thereby informing the design and construction of specific projects in excess of R5 million. In the 2015/16 financial year, targeted implementation reports (ETIRs) were produced on departmental infrastructure projects. The reports indicate that the Department is achieving the minimum empowerment targets.

As previously outlined in this Annual Report, empowerment and skills development programmes including the National Youth Service, Contractor Development Programme, artisan training and learnerships, continued.

## Events

The table below outlines key departmental events held during 2015/16.

**Table 1: Key departmental events**

No	Date	Event	Report
1	May 2015 – Ongoing	Thusong Mobile	The Department participated in all the Thusong Mobile project events to promote the Masakh'iSizwe Bursary Project among communities.
2	June 2015 – Ongoing	Western Province Blood Transfusion Service blood donation events	In response to requests from the Western Province Blood Transfusion Service, DTPW staff members and their WCG colleagues responded with enthusiasm. The Department always makes the foyer of 9 Dorp Street, Cape Town available for blood donations.
3	11 June 2015	Youth Day	PAY interns in the Department celebrated Youth Day by staging a play activity. A further education opportunities exhibition was held in the foyer of 9 Dorp Street.

No	Date	Event	Report
4	26 June 2015	Africa Public Service Day (APSD) 2015	APSD is celebrated every year by governments across the continent. The African Union established APSD at the first Pan African Conference of Ministers of Public/Civil Service in 1994. On 26 June 2015, the Department's senior management and staff signed a service charter pledge to mark APSD. Staff members committed themselves to continue improving service delivery through the DTPW Service Charter.
5	June 2015-Ongoing	Fatigue awareness roadblocks	<p>The Directorate: Land Transport Safety initiated an integrated fatigue awareness campaign to:</p> <ul style="list-style-type: none"> <li>• Raise awareness of the danger of driving in a fatigued state by enforcing a compulsory deviation at high-risk accident areas (Laingsburg and Beaufort West);</li> <li>• Educate drivers about fatigue as a high crash risk, fatigue indicators, as well as strategies for managing fatigue; and</li> <li>• Encourage the notion of driving for no more than two hours at a time and then resting for 15 minutes before continuing the onward journey.</li> </ul> <p>The targeted drivers are those engaged in long distance journeys, particularly long-distance public transport drivers.</p> <p>During these campaigns, vehicles were stopped by authorised traffic officers and directed to a point where the vehicles were inspected. Drivers were then directed to a tent where they were given a bottle of water, a promotional item, road safety tips, and voluntary health checks.</p>
6	2 July 2015	Traffic graduation	<p>A total of 35 traffic officers graduated from the year-long traffic officer's training Gene Louw Traffic College in Brackenfell on Thursday, 2 July 2015.</p> <p>Twenty-nine are from the Western Cape and six from KwaZulu-Natal. From the time their courses began in August 2014, the officers were trained according to the requirements of the Safety and Security Sector Education and Training Authority (SASSETA), the Local Government Sector Education and Training Authority (LGSETA), as well as the Road Traffic Management Corporation (RTMC) guidelines on examining vehicles and licences.</p> <p>The graduates successfully completed firearm competency training, driver training (including articulated motor vehicle and motorcycle training), first aid training and training in fighting fires.</p> <p>The Head of Department handed them their traffic diplomas on the day.</p>
7	15 July 2015	Official opening of Blanco Road	The Blanco Road was officially opened on 15 July 2015 in George. The project was 15 months in the making, with work having begun in February 2014. This road has far-reaching economic benefits for this region, serving to connect the Herold's Bay area to George and surrounds. Minister Donald Grant and Alderman Charles Standers officially opened the road with a ribbon-cutting ceremony.

No	Date	Event	Report
8	3 August 2015	Official opening of the Vlaeberg and Lynedoch Roads	On Monday, 3 August 2015, Minister Donald Grant, and Executive Mayor of the Stellenbosch Municipality, Alderman Conrad Sidego, officially opened the upgraded Vlaeberg and Lynedoch Roads in Stellenbosch after two years of construction. This project was linked to the construction of a pedestrian footbridge at Lynedoch Station in partnership with PRASA to improve pedestrian safety, as well as the elimination of eight level crossings on the Stellenbosch railway line to improve road safety.
9	7 August 2015	Official opening of the Merweville Road	Minister Donald Grant and Mayors Njadu and Prince presided over the official opening of the upgraded Merweville Road in the Central Karoo District on 7 August 2015. The three-phase construction and upgrading of the access road to Merweville from the N1 has been over 6 years in the making.
10	16 and 17 September 2015	NCOP infrastructure site visits	<p>The National Council of Provinces (NCOP) visited infrastructure projects of the Department as part of the National Provincial Week held from 14 to 18 September 2015.</p> <p>The theme, "Advancing infrastructure investment and development for better services to communities" aimed to assess the progress of pre-identified projects across all nine provinces. These visits and assessments enabled representatives of Parliament, the Western Cape Provincial Parliament, the South African Local Government Association (SALGA) and particularly the NCOP to acquaint themselves with projects and engage with government officials and contractors at these sites.</p> <p>Eersteriver Primary School, Happy Valley Primary School, Scottsdene High School, Vlaeberg Road Crossing and the Traffic Management Centre in Goodwood were amongst the sites visited.</p> <p>NCOP members expressed appreciation for the good work at the Khayelitsha Shared Services Centre, Khayelitsha District Hospital and the new office block at Karl Bremer Hospital in Bellville. The Karl Bremer Office Block is the first project to be awarded a Green Building Council of South Africa (GBCSA) Socio-Economic Category pilot rating for making a significant contribution to employment creation, economic development, skills development and training, community development, empowerment, as well as health and safety. The building was also awarded the GBCSA 5-Star Green Star certified rating for design of a public or education building.</p> <p>As part of the site visit, NCOP members took rides on a Metrorail train and a MyCiTi Integrated Rapid Transit System bus to experience the public transport system in Cape Town first-hand.</p>

No	Date	Event	Report
11	16 October 2015	Go George launch	<p>On Friday, 16 October 2015, Helen Zille, Premier of the Western Cape, Donald Grant, Minister of Transport and Public Works, and Charles Standers, Executive Mayor of George Municipality officially launched the George Integrated Public Transport Network bus service Go George.</p> <p>Over the past nine years, the WCG has been working in close partnership with the National Department of Transport, the George Municipality, the George minibus taxi and bus industry, as well as the people of George to develop a public transport system that will transform George. The GIPTN has been spearheaded by the DTPW and has been years in the making. It is South Africa's first "non-Metro" integrated public transport system and has been adopted as the pilot project for the future implementation of other IPTNs outside large South African cities. Go George offers commuters affordable, scheduled, safe and reliable services, contributing to improved quality of life, and much better access to opportunities.</p>
12	20 October 2015	Official Elim Road opening	<p>On 20 October 2015, the Department and the Cape Agulhas Municipality opened the surfaced road between Gansbaai and Bredasdorp. It took 32 months to surface, widen and upgrade the old 62,6 km gravel road between these towns.</p> <p>Other features of the construction project were:</p> <ul style="list-style-type: none"> <li>• The upgrading of the stormwater system;</li> <li>• The upgrading of roads in the historic towns of Elim and Baardskeerdersbos;</li> <li>• The construction of a new bridge over the Uilenkraals River; and</li> <li>• The construction of two low-water causeways.</li> </ul> <p>Approximately 10 per cent of the contract value was spent on local labour, and approximately 12 per cent was spent on broad-based black economic empowerment (BBBEE) enterprises.</p>
13	11 December 2015	Festive Season road safety launch	<p>The Western Cape Festive Season Traffic Plan was presented at the Huguenot Tunnel to mark this occasion. In attendance were the National Traffic Police Chief Nontsikelelo Jolingana, Minister for Transport and Public Works Donald Grant, DTPW Deputy Director-General (DDG) Frans Hanekom, Chief Director (CD) for Traffic Management Kenneth Africa, CD for Transport Regulation, Yasir Ahmed and other traffic safety stakeholders. 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 with commuters.</p>



No	Date	Event	Report
14	16 February 2016	Official handover and opening of Kwanokuthula and Kranshoek Primary Schools in Plettenberg Bay	The Department handed over two new primary schools in Plettenberg Bay to the Western Cape Education Department. The Kwanokuthula Primary School and Kranshoek Primary School will be the educational home of some 1 200 and 800 learners respectively. Construction began in June 2014, and the schools were completed in time for the beginning of the 2016 academic year. Teaching facilities at the schools comprise two Grade R classrooms, as well as 10 foundation phase, 10 intermediate phase and eight senior phase classrooms. Each school boasts a hall with toilet facilities, an administrative building, a kitchen, a garden store, and caretaker's facilities.

### 4.3 Overview of the financial results of the Department

#### Departmental receipts

The table below provides details on departmental receipts.

Table 2: Departmental receipts

Departmental receipts	2015/2016			2014/2015		
	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	1 220 443	1 342 103	(121 660)	1 060 776	1 229 487	(168 711)
Sale of goods and services other than capital assets	83 509	105 784	(22 275)	79 455	108 866	(29 411)
Interest, dividends and rent on land	-	1 479	(1 479)	-	1 780	(1 780)
Sale of capital assets	-	4 443	(4 443)	-	120 536	(120 536)
Transactions in financial assets and liabilities	325	5 755	(5 430)	253	2 720	(2 467)
Transfers Received	4 871	5 674	(803)	65 803	84 611	(18 808)
Fines penalties and forfeits	220	1 103	(883)	215	701	(486)
<b>Total</b>	<b>1 309 368</b>	<b>1 466 341</b>	<b>(156 973)</b>	<b>1 206 502</b>	<b>1 548 701</b>	<b>(342 199)</b>

The over collection on receipts in 2015/16 is R156,973 million or 11,99 per cent. In the previous year, the over collection on receipts amounted to R342,199 million or 28,36 per cent. The decline in actual collections compared to the previous year is 5,32 per cent. This is mainly due to increased sale of capital assets as well as transfers received from the RTMC for road safety-related projects in 2014/15.



Motor vehicle licences revenue continued to dominate provincial own receipts, with the remainder of the collections made up of sales of capital assets, transfers received from public corporations and municipalities, personalised motor vehicle registration numbers, abnormal load licences, rental of office buildings, transactions in financial assets and liabilities as well as fines, penalties and forfeits.

The number of registered vehicles increased from 1 828 425 as at 31 March 2015 to 1 886 544 as at 31 March 2016, a net increase of 58 119 motor vehicles or 3,18 per cent.

There was a net decrease in the number of special licence plates of 1 119 or 13,85 per cent from 8 074 as at 31 March 2015 to 6 955 as at 31 March 2016.

There was a net decrease in the number of abnormal load permits issued in the year under review of 1 886 or 19,40 per cent from 9 721 as at 31 March 2015 to 7 835 as at 31 March 2016.

The reasons for better than anticipated performance in 2015/16 on receipts are mainly as follows:

- In respect of motor vehicle licences:
  - Improved collection procedures for outstanding fees;
  - Voluntary payment of prescribed motor vehicle licence fees by vehicle owners;
  - An increase in the motor vehicle population; and
  - An average increase of 3 per cent on motor vehicle licence fees with effect from 1 July 2015.
- Redundant construction and maintenance plant (equipment) sold.
- Sale of property:
  - Erf 17914 at Worcester;
  - Erf 1209 at Matroosfontein;
  - Erf 17896 at Elsie's River;
  - Erf 12765, a portion of Erf 12202 at Stellenbosch; and
  - Portion 36 and portion 95 of farm 141, Roodeheuwel, at Oudtshoorn (servitudes).
- Funding received from CoCT for Two Rivers Urban Park renewal project.
- The receipt of arrears on leases.

Apart from the Department 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.

R132 000.00 bad debts, mainly related to damages to guard rails and bridges, were written off for the year under review.

### Details on tariffs charged by the Department

- *Motor vehicle licence fees:* These fees are governed by the National Road Traffic Act, 1996 (Act 93 of 1996). The Provincial Minister of Transport and Public Works in concurrence with the Provincial Treasury implemented an average tariffs increase of 3 per cent effective from 1 July 2015.

- *Exemption permit fees:* These fees are governed by the National Road Traffic Act, 1996 (Act 93 of 1996). 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 number and personalised licence number fees:* These fees are governed by the National Road Traffic Act, 1996 (Act 93 of 1996). 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 National Road Traffic Act, 1996 (Act 93 of 1996). The tariffs determined by the Minister of Transport effective from 1 April 2010 remained unchanged.
- *Operating license fees:* These fees are governed by the National Land Transport Act, 2009 (Act 5 of 2009). The tariffs determined by the Minister of Transport effective from 17 December 2009 remained unchanged.
- *Impoundment fees:* These fees are governed by the National Land Transport Act, 2009 (Act 5 of 2009) and the National Road Traffic Act, 1996 (Act 93 of 1996). The tariffs determined by the Provincial Minister of Transport and Public Works effective from 21 April 2011 remained unchanged.
- *Provincial traffic escort services fees:* These fees are governed by the National Road Traffic Act, 1996 (Act 93 of 1996). The tariffs determined by the Provincial Minister of Transport and Public Works effective from 1 December 2012 remained unchanged.
- *Course fees in respect of the Gene Louw Traffic College:* These fees are governed by the Public Finance Management Act, 1999 (Act 1 of 1999 as amended). The Provincial Treasury increased the tariffs by 5.6 per cent effective from 1 May 2015.
- *Leasing of State housing:* The prescribed tariffs are applied as contemplated in the Public Finance Management Act, 1999 (Act 1 of 1999 as amended).
- *Leasing of government buildings:* Agreements are entered into at market-related tariffs or as approved otherwise by the Provincial Treasury as contemplated in the Public Finance Management Act, 1999 (Act 1 of 1999 as amended).

## Programme expenditure

The table below provides detail on programme expenditure.

**Table 3: Expenditure per Programme**

Programme name	2015/2016			2014/2015		
	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	193 250	181 729	11 521	175 827	156 294	19 533
Public Works Infrastructure	1 613 890	1 565 889	48 001	1 610 091	1 479 203	130 888
Transport Infrastructure	3 194 408	3 174 477	19 931	2 614 904	2 607 862	7 042

Programme name	2015/2016			2014/2015		
	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
Transport Operations	1 042 841	1 039 040	3 801	921 212	909 204	12 008
Transport Regulation	660 723	660 675	48	580 467	576 254	4 213
Community-Based Programmes	54 163	46 585	7 578	47 192	41 991	5 201
<b>Total</b>	<b>6 759 275</b>	<b>6 668 395</b>	<b>90 880</b>	<b>5 949 693</b>	<b>5 770 808</b>	<b>178 885</b>

The Department spent 98,66 per cent of the budget compared to 96,99 per cent in the previous year. The growth in actual expenditure is 15,55 per cent if compared to the previous year's expenditure.

Compulsory savings of R35 million were made in respect of compensation of employees (COE) as required by Provincial Treasury to restore sustainable fiscal expenditure over the medium term. When this compulsory savings is excluded from the final appropriation, departmental spending would be 99,16 per cent against the final appropriation budget compared to 98,66 per cent as was initially expected.

The main reasons for variances in expenditure per Programme are indicated below.

#### **Programme 1: Administration**

Compulsory COE savings resulted in posts not being filled as planned and related underspending on goods and services.

#### **Programme 2: Public Works Infrastructure**

Compulsory COE savings resulted in posts not being filled as planned and related underspending on goods and services.

Planned capital expenditure on the office Modernisation Programme was slower than expected, mainly due to insufficient decanting space and insufficient internal capacity.

#### **Programme 3: Transport Infrastructure**

Compulsory COE savings resulted in posts not being filled as planned.

Transfer payments to Drakenstein Municipality were not effected due to slower than planned execution of an infrastructure project.

The marginally slower progress on capital projects was due to a lack of available building material, poor working conditions (due to inclement weather), as well as slow land expropriation.

#### Programme 4: Transport Operations

Compulsory COE savings resulted in posts not being filled as planned and related underspending on goods and services.

#### Programme 5: Transport Regulation

Compulsory COE savings resulted in posts not being filled as planned and related underspending on goods and services.

#### Programme 6: Community-Based Programmes

Compulsory COE savings resulted in posts not being filled as planned and related underspending on goods and services.

There was underspending on goods and services due to outstanding external moderation by sector education and training authorities (SETAs) as well as outstanding learner certification when the Phase 7 training programme of the National Youth Service (NYS) ended.

### 4.4 Virements and rollovers

#### Virements

The table below provides details on virements effected.

**Table 4: Virements for 2015/16**

Main Division From	To	R'000	Reason
1. Administration	5. Transport Regulation	4 485	Road safety marketing
2. Public Works Infrastructure	3. Transport Infrastructure	56 626	Accelerated roads infrastructure delivery
		20 968	Replacement of redundant construction and maintenance equipment (motor vehicles, trucks, trailers, construction and maintenance equipment)
2. Public Works Infrastructure	5. Transport Regulation	20 021	Agency fees payable to municipalities due to over collection of motor vehicle licence fees
6. Community-Based Programmes	3. Transport Infrastructure	2 021	Replacement of redundant construction and maintenance equipment (motor vehicles, trucks, trailers, construction and maintenance equipment)
6. Community-Based Programmes	5. Transport Regulation	1 979	Provision for finance lease portion of government motor vehicle transport for traffic law enforcement

#### Rollovers

The table below provides details on rollovers requested from 2014/15 to 2015/16.

**Table 5: Rollovers requested from 2014/15 to 2015/16**

Programme	R'000	Purpose
Administration	1 291	Conditional allocation from the Road Traffic Management Corporation for road safety-related projects.
Public Works Infrastructure	10 921	Provision for payment of municipal property rates.
	11 076	Provision for demolition of former Conradie Hospital.
	1 181	Provision for the payment of municipal services.
	1 214	National Conditional Grant: EPWP Integrated Grant for Provinces to expand job creation efforts in specific focus areas where labour-intensive delivery methods can be maximised.
Transport Infrastructure	2 200	Conditional allocation from the Road Traffic Management Corporation for road safety-related projects.
Transport Operations	11 259	Conditional allocation from the Road Traffic Management Corporation for road safety-related projects.
Transport Regulation	2 535	Conditional allocation from the Road Traffic Management Corporation for road safety-related projects.
<b>Total</b>	<b>41 677</b>	

## 4.5 Revenue retention

The table below provides details on revenue retained from 2014/15 to 2015/16 in respect of revenue.

**Table 6: Revenue retained from 2014/15 to 2015/16**

Programme	R'000	Purpose
Programme 1: Administration	3 000	Conditional allocation received from the Road Traffic Management Corporation for road safety-related projects.
Programme 3: Transport Infrastructure	9 360	Conditional allocation received from the Road Traffic Management Corporation for road safety-related projects.
Programme 4: Transport Operations	6 100	Conditional allocation received from the Road Traffic Management Corporation for road safety-related projects.
Programme 5: Transport Regulation	346	Conditional allocation received from the Road Traffic Management Corporation for road safety-related projects.
<b>Total</b>	<b>18 806</b>	

## 4.6 Unauthorised, irregular and fruitless and wasteful expenditure

The reasons for unauthorised, irregular and fruitless and wasteful expenditure identified in 2015/16, 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 2015/16.

File number	Description	Amount	Corrective steps
FC 3/6/1/4/142	Non-adherence to NTI 1 of 2013/14 – Exceeding R1 300 per head for Dinner, Bed and Breakfast (DBB)	R8 079	Irregular expenditure was recovered. Officials received training.
FC 3/6/1/4/143	Extension of contract and advance payments	R3 215 000	Progressive disciplinary action was instituted. R604 762.28 is in the process of being recovered.
FC 3/6/1/4/144	Splitting of quotes and therefore deviating from AO delegations	R182 700	Referred to Labour Relations and SAPS for further action.

## 4.7 Future plans of the Department

### Programme 1 – Administration

The Department will continue to actively contribute to the achievement of the PSGs and the work of relevant workgroups to promote the alignment of the infrastructure delivery efforts of various spheres of government in order to promote sustainable economic growth.

In line with the National Evaluation Plan and the Provincial Evaluation Plan, work to develop and implement the Departmental Evaluation Plan will continue. Three performance evaluations are scheduled to be conducted in the 2016/17 financial year on implementation programmes, partly or wholly funded by the Provincial Roads Maintenance Grant (PRMG), the Public Transport Operations Grant, and the EPWPIG. In addition to the new evaluations that are due to commence in 2016/17, planning to give effect to the recommendations of previous evaluations of the traffic law enforcement and road safety education programmes of the Safely Home Programme will continue and the implementation of these recommendations will be monitored.

Work to progressively improve the finance maturity level of the Department to the next financial management capability maturity level, – level 4 Information, – will continue.

In the IDMS environment, work will continue to explore/ pilot and implement alternative procurement and delivery strategies to accelerate infrastructure delivery and mitigate risks to infrastructure delivery.

The Masakh'iSizwe Bursary Programme and the Professional Development Programme will continue to address the shortage of skilled, registered professionals in the transport, built environment and engineering sectors. The underlying principles of these programmes are empowerment, mentoring and collaboration with relevant higher education institutions, parastatals, the private sector and other spheres of government.

The overall intent is to share and transfer expertise and pool resources to maximise the improvement of socio-economic conditions in the Western Cape and South Africa as a whole.

## Programme 2 – Public Works Infrastructure

Work will continue on six selected Cape Town Central City Regeneration Programme projects described in previous reports. The development potential of newly identified under-utilised properties will be evaluated. Planned and completed enablement activities such as construction and rezoning will continue in order to stimulate infrastructure growth in central Cape Town.

Work on the Better Living Model will continue in accordance with planned delivery timelines. The BLM project team deliverables for the 2016/17 financial year include: securing grant funding, undertaking impact assessments, continuing the Elsieskraal River floodline studies, commencing with the statutory public participation process, completing the development framework and feasibility reports, and obtaining Cabinet approval to proceed into the procurement phase of the project.

Renewed efforts will be directed towards analysing the provincial property portfolio and releasing the underutilised part to the market in order to enhance the WCG's capacity to provide social infrastructure to the people of the province.

Condition assessments of the provincial immovable asset portfolio will be implemented as required to safeguard the value of provincially owned building infrastructure as well as to address essential health and safety considerations. The intention is to implement an integrated management system that will assist with the life cycle management of the immovable asset portfolio.

Infrastructure projects related to planning, additions, renovations, refurbishments and maintenance of general building infrastructure will be undertaken. The infrastructure budget provisions for education and health facilities are vested in Votes 5 and 6 respectively in the Provincial Estimates of Revenue and Expenditure, 2016. The construction and maintenance project lists are annexed to those votes. The Department will continue to be the implementing agent in the execution of those projects.

Efforts to optimise office space utilisation across the Western Cape will continue through the Modernisation Programme to align office space allocations with the latest national norms and standards and to develop workplace environments that contribute positively to staff performance and productivity. Modernisation projects will continue to be executed in the City of Cape Town, and the Cape Winelands and Eden regions.

## Programme 3 – Transport Infrastructure

The road network is the lifeblood of the economy. Construction and maintenance projects to preserve and improve the condition of the road network will continue to be undertaken.

Investment in road infrastructure aims to preserve surfaced roads, gravel roads and bridges and to limit the accumulation of maintenance backlogs. The investment aims to



upgrade roads from gravel to surfaced standard where this is warranted, as well as to improve road safety in hazardous locations.

Road projects to promote economic growth will continue. The upgrading of the N2 between Borchard's Quarry and the R300 and the addition of a 3rd lane on the N1 between Durban Road Interchange and Old Oak Interchange are under construction. Phase 1 construction of the extensions to the road network in support of the Saldanha Bay Industrial Development Zone will go out on tender for commencement during 2016/17.

Road construction and maintenance investment projects will be identified by continuously improving asset management systems. With the advent of the incentive-driven Provincial Road Maintenance Grant, a closer relationship will be fostered with the DTPW Monitoring and Evaluation unit to streamline the process of meeting the PRMG requirements and optimising road network preservation.

The investigation into the economic and operational efficiency of the present regional road maintenance model will be guided by the outcome of the Branch's organisational restructuring. It is envisaged that the proposed new organisational structure will streamline the road planning, construction and maintenance functions, make them more responsive to government-wide objectives, enhance the optimal use of internal and external resources, and align the roads function with the provisions of the IDMS.

The drafting of the subsidy and planning regulations of the Western Cape Transport Infrastructure Act, 2013 (Act 1 of 2013) was completed in 2015/16. Amendments to the Act are being drafted for submission to the Provincial Parliament in 2016/17. The chapter on advertising will be reviewed in the light of the CoCT's by-laws on advertising, and another chapter will be added to address the implications of the Telecommunications Act, 1996 (Act 103 of 1996). The legal certification and gazetting of the full set of regulations is expected to take place by the end of the 2016 calendar year. The review of the Road Access Guidelines will continue during 2016/17.

Six graduates participating in the Professional Development Programme will be ready for registration with the Engineering Council of South Africa in 2016/17 and three in 2017/18.

#### **Programme 4 – Transport Operations**

The Programme aims to achieve the following:

- Fully implement the consolidated GIPTN, with a particular 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 and monitor the subsidised bus operator and the associated PTOG in compliance with its requirements, until such time as the function is transferred to the CoCT;
- Begin to implement the recommendations of the PPTIF in a selected priority municipality through the formalisation of institutional partnership structures supported by the development of detailed technical operational and business plans for that priority municipality; and



- Develop a Rail Implementation Programme which consolidates the WCG's approach to rail and identifies appropriate rail support initiatives.

### **Programme 5 – Transport Regulation**

After the newly completed K53 and vehicle inspection facilities at Gene Louw Traffic College have been registered, the facilities will primarily be used for training and to support traffic law enforcement activities. The facilities will also be used by the departmental inspectorate to re-test drivers and motor vehicles where required.

Impact assessments will be conducted to determine the quality of training delivered and monitor law enforcement activities as part of measuring the quality of service delivery.

Road safety awareness and education campaigns will be strengthened, and fatigue management interventions will continue.

In-vehicle enforcement technology that is integrated with the ASOD and ANPR systems will be tested.

The Department will continue to liaise with the National Department of Transport and municipalities to mitigate the negative service delivery impact resulting from litigation blocking the finalisation of contracts for the maintenance and development of the eNATIS (Electronic National Administration Traffic Information System) and the provision of live capturing units (LCUs) at driving licence testing centres.

The Provincial Regulatory Entity will develop standard operating procedures (SOPs) for the management of hearings called in terms of Section 79 of the National Land Transport Act, 2009. These procedures will be drawn up in consultation with Legal Services in the Department of the Premier and the leadership of the public transport industry.

### **Programme 6 – Community-Based Programmes**

Development and empowerment of communities and the construction industry towards sustainable economic and employment growth will continue through the development and empowerment of emerging contractors.

The Programme will continue to assess the effective implementation of empowerment interventions in the design and construction of specific projects. This will assist the Department to stay on track to empower and develop unemployed youth through targeted integrated skills and artisan development programmes.

A total of 50 contractors will be trained through the four-week municipal-based training and 60 contractors will participate in the ten-week training programme that takes place for one week a month over ten months. A total of 340 unemployed youth from across the Western Cape will be invited to participate in learnerships or apprenticeship programmes. Ten EmplAs will be commenced on planned infrastructure projects and 25 ETIRs will be conducted to assess the empowerment impact of certain DTPW projects.

## Transport Public Private Partnerships (PPP)

### *Chapman's Peak Drive*

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.

### *Public Works Public Private Partnerships (PPP) / Cape Town Central City Regeneration Programme*

A number of medium- to long-term projects and programmes are in various stages of development.

#### *13 Dorp Street PPP - WCED Head Office*

This PPP project is envisaged to replace certain leased-in head office accommodation to reduce government's reliance on leased accommodation. The site to be developed is bordered by Loop, Leeuwen, Dorp and Bree Streets. The project entails the construction of a 22 000 m<sup>2</sup> office building through a PPP. The project has been registered with National Treasury and Treasury Approvals (TA 1 and TA 11A) have already been granted. The bids have been evaluated, but the approval process is underway.

#### *GMT – Top Yard*

The GMT – Top Yard project is the first phase of the broader Government Garage Precinct development. Top Yard is part of a plan for urban development and/ or mixed-use densification.

The Top Yard project was registered as a PPP with the National Treasury during January 2015. In March 2015, the feasibility study was submitted for Treasury Approval (TA 1), and approval was granted on 7 August 2015.

Existing personnel and vehicles would have to be relocated to the new site in Maitland before the Top Yard site can be released to the market. Enabling construction work is currently under way on the new site.

#### *Artscape Founders Garden Precinct*

A long term lease agreement is in the process of being negotiated with the Artscape Theatre Centre. Such an agreement will facilitate further investment by Artscape, the National Department of Arts and Culture and others, determine a maintenance protocol, and influence future private development of the Founders Garden portion of the site. The development envisages a new concert hall, theatre, supporting infrastructure, and industry education and training facilities.

Some 90 000 m<sup>2</sup> of the Founders Garden portion of the site is likely to become available for private development. It is envisaged that this development will comprise two tower blocks on a podium and a square which can double as an open-air theatre, surrounded by commercial and retail opportunities.

### *Somerset Precinct*

It is anticipated that this property will be released to the market in four stages over the next 15 years. The first release is the Helen Bowden Nurses Home site, subject to the relocation of the nurses and the rezoning of the precinct. The Waterside I and II upgrades, which will facilitate the relocation of the nurses, was completed during 2015/16.

The acquisition from the CoCT of two smaller portions of subjoined land on the Old City Hospital site is in progress. Proposals for approval are being compiled for the relocation of the National Health Laboratory Service (NHLS) (Release 3) and the construction of a new hospital on the Somerset Hospital site (Release 4).

The feasibility study for the development of Helen Bowden Nurses Home site has commenced but the rezoning of the site has delayed its completion.

### *Prestwich Precinct*

The purpose of the project is to unlock the development potential of a cluster of properties in the Prestwich Precinct. The first release envisaged is the Alfred Street site which consists of three storage buildings and an office block. Enabling work is in progress after which a feasibility report will be produced. Negotiations with existing tenants and their subsequent relocation are some of the barriers which will potentially delay release of the site. In a parallel process, the possible relocation of the Soils Laboratory facility in the Precinct is being investigated. Upgrades to the façade of the Prestwich Primary School are in progress.

### *Two Rivers Urban Park (TRUP)*

The project encompasses spatial planning of 250 hectares of under-utilised land in the area where the Black and Liesbeek Rivers converge. A project team consisting of officials from the CoCT, DTPW and DEADP is leading a multi-disciplinary team of consultants with support from the Dutch Government. They are currently developing scenarios and will, during 2017, complete a development framework which would guide the subdivision and rezoning processes. The WCG and the CoCT have signed a Memorandum of Understanding (MOU) to manage their cooperation. Additional agreements were entered into between the Dutch Government, CoCT and the WCG. A number of prominent projects are earmarked for the area, most notably the National Health Laboratory Service headquarters and the Cape Health Technology Park. The River Club is also planning a multi-billion rand mixed-use project in the area.

### *Sea Point Main Road site*

The site of the disused Tafelberg High School was advertised for disposal by outright sale in May 2015. The disposal process was challenged and a subsequent court ruling has made further consultation necessary, which process is currently under way.

#### 4.8 Discontinued activities

There are no discontinued activities to report.

#### 4.9 New or proposed activities

The Chief Directorate: Road Network Management is reviewing its service delivery model, including considering the current role of district municipalities within the transport infrastructure service delivery environment.

#### 4.10 SCM (goods and services)

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

SOPs, templates and tools are in place to mitigate the likelihood of irregular expenditure through the design and implementation of detective, corrective and preventative controls in the AO SCM System and its accompanying delegations.

The main challenges relating to SCM include:

- The transversal Integrated Financial Management System (IFMS) that is currently under development;
- A functional standard Project Management System that is configured for the Department;
- The legislative framework for SCM that is under review and the potential risks associated with the change management process; and
- The introduction by the national government of a Central Supplier Database (CSD) and its implications for suppliers and contractors.

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; and
- The further roll-out in the line function of a user-specific Enterprise Project Management (EPM) system, based on the requirements of the IDMS.

#### 4.11 Gifts and donations received in kind from non-related parties

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

#### 4.12 Exemptions and departures received from National Treasury (NT)

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.

#### 4.13 Events after the reporting date

There were no events after the reporting date.

#### 4.14 Other

There are no other matters to report.

#### 4.15 Acknowledgements

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 258 to 363 are hereby approved.



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JT Gooch

Accounting Officer

Department of Transport and Public Works

Date: 31 August 2016

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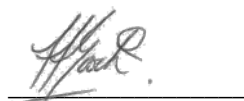
## 5 Statement of responsibility and confirmation of accuracy for the Annual Report

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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 as 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 Department of the Premier, 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 2016.

Yours faithfully



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**JT Gooch**  
**Accounting Officer**  
**Department of Transport and Public Works**  
**Date: 31 August 2016**

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## 6 Strategic overview

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### 6.1 Vision

The Department embraces the WCG's vision:

*"A Highly skilled, Innovation-driven, Resource-efficient, Connected, High Opportunity, Society for All".*

The Department developed its own vision which is consistent with the WCG's vision:

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

### 6.2 Mission

*"The Department of Transport and Public Works delivers infrastructure and services to promote socio-economic outcomes and safe, empowered and connected communities".*

### 6.3 Values

The core values applicable to the WCG are as follows:



Caring



Competence



Accountability



Integrity



Responsiveness

**Innovation** was identified as a new core value and was under development by the Department of the Premier during the reporting period of 2015/16.

These values are all underpinned by team work and a detailed explanation of what each core value encapsulates is outlined below:

**Table 7: Provincial values and behavioural statements**

Value	Behavioural statement
Caring	<p>We 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 needed.</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 the 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 in the service of all the people in the Western Cape.</p> <p>We will work together to meet our constitutional and electoral mandate commitments.</p>
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 the spirit of mutual trust in honouring all our commitments.</p> <p>As individuals we take responsibility for and ownership of our outcomes and accept the consequence of failure 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 practice positive values.</p> <p>We will be reliable and trustworthy, at all times, doing what we say we will.</p> <p>We will act with integrity at all times and in all instances, ensuring that we remain corruption free.</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 go 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 Department'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 below.



Function	Legislation
Transport	<p><b>Administrative Adjudication of Road Traffic Offences Act, 1998 (Act 46 of 1998)</b> 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><b>Advertising Along Roads and Ribbon Development Act, 1940 (Act 21 of 1940)</b> Places the responsibility on the 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><b>National Land Transport Act, 2009 (Act 5 of 2009) (NLTA)</b> 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) (NLTA), through:</p> <ul style="list-style-type: none"> <li>• The formulation and implementation of provincial land transport policy and strategy;</li> <li>• The planning, coordination, and facilitation of land transport functions;</li> <li>• Collaboration between municipalities; and</li> <li>• Liaison with other government departments.</li> </ul>
	<p><b>National Road Traffic Act, 1996 (Act 93 of 1996) (NRTA)</b> The Department, with the Provincial Minister as designated authority, must ensure that all functions relating to the registration and licencing of motor vehicles, driver fitness testing and vehicle fitness testing are performed. Furthermore, the Department is also 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><b>Road Safety Act, 1972 (Act 9 of 1972)</b> Aims to promote road safety through determining the powers and functions of the Provincial Minister and the Director-General.</p>
	<p><b>Road Traffic Management Corporation Act, 1999 (Act 20 of 1999)</b> 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 provides for related matters.</p>
	<p><b>Road Transportation Act, 1977 (Act 74 of 1977)</b> Regulates certain forms of road transportation and related matters.</p>
	<p><b>Western Cape Provincial Road Traffic Administration Act, 2012 (Act 6 of 2012)</b> Regulates certain road traffic matters in the Province and provides for incidental matters.</p>
	<p><b>Western Cape Road Traffic Act, 1998 (Act 12 of 1998)</b> Consolidates and amends provincial road traffic provisions. Includes regulations on establishing registering authorities; appointing licence inspectors, vehicle examiners, driving licence examiners, and traffic officers; registering driving instructors; inspecting driving licence testing stations; establishing driving licence testing centres; and determining parking fees.</p>

Function	<b>Legislation</b> <b>Western Cape Road Transport Act Amendment Law, Law 8 of 1996</b> Makes provision for the establishment of a provincial transport registrar and the registration of minibus taxi associations, operators, and vehicles.
	<b>Western Cape Toll Road Act, 1999 (Act 11 of 1999)</b> 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; also provides for related matters.
	<b>Cape Roads Ordinance, 1976 (Ord. 19 of 1976)</b> The Province has sole authority over relaxations of the statutory 5,0 metre and 95 metre building lines pertaining to classes of provincially proclaimed roads. Furthermore, the alteration/change of a road's classification is done in terms of Section 4 of the Roads Ordinance. Such applications are usually received from the relevant district municipality via the district roads engineer, but they can also originate from the DTPW's head office.
Public Works and Property Management	<b>Government Immovable Asset Management Act, 2007 (Act 19 of 2007) (GIAMA)</b> 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 the DTPW Provincial Public Works Branch.
	<b>National Building Regulations and Building Standards Act, 1977 (Act 103 of 1977)</b> Requires the DTPW, as custodian and regulator of the built environment, to ensure that all building and construction work on government property complies with the law.
	<b>National Heritage Resource Act, 1999 (Act 25 of 1999)</b> Introduces an integrated and interactive system for the management of national heritage resources, lays 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 the 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.
	<b>Western Cape Land Administration Act, 1998 (Act 6 of 1998)</b> Provides for the acquisition of immovable property and the disposal of land that vests in the WCG and for the management of incidental matters. Accordingly, the DTPW is responsible for continuously updating the asset and property register, procuring additional properties required, and relinquishing or redeveloping properties that fall into disuse.
Transversal	<b>Basic Conditions of Employment Act, 1997 (Act 75 of 1997)</b> To give 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.
	<b>Basic Conditions of Employment Act, 1997 (Act 75 of 1997): Ministerial determination 4: Expanded Public Works Programme (EPWP), gazetted 4 May 2012</b> This determination contains the standard terms and conditions for workers employed in elementary occupations in an EPWP.
	<b>Broad Based Black Economic Empowerment Act, 2003 (Act 53 of 2003)</b> To establish a legislative framework for the promotion of black economic empowerment; to empower the Minister to issue codes of good practice and to publish transformation charters; and to establish the Black Economic Empowerment Advisory Council.

Function	Legislation
	<p><b>Competition Act, 1998 (Act 89 of 1998)</b> 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; and for the establishment of a Competition Appeal Court; and for related matters.</p>
	<p><b>Construction Industry Development Board Act, 2000 (Act 38 of 2000)</b> Establishes the Construction Industry Development Board (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><b>Consumer Protection Act, 2008 (Act 68 of 2008)</b> This Act constitutes an overarching framework for consumer protection. All other laws which providing for consumer protection (usually within a particular sector) must be read together with this Act to ensure a common standard of protection. The Act applies to all suppliers of goods and services.</p>
	<p><b>Control of Access to Public Premises and Vehicles Act, 1985 (Act 53 of 1985)</b> Provides for the safeguarding of certain public premises and vehicles and for the protection of the people inside such premises or vehicles, and for related matters.</p>
	<p><b>Criminal Procedure Act, 1977 (Act 51 of 1977)</b> Makes provision for procedures and related matters in criminal proceedings.</p>
	<p><b>Division of Revenue Act, (Annual Act) (DORA)</b> This is 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><b>Employment Equity Act, 1998 (Act 55 of 1998) (EEA)</b> Aims to achieve equity in the workplace by promoting equal opportunity and fair treatment in employment through the elimination of unfair discrimination and implementing affirmative action measures to redress the disadvantage in employment experienced by designated groups in order to ensure equitable representation in all occupational categories and levels in the workforce.</p>
	<p><b>Firearm Control Act, 2000 (Act 60 of 2000)</b> Establishes a comprehensive, effective system of firearms control, and provides for related matters.</p>
	<p><b>Intergovernmental Relations Framework Act, 2005 (Act 13 of 2005) (IGRFA)</b> 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><b>Labour Relations Act, 1995 (Act 66 of 1995)</b> Provides a framework for the DTPW to advance economic development, social justice, labour peace, and the democratisation of the workplace.</p>

Function	Legislation
	<p><b>Local Government: Municipal Systems Act, 2000 (Act 32 of 2000)</b> Provides 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; empowers the poor and ensures 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 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><b>National Environmental Management Act, 1998 (Act 107 of 1998)</b> 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><b>Occupational Health and Safety Act, 1993 (Act 85 of 1993)</b> Requires the DTPW, as custodian and regulator of the WCG 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><b>Preferential Procurement Policy Framework Act, 2000 (Act 5 of 2000) (PPPFA)</b> Provides that organs of state must determine their preferential procurement policies 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><b>Prevention and Combating of Corrupt Activities Act, 2004 (Act 12 of 2004)</b> Provides for the strengthening of measures to prevent and combat corruption and corrupt activities.</p>
	<p><b>Promotion of Access to Information Act, 2000 (Act 2 of 2000) (PAIA)</b> 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><b>Promotion of Administrative Justice Act, 2000 (Act 3 of 2000) (PAJA)</b> 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 applies to general administrative law and therefore binds the entire administration at all levels of government.</p>

Function	Legislation
	<p><b>Protection of Personal Information Act, 2013 (Act 4 of 2013) (POPI)</b> Promotes the protection of personal information processed by public and private bodies; introduces certain conditions in order 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><b>Provincial Archives and Records Service of the Western Cape Act, 2005 (Act 3 of 2005).</b> Preserves archival heritage for use by the government and people of South Africa; promotes efficient, accountable, transparent government through the proper management and care of government records.</p>
	<p><b>Public Finance Management Act, 1999 (Act 1 of 1999) (PFMA)</b> Ensures transparency, accountability, and sound management of the revenue, expenditure, assets, and liabilities of the DTPW.</p>
	<p><b>Public Service Act, 1994 (Proclamation 103 published in Government Gazette 15792 on 3 June 1994)</b> 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><b>Public Administration Management Act, 2014 (Act 11 of 2014)</b> 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><b>Skills Development Act, 1998 (Act 97 of 1998)</b> Stipulates that the lead employer, i.e. the DTPW, has to ensure compliance with the employer's duties in terms of the agreement and to ensure the implementation of the agreement in the workplace. Through the EPWP and DTWP workplace programmes, the DTPW implements learnership and skills development programmes to provide skills training to participants in artisan-related fields.</p>
	<p><b>Radio Act, 1952 (Act 3 of 1952)</b> Controls radio activities and related matters.</p>
	<p><b>Western Cape Land Use Planning Ordinance, Amendment Act, 2009 (Act 1 of 2009)</b> Regulates land use planning and provides for related matters.</p>
	<p><b>Western Cape Procurement (Business Interests of Employees) Act, 2010 (Act 8 of 2010)</b> Restricts 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 for related matters.</p>

Function	Legislation
	<p><b>Western Cape Monitoring and Support of Municipalities Act, 2014 (Act 4 of 2014)</b> 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>

The following national and provincial policies and strategies guide the Department in the discharge of its responsibilities:

Function	Policies
Transport	<p><b>National Freight Logistics Strategy, 2005</b> 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><b>National Public Transport Strategy, 2007</b> Has two key thrusts, namely:</p> <ul style="list-style-type: none"> <li>• Accelerated modal upgrading, which seeks to provide for new, more efficient, universally accessible, and safe public transport vehicles and skilled operators; and</li> <li>• Integrated rapid public transport networks (IRPTNs), which seeks to develop and optimise integrated public transport solutions.</li> </ul> <p><b>National Rural Transport Strategy, 2007</b> Provides guidance to all three spheres of government with regard to mobility and access challenges 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><b>White Paper on National Transport Policy, 1996</b> Provides for safe, reliable, effective, efficient, fully integrated transport operations and infrastructure that best meet the needs of freight and passenger customers in a way that supports government strategies for economic and social development while being environmentally and economically sustainable.</p> <p><b>National Road Safety Strategy, 2011-2020</b> 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 Organisation for developing countries.</p> <p><b>White Paper on Provincial Transport Policy, 1997</b> Builds on the foundation created by the national White Paper on Transport Policy by providing details of specific interventions responsive to the needs and opportunities in the Western Cape; recognises current and future competencies assigned to provinces and other spheres of government under the Constitution.</p> <p><b>Road Access Guidelines</b> Provides guidelines to assist practising engineers and planners, as well as property developers, to develop acceptable road access standards.</p> <p><b>Road Infrastructure Strategic Framework for South Africa (RISFSA)</b> Provides guidelines for the redefinition of the South African road network; assists road authorities to reclassify existing road networks.</p>



Function	Policies
	<p><b>Road Safety Strategy for the Western Cape Province, 2005</b> Provides conditions for a safer road environment by promoting road safety throughout the Province focusing on national and provincial routes; is responsible for the basic training of all traffic officer recruits in the Western Cape in order to ensure uniformity and professionalism.</p> <p><b>Western Cape Policy Statement on Transport for Special Needs Passengers (SNPs), 2009</b> Places certain responsibilities on the DTPW:</p> <ul style="list-style-type: none"> <li>• Encouraging the incremental accessibility of rail infrastructure and providing training to operators and their staff on dealing sensitively with special needs persons;</li> <li>• Supporting the provision of universally accessible public transport information services;</li> <li>• Preparing and publishing, in association with the National Department of Transport, guideline requirements for accessible public transport vehicles;</li> <li>• Ensuring that all new public transport facilities cater for special needs persons; and</li> <li>• 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.</li> </ul>
Public Works and Property Management	<p><b>Western Cape Provincial Acquisition Policy</b> Among other things, guides custodians in the acquisition of immovable assets; promotes and specifies uniform criteria and processes for provincial acquisitions.</p> <p><b>Western Cape Provincial Government White Paper on the Management of Provincial Property, 2004</b> Provides a framework to guide activities relating to fixed properties of the WCG and other properties it uses; covers coordination with the property management activities of other public and civil society roleplayers in the province.</p> <p><b>Western Cape Infrastructure Framework, 2013</b> 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><b>Western Cape Provincial Property Disposal Policy</b> Guides development, drives transformation, and instils confidence in underdeveloped areas especially to redress imbalances of the past and to promote economic activities.</p>
	<p><b>Guidelines on the implementation of the Expanded Public Works Programme (EPWP)</b> 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 low-skilled beneficiaries in the formal employment market. The programme targets infrastructure, environment, culture, and social and non-state matters.</p> <p><b>Guidelines on the implementation of the National Youth Service</b> Stipulates that implementation of youth programmes is the responsibility of all the institutions of government. Consequently, much of the responsibility for planning, coordinating, and initiating effective and innovative strategies for youth development reside equally with the National Youth Commission and individual government departments in the national and provincial spheres.</p>
Expanded Public Works Programme	

Function	Policies
Transversal	<b>Provincial Strategic Plan, 2015/16-2019/20</b> This is a set of overarching strategic objectives for the WCG, setting out desired outcomes for the current electoral term. 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.
	<b>Departmental Monitoring and Evaluation Framework and Manual</b> Explains monitoring and evaluation as well as monitoring and evaluation systems and tools for results-based management.
	<b>Departmental Records Management Policy</b> Provides the foundation for a corporate culture of responsibility for the management of information and records, as an essential requirement for service delivery.
	<b>Western Cape E-Mobility Policy</b> A 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.
	<b>Western Cape Government Transversal Management System</b> Aims to achieve measurable outcomes through the facilitation of sectors rather than single departments where sectoral clusters address issues transversally and line departments are the implementing agents; manages the implementation of the provincial strategic plan transversally throughout the WCG. The Executive Project Dashboard (EPD) is the information management tool for the system.
	<b>White Paper on Human Resource Management, 1997</b> 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 2016)

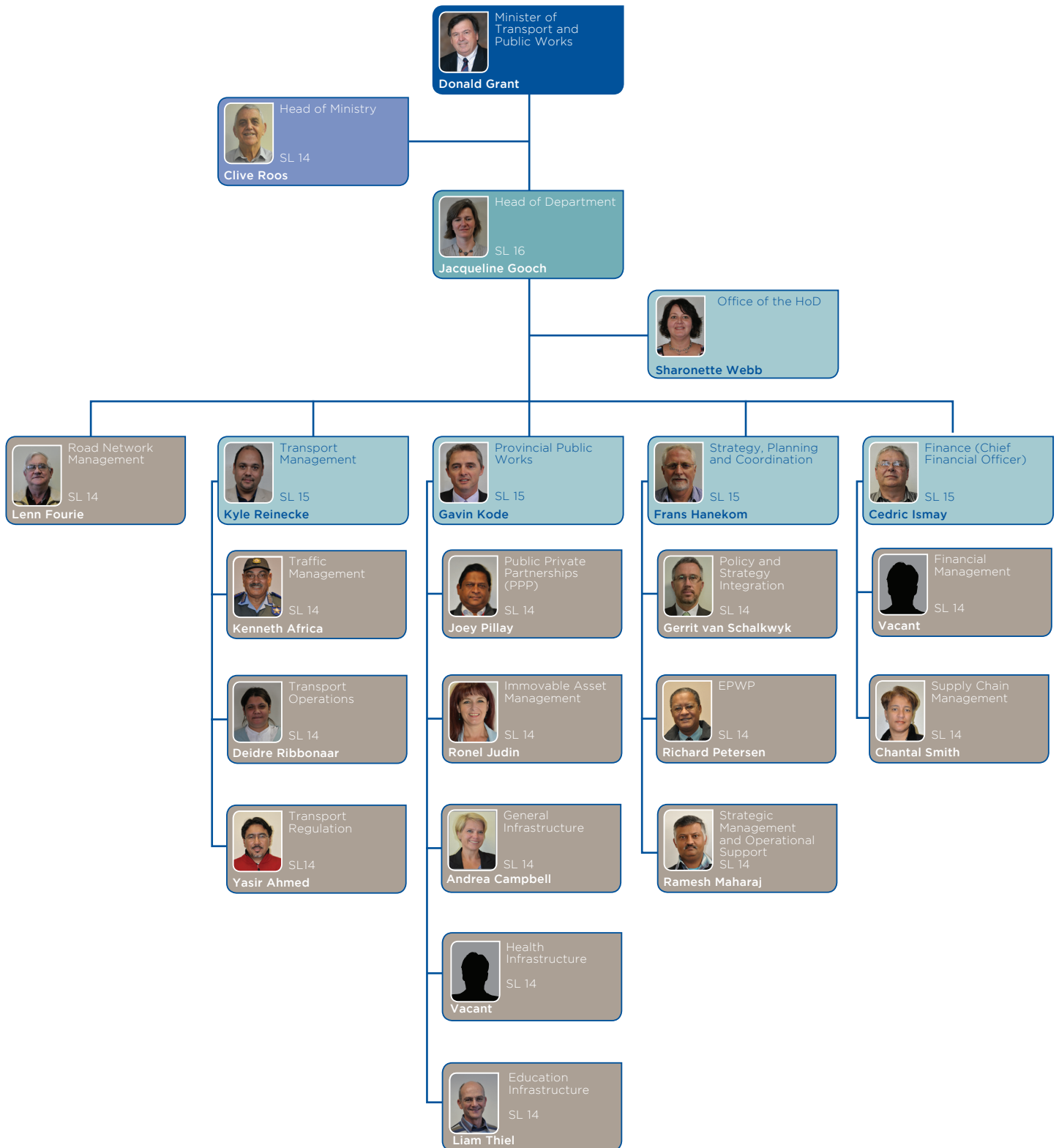
The organisational structure is presented on the next four pages of this report.





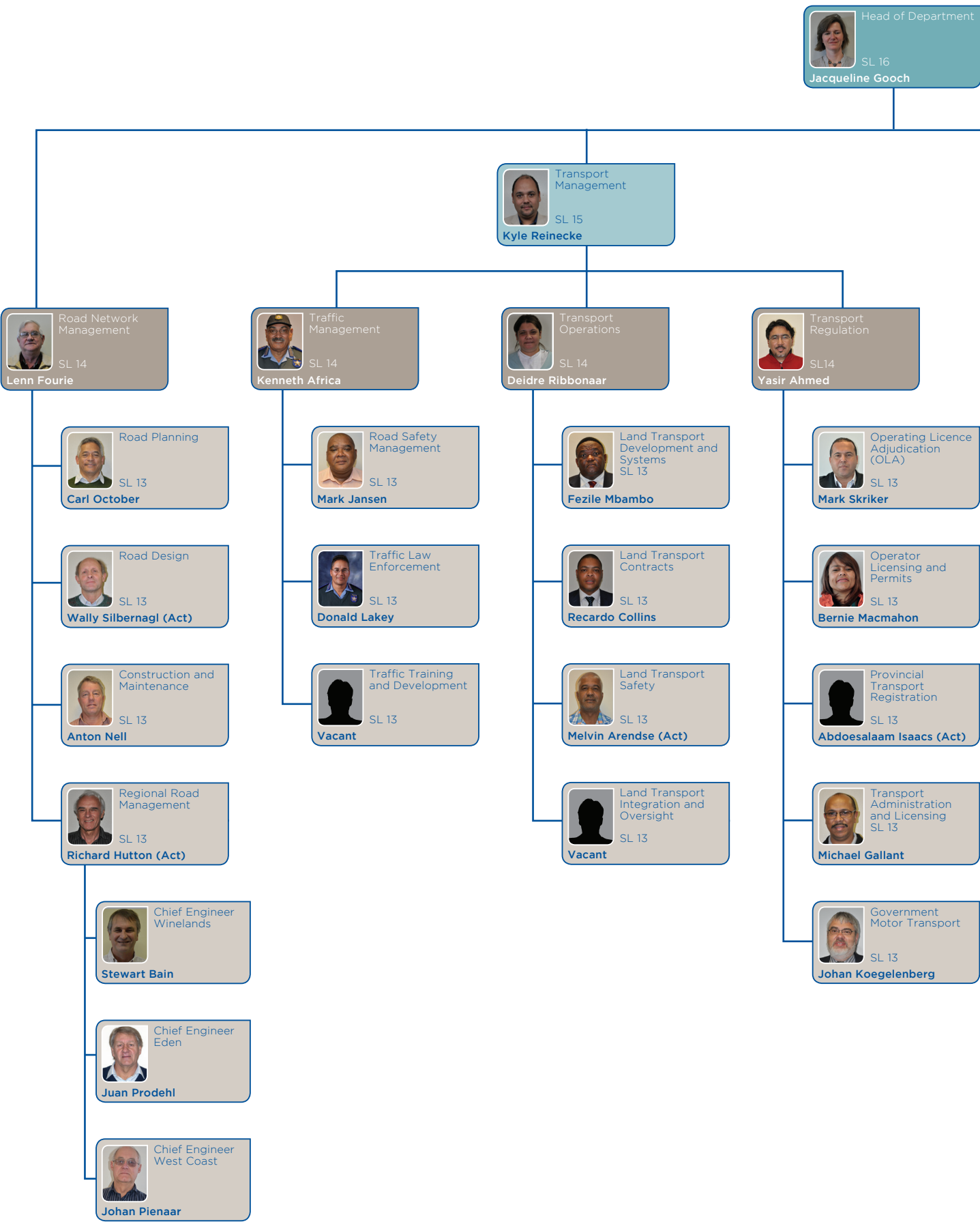
# Organisational Organogram

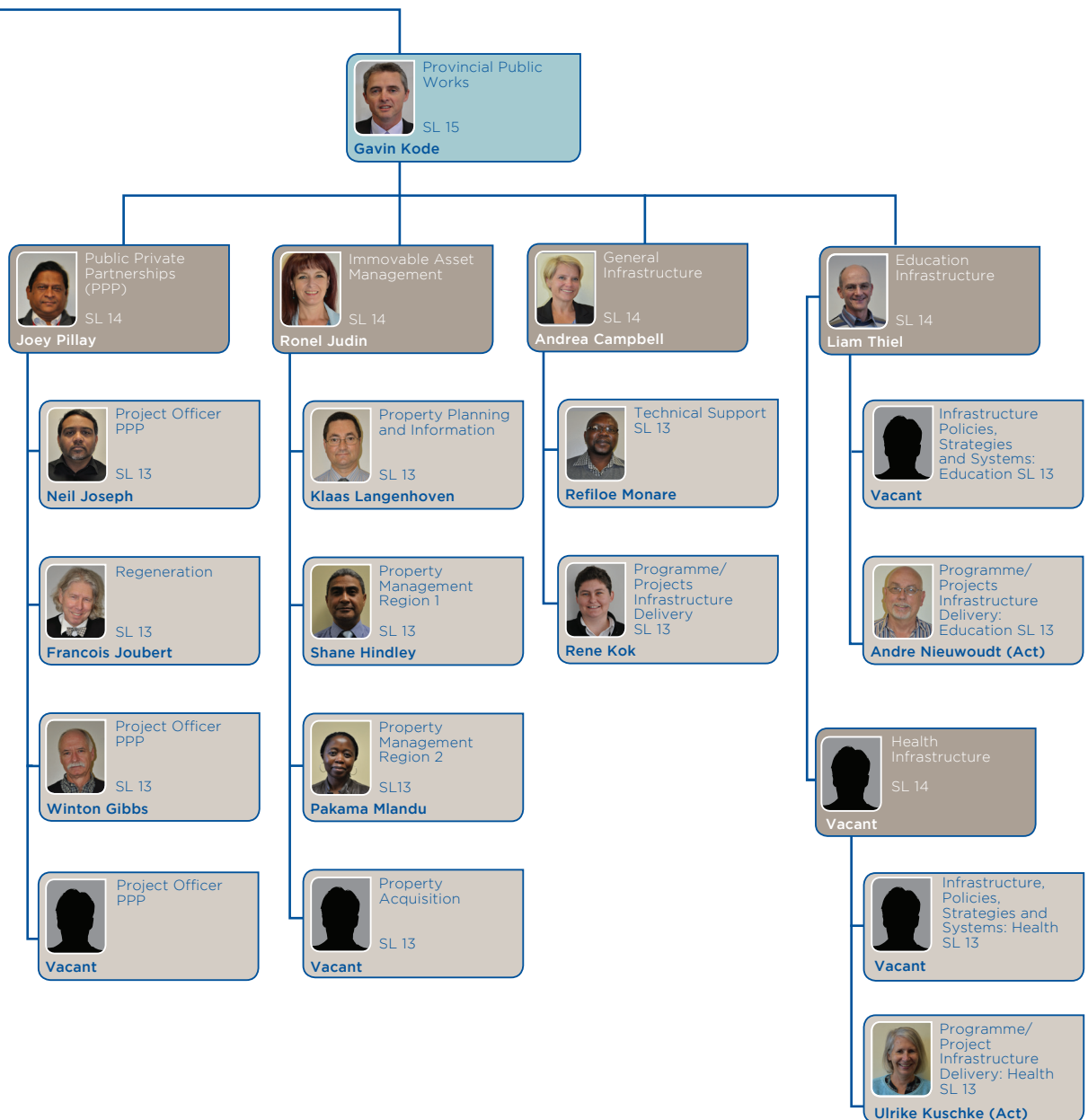
## Extended Top Management



# Organisational Organogram

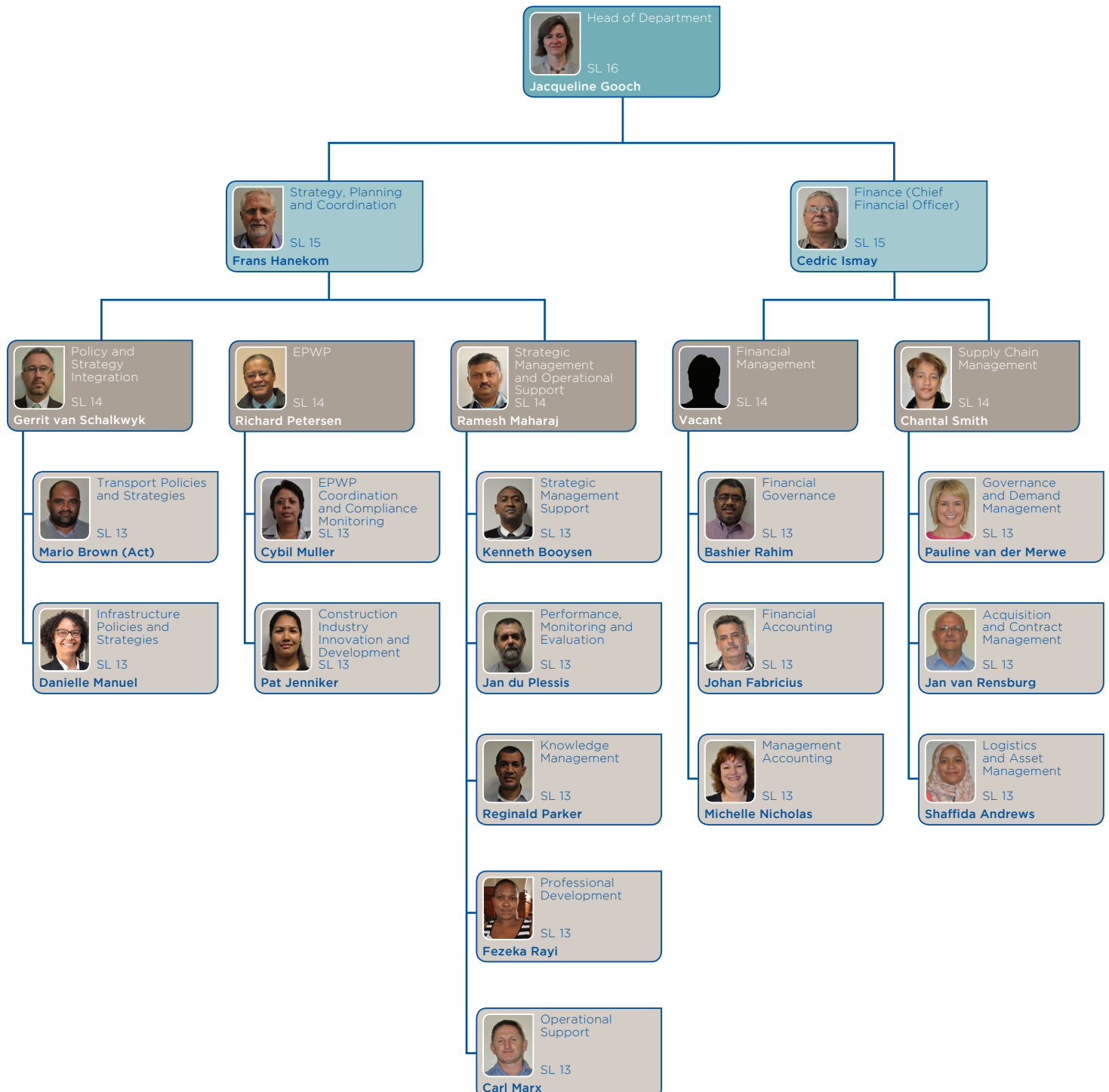
## Senior Management





# Organisational Organogram

## Senior Management continued



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## 9 Entities reporting to the Provincial Minister

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

**Table 8: Entities reporting to the Provincial Minister**

Name of entity	Legislative mandate	Financial relationship	Nature of operations
GMT	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 purposes of service delivery.



## 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 253 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	Relevant information
Administrative Services	<ul style="list-style-type: none"><li>• Provide strategic, policy and operational support within the Department</li><li>• Provide financial management and supply chain services within the Department</li><li>• Assist municipalities to develop ITPs</li><li>• Facilitate the development of provincial, departmental strategies, policies and plans</li><li>• Manage the PDP to develop scarce skills in the transport, built environment and engineering fields</li><li>• Provide bursaries for individuals studying in the transport, engineering and built environment fields</li></ul>
Public Works Infrastructure Services	<ul style="list-style-type: none"><li>• Acquire and dispose of immovable assets</li><li>• Ensure optimal utilisation of provincially-owned properties</li><li>• Lease property to provide accommodation</li><li>• Provide accommodation services to provincial departments and entities</li><li>• Construct and maintain health, education and general building facilities</li><li>• Create job opportunities and economic empowerment through infrastructure provision</li></ul>

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

The Department's achievements in relation to its main services are outlined below.

## Programme 1: Administration

### *Service: Participation in intergovernmental planning*

The Department participated in local government integrated development planning (IDP) indabas and assessments of municipal IDPs and the Joint Planning Initiative (JPI) of the Department of Local Government which prioritises the development needs of municipalities. The outcomes of these processes were assessed and incorporated into the Department's functional workstreams.



### *Service: Development of a Provincial Public Transport Institutional Framework*

The DTPW drafted a Provincial Public Transport Institutional Framework to improve public and non-motorised transport in the “non-Metro” parts of the Western Cape. Lessons learned from the Go George pilot project will be used to enhance and refine the implementation of the public transport aspects of the PPTIF in other municipalities. The PPTIF also seeks to meet the needs of NMT users by mitigating the risks they face and addressing the general lack of adequate NMT facilities. The PPTIF seeks to answer the following questions:

- What technical interventions should be implemented to improve public transport and non-motorised transport in the province?
- What institutional and organisational structures need to be implemented to drive and manage these improvements?
- What will these interventions cost, and how could they be funded?

### *Service: Assist municipalities to develop ITPs*

The Department assisted 29 municipalities, (excluding the CoCT) to review their integrated transport plans. The National Land Transport Act requires ITPs to be updated every year and reviewed in their entirety 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.

### *Service: Facilitate the development of provincial infrastructure strategies, policies and plans*

The Department completed District Infrastructure Status Quo Reports for the Eden and Overberg districts. The reports provide an overview of the current provision of infrastructure-related services and a spatial analysis of provincial infrastructure in relation to population and economic growth. Given the sector-based and institutional history of fragmented infrastructure planning, many plans and strategies have been developed across the infrastructure sectors (i.e., water, energy, transport, settlements and ICT). The District Infrastructure Status Quo Reports aim to collate and analyse various plans, ascertain the demand for and current supply of infrastructure, highlight critical linkages and misalignments, and provide a common point of departure and understanding to inform long-term planning and budgetary process for a more integrated approach to infrastructure development.

The Vredenburg Urban Revitalisation Project is a pilot to test the “live-work-play” development model in a “non-Metro” setting, namely the establishment of a high-density, mixed-use neighbourhood on well-located land in partnership with municipal, provincial and national government. The Department has provided a grant to Saldanha Bay Municipality to support the acquisition of suitable land in Vredenburg for a Shared Office Accommodation Precinct for the WCG, a school and a District Health Clinic. These will serve as anchor projects around which it is expected that a vibrant, integrated, mixed-use development incorporating office, retail, employment and recreational opportunities for many people will grow.

**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 Professional Development Programme 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. Ongoing monitoring and evaluation helps to ensure the main objective is achieved.

During the 2015/16 reporting period, seven 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	-
	Technologist	2	-	2	-	-	-	2
Mechanical	Engineer	1	-	-	1	-	1	-
	Technologist	1	1	-	-	-	1	-
	Technician	1	1	-	-	-	1	-
Electrical	Technician	1	1	-	-	-	1	-
<b>Total</b>		<b>7</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>

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

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

The Masakh'iSizwe Bursary Programme focuses on attracting 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 helps to address the shortage of scarce and critical skills and to meet the operational needs of the Department. Masakh'iSizwe is also a party to the bursary collaborative venture with private sector partners to support of socio-economic development and to help meet the skills shortage in the Western Cape and South Africa as a whole.

A total of 86 new bursaries were awarded for the 2015 academic year, adding up to a total of 248 external bursaries. The breakdown is described below.

Discipline	Number of bursars	Race				Gender	
		A	C	I	W	F	M
Architecture	5	0	3	0	2	2	3
Civil Engineering	144	41	66	3	34	44	100
Electrical Engineering	21	7	5	1	8	5	16
Mechanical Engineering	27	6	12	2	7	8	19
Geomatics	2	0	2	0	0	2	0
Property Studies	1	0	1	0	0	1	0

Discipline	Number of bursars	Race				Gender	
		A	C	I	W	F	M
Quantity Surveying	36	19	15	1	1	16	20
Town and Regional Planning	9	2	5	0	2	2	7
Transport Studies	3	2	0	0	1	2	1
<b>Total</b>	<b>248</b>	<b>77</b>	<b>109</b>	<b>7</b>	<b>55</b>	<b>82</b>	<b>166</b>

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

### *Service: Administrative and operational services delivered*

A comprehensive database of policies impacting directly on the Department's mandate and functioning continued to be maintained in the year under review so that real-time updates could support effective delivery.

A new methodology was piloted during the year for evaluating and reporting on the annual Division of Revenue Act Schedule 4 and Schedule 5 conditional grant allocations in respect of the 2015/16 PRMG, the Public Transport Operations Grant, and EPWPIG. All three evaluation reports will be used to inform an Improvements Planning phase in Quarter 1 of the 2016/17 financial year.

The strategic goal of the PRMG is to ensure efficient investment in provincial roads to implement the Road Infrastructure Strategic Framework for South Africa (RISFSA) in line with the S'hamba Sonke road programme and other related road infrastructure asset management programmes. The evaluation aimed to assess the effectiveness of 2015/16 PRMG grant expenditure in the Western Cape to assist effective management of the PRMG allocation in future.

The pilot evaluation of the PTOG aimed to design and test an economic evaluation process that could be used in future evaluations to assess the effectiveness of the PTOG grant expenditure in the Western Cape. The pilot aimed to generate information to improve the effectiveness of the PTOG evaluation process, with a focus on measuring improvements of the bus service, especially for the poorer households and in line with the priorities of the National Development Plan. The pilot evaluation informed the development of an empirical/ strategic surveying approach by measuring and understanding trends in population behaviour and emerging travelling issues. The pilot merely allowed for the designing and testing of the evaluation method and not for interpreting the results with any degree of significance.

The EPWP Integrated Grant evaluation aimed to ascertain whether the grant has contributed towards increased levels of employment, and whether opportunities for EPWP participants to find work has improved as a result of work experience and learning gained during the programme.

### *Service: Financial administrative services*

The Department is committed to improving the quality of financial management and supply chain management through Departmental Corporate Governance Improvement Plans and through embracing the Provincial Corporate Governance

Review and Outlook Strategy. This commitment delivered a clean audit outcome for the 2014/15 financial year.

The Annual Public Sector Reporting Awards for the financial year ended 31 March 2014 presented by the South African Institute for Government Auditors to recognise excellence in annual reports published by all provincial departments and national departments, placed the Department in fourth position in the top 20 list.

Austerity measures were implemented to curtail expenditure on compensation of employees within the upper limit determined by Provincial Treasury during January and February 2016. At the time, the Department was in the process of filling posts in a phased manner based on the establishment, approved in 2013. The curtailing of COE has an effect on infrastructure delivery due to the non-filling of OSD posts.

From a governance perspective the SCM Unit:

- Undertook the drafting and compilation of a new provincial Treasury Instruction Chapter 16C with Provincial Treasury. The said Chapter provides the requirements in respect of the acquisition and disposal of immovable assets; and
- Reviewed Chapter 16B (Supply chain management for the delivery and maintenance of infrastructure) of the Provincial Treasury Instructions as well as the Standards for Infrastructure Delivery and Construction Procurement.

Financial management including the supply chain management environment prior to 1 October 2013 was fragmented and under the control of line managers. This situation changed in the sense that these components are now under the control of the Chief Financial Officer (CFO). However, notwithstanding substantial organisational development interventions since 2009, certain components are still under the control of the functionaries rather than the CFO. Work done by the Organisational Development component of the Corporate Services Centre to correct this situation was made a high priority.

To help give effect to the Corporate Governance Review and Outlook (CGROW) strategy, Provincial Treasury developed the E-GAP tool comprising self-assessment questionnaires to determine the finance maturity levels of departments. The focus is on level 3, the control and compliance level, meaning that the control framework designed by management is adequately implemented. The Department actively participated in this self-assessment process. The Provincial Treasury's findings are pending.

SCM is core to the business of the Department, which is infrastructure delivery-focused. To enhance the effectiveness of SCM, further investment was made in inventory/consumables management, training and implementation, and review and refinement of IDMS processes related to construction procurement.

The implementation of the austerity measures to curtail COE expenditure has had a negative impact on the activities related to supply chain management as well as financial management in support of the line functions. A moratorium was in effect placed on the filling of vacant posts; even though such vacant posts were funded at the time. Management is thus continuously forced to reprioritise its deliverables 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. To prepare for migration to the IFMS, the Department has been actively involved in cleaning up data in the legacy systems.

In collaboration with Works Education Infrastructure, SCM addressed the WCED emergency maintenance process. This was a joint effort to eradicate the backlogs, establish and maintain a system to address the emergency maintenance programme in respect of education infrastructure and completed it in a space of 5 months. This included a review of processes and procedures, authorisations requiring physical fieldwork, communication and reporting mechanisms that needed streamlining.

The SCM unit actively participated in the Contractor Development Programme in collaboration with the EPWP by providing supply chain management training to contractors.

As part of the development and empowerment of contractors 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.

Infrastructure delivery and construction procurement-focused training was provided to 189 officials in the Department.

A total of 610 formal bids were awarded, of which 544 bids with a value of R4,6 billion was 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 Provincial Forensic Services (PFS) and attended by 333 officials from the Department.

Training with regard to irregular, fruitless and wasteful expenditure (IFWE) was provided to members of the Senior Management Service, regional offices as well as traffic centre staff. It highlighted aspects relating to prevention, detection, correction and procedures to be followed when reporting IFWE, disciplinary action that will be taken against officials who circumvent the rules and legislation, as well as providing examples of actual reported cases.

Receipting facilities were established at the George and Vredenburg impound facilities. The Department is committed to the prompt payment of creditors within 30 days from receipt of invoice to ensure a healthy supply chain. The payment of invoices is tracked through a Supplier Invoice Tracking System (SITS). The results show that 98,38 per cent of 34 775 payments were paid within the required 30 days, so there was no material deviation.

## Programme 2: Public Works Infrastructure

### *Service: Rationalisation of leased accommodation*

A leasing rationalisation initiative for the outlying regions continued. The planning phase for the refurbishment of the Dan de Villiers Hostel in Beaufort West was completed and staff will be temporarily relocated to the Donkin Building. Construction is scheduled to commence in the 2016/17 financial year and is anticipated to be completed during 2017/18.

Planning is also underway for the rationalisation of accommodation in Mossel Bay and George.

The Department also conducted a space and utilisation audit of all office accommodation in the CBD of Cape Town as well as all provincially occupied office facilities with a floor area in excess of 1 000m<sup>2</sup> in areas outside of Cape Town. The aim of these audits is to promote the effective and efficient utilisation of office accommodation, in accordance with the objects and purpose of the Property Efficiency Report.

Pilot projects are also in progress to improve the efficiency of space utilisation and thereby reduce the reliance on leased accommodation.

Improvements to managerial information and reporting relating to both the leased-in and owned portfolio were also made possible by ongoing work to produce the annual PER. For the first time, the PER included a non-CBD portfolio of office facilities. The ongoing monitoring of this management information will enable the identification and implementation of efficiency gains in the owned portfolio and thereby reduce the reliance on leased accommodation.

### *Service: Acquisition and disposal of immovable assets*

The quality of both User Asset Immovable Management Plans (U-AMPs) and the Custodian Immovable Asset Management Plan (C-AMP) improved through a coordinated partnership approach involving the Department, Provincial Treasury, and the user departments. Information sessions were held with user departments to give feedback on their U-AMP submissions. This was supplemented with a letter from the DTPW Head of Department to the head of every other provincial Department to inform them which capital and modernisation projects, maintenance projects and acquisitions have been budgeted for across the MTEF period on Vote 10: Transport and Public Works to meet their infrastructure needs.

Nineteen immovable assets were acquired during the reporting period of which 13 were acquired for the provincial Department of Health (DoH) and six for WCED. In addition to this, the Department signed 11 deeds of sale and the transfers of these immovable assets are scheduled to take place during the next financial year. Five immovable assets were disposed of during this period.

**Service: Ensure optimal utilisation of the provincial property portfolio**

There is an ongoing process of investigating the regeneration potential of potentially under-utilised properties on the Immovable Asset Register (IAR). The analysis of these potential opportunities includes stakeholder engagements, construction and transport studies, environmental assessments, heritage scoping, rezoning, and land release enabling work.

The third Property Efficiency Report (for the period 2013/14) and fourth (for the period 2014/15) were published in May 2015 and February 2016 respectively. These documents reported on the space and cost efficiency of 35 and 36 provincially occupied offices, respectively. Significant progress and improvements have been made in the Department's ability to capture and report on property data and therefore to enable efficiency improvements. This reporting system establishes a baseline for future reporting on the optimal utilisation of the provincial property portfolio.

**Service: Provide, construct and maintain accommodation for provincial departments**

General office accommodation infrastructure projects were undertaken for user departments, and the lift upgrading programme for the Cape Town CBD was completed. The construction of the Khayelitsha Shared Services Office Building (a GBCSA 5-star Green Star SA office building to accommodate the Departments of Health, Education, Social Development, and Agriculture) was completed and construction commenced on the Bellville Regional Offices (also designed to 5-star Green Star SA standard) at the Karl Bremer site for the DoH.

GIAMA 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 Department contracted-in capacity to assist with the next round of condition assessments.

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

**Table 9: Summary of condition assessments conducted on WCG buildings during 2015/16 as at 31 March 2016**

Condition assessments of state owned buildings audited during 2015/16 (number and percentage of assessments conducted)							
Department	Poor (C1-2)		Average (C3)		Very good (C4-5)		Total
Health	18	28%	23	36%	23	36%	64
Education	3	7%	26	60%	14	33%	43



Condition assessments of state owned buildings audited during 2015/16 (number and percentage of assessments conducted)							
Department	Poor (C1-2)		Average (C3)		Very good (C4-5)		Total
Other Infrastructure	307	29%	229	22%	507	49%	1 043
<b>Total 2015/16</b>	<b>328</b>	<b>29%</b>	<b>278</b>	<b>24%</b>	<b>544</b>	<b>47%</b>	<b>1 150</b>

**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. \*6 Condition assessments reflect no rating as the buildings / structures have been demolished / removed.

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 1 150 condition assessments conducted on WCG buildings during 2015/16, the assessment showed that 29 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 DoH and WCED respectively, the Department will continue working closely with them to highlight the need for appropriate budgeting for maintenance.

### General buildings

In order to improve and support the services offered by the Gene Louw Traffic College, a new test track and vehicle inspection pit were completed.

A new regional office building for the DoH is under construction at the Karl Bremer Hospital site in Bellville.



Upgrading of the examination reprographic centre for the WCED has commenced at the Alexandra Precinct and construction has started 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.

Term service contracts were initiated for the installation of photovoltaic panels and metering at selected buildings to improve energy efficiency.

Maintenance framework contracts introduced towards the end of the 2013/14 financial year resulted in increased momentum with regard to the awarding and execution of maintenance projects. A total of 115 scheduled maintenance projects were completed. Planning commenced for a further 385 scheduled maintenance projects to be executed in the future.

Planning is at an advanced stage to put in place unplanned maintenance framework contracts in six regions to address maintenance emergencies and day-to-day breakdowns of components. These will be in place in the 1st quarter of the 2016/17 financial year.

Term contracts for the provision of cleaning services are in place for 36 WCG-occupied buildings, both provincially owned and leased-in buildings.

#### *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.

Seven health facilities were successfully completed under the capital expenditure programme with a further 80 scheduled maintenance projects achieving practical completion. All of these contributed to the strategic objective of improving the efficacy of the health delivery system in urban and rural areas.

The capital projects completed generally included the construction of new community day clinics, upgrading and additions to existing facilities, as well as new emergency centres and paediatric wards.

The Department also continued to carry out the planning and design of many capital expenditure projects of which 16 were successfully awarded during the year.

Most notable was the awarding of the completion contract for the Vredenburg Hospital Phase 2B and the Phase 2 renovations to the historical core buildings of the Valkenberg Hospital, both worth in excess of R100 million.

At the conclusion of the 2015/16 financial year, the Department had 96 capital expenditure projects and 239 scheduled maintenance projects for health infrastructure in different stages of planning, construction and close-out.

The planning for the new financial year for the continuation of existing projects and the implementation of new projects is expected to comprise 99 capital expenditure projects and 345 scheduled maintenance projects.

### *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.

A total of 19 school projects, 77 Grade R Classrooms and 100 scheduled maintenance projects achieved practical completion, whilst 292 additional projects resulting from Emergency Maintenance Programme requests were executed concurrently during the year under review. A further 56 emergency projects are under construction and 98 are engaged in pre-contracting processes. The planning and design of a further five new and replacement schools and 10 new school halls as well as eight ad hoc maintenance projects were completed. Planning of an additional nine Grade R classrooms was completed. Contracts were awarded on 92 scheduled maintenance projects.

With the improvements in procurement and delivery of the Emergency Maintenance Programme, a total of more than 400 requests were processed.

### *Service: Create jobs and economic empowerment through infrastructure provision*

Through the construction and maintenance of WCG buildings and facilities, 3 000 EPWP work opportunities were created.

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

A total of 1 926 job opportunities were created through education and health infrastructure.

## **Programme 3: Transport Infrastructure**

### *Service: Plan, construct, rehabilitate and maintain the provincial road network*

The Department facilitated road network planning through engagements including ITP engagements, one-on-one engagements with the Stellenbosch Municipality Transport Workgroup and the Joint Planning Initiative facilitated by the Department of Local Government which is a platform for integrated planning across the Western Cape. The Department maintained ongoing liaison with key stakeholders such as Transport for Cape Town and SANRAL.

At a project level, the Department facilitated environmental assessments and entered into implementation agreements with other municipal and national authorities, including agencies such as PRASA and Metrorail.

The drafting of the regulations to the Western Cape Transport Infrastructure Act was completed during the year and amendments to the Act are being drafted for submission to the Provincial Parliament during the 2016/17 financial year. The new Road Access Management Guidelines will be implemented during the second half of 2016.

A bi-annual Asset Preservation Report that describes the status of provincial roads and the effect of current investment in roads on the future condition of the network was concluded and submitted to the appropriate authorities. Of the total surfaced road

network of 6 522 km, 5 690 km is in fair to very good condition. A total of 91 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 remained the same between 2015 and 2016. On the managed gravel road network, only 6 518 km of 10 374 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 condition of gravel roads has deteriorated due to limited financial resources to maintain the entire network to acceptable standards, as well as the lack of available gravel borrow pits. Available funding is prioritised to go 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 10: Condition of surfaced roads in the Western Cape**

Road condition per percentage of network						Total km
Year	Very poor	Poor	Fair	Good	Very good	
2005	1.8	9.1	30.4	38.2	20.5	5 828.01
2006	1.2	7.9	24.4	38.3	28.1	5 868.11
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

Source: Visual Condition Index/Road Network Information System 2015

**Table 11: Condition of gravel roads in the Western Cape**

Road Condition per Percentage of Network						Total km
Year	Very Poor	Poor	Fair	Good	Very Good	
2005	1.0	24.6	54.7	18.4	1.3	9 836.05
2006	2.5	25.3	50.7	18.8	2.7	9 964.45
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

Road Condition per Percentage of Network						Total km
Year	Very Poor	Poor	Fair	Good	Very Good	
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

Source: Visual Condition Index/Road Network Information System 2015

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.

Planning continued for two of the five projects that were approved based on their contribution to economic growth and job creation, namely Wingfield Interchange on the N1, and the planning of the road network improvements to support the Saldanha IDZ, the latter of which was completed during the year. In addition, the conceptual proposal to realign the Borchers Quarry Interchange on the N2 linking the Cape Town International Airport and Philippi industrial areas was completed in 2015. Construction of a first stage which comprises the addition of a third lane on the N2 between Borchers Quarry Interchange and the R300 commenced in 2015. The construction of a third lane on the N1 between Durban Road Interchange and the Old Oak Interchange has also commenced. 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:

- C0819: Rehabilitation of roads off the R44 at Windmeul, including a section of the R45 near Wellington;
- C0823: Rehabilitation of the road between the George Airport and Blanco;
- C996: Resealing of the road between Riversdale and Garcia Pass;
- C914.01: Rehabilitation of the R310 (Baden Powell Drive) between Annandale and the Vlaeberg Road;
- C0822.02: Upgrading and rehabilitation of Morrison Road through Glentana;
- C0776.03: Third and last phase of the upgrading of the road between Gansbaai and Elim;
- C0498.02: Upgrading of the Stellenbosch Arterial (M12) between Range Road and Polkadraai; and
- C0835.01: Upgrading of the R365 between Redelinghuys and Elands Bay.

### *Service: Offer graduate training towards professional registration*

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. Five engineering graduates met the minimum requirements for registration with the Engineering Council of South Africa (ECSA) and have subsequently registered with ECSA as professionals. Three of these graduates - two engineers and one technician were appointed in permanent positions in the Department after successfully applying for advertised positions.

Currently 28 graduates are enrolled on the GPEP, six of whom have submitted their applications for professional registration to ECSA, as at 31 March 2016.

In-house training of diesel mechanics began in 2010. By the end of the 2015/16 financial year, 19 apprentices successfully completed the trade level test (the practical assessment by MERSETA for the designated trade of diesel mechanic). Of the 19 trained diesel mechanics, four were offered contracts of employment by the DTPW with the possibility of permanent employment in future, and 15 pursued careers in the private sector. There are currently 16 pupil artisans on the programme.

### *Service: Provide technical support services*

In support of infrastructure delivery, the Department is developing guidelines to assist the transport sector such as the review of the Road Access Guidelines, the ongoing formulation of new access management plans on strategic routes, the classification of the road network in line with the Committee of Transport Officials (COTO) Road Classification and Access Management Guidelines (RCAM) 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 COTO documents that are Road Asset Management-related are currently being revised at national level and draft versions should be available towards the end of 2016.

## **Programme 4: Transport Operations**

### *Service: Manage and monitor subsidised and specialised public transport services*

The partnership with the CoCT in support of the Dial-a-Ride service continued in the year under review and is considered a successful intervention to address some of the public transport needs of special needs passengers.

The Department continued to subsidise bus services in the CoCT through managing the Golden Arrow Bus Services (GABS) contract. The subsidy is funded through the Public Transport Operations Grant which increased by 2,2 per cent during the year under review. Fortunately the increase was higher than the contractual increase of 0,13 per cent which allowed for the increase in subsidised kilometres, which had a direct impact on the increase of subsidised trips on routes and areas with abnormally high demand.

Uncertainty remains about the transfer of the contracting authority function to the CoCT which is being considered by the national Minister of Transport. The Department also continued its electronic monitoring of the operations to make ongoing improvements to the service, and to verify payment effected to the subsidised bus operator.

The Department, 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 and Phase 2 services of Go George to increase bus utilisation in order to better serve the public of the town. Phase 3 was rolled out to Pacaltsdorp and surrounding areas which received substantial usage from the community and was also refined to better serve the public and increase bus utilisation. The introduction of minibuses, the first branded accessible minibuses to be rolled out as a service fleet on an IPTN, was another first for George. Currently, a total of 66 buses with a total of 144 drivers are in service on Phases 1, 2 and 3 while an additional 67 drivers have been employed and are receiving in-service training. In excess of 250 candidates from the taxi industry have received driver training and can now be employed as Go George bus drivers. All historically 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 CBD. The construction of the Blanco triangle transfer along with numerous Phase 4 civil engineering upgrades were completed, with interim shelters having been provided at key stops and transfers to protect the public from the elements.

The sale of an off-bus Multi Journey Ticket was introduced, which afforded the public the ability to gain a discount for purchasing “bulk” trips in advance. In addition to the later introduction of the sale of off-bus single tickets, this assisted greatly in reducing the on-board sale of tickets, thereby reducing boarding times and the amount of cash carried on vehicles.

The Department remained central in the management and oversight of service implementation, moving the core management team to new offices provided by the George Municipality, and making positive progress with the Intelligent Transport System (ITS), and the preparation of the field monitoring contract for tendering purposes.

### ***Service: Coordinate and facilitate land transport safety and compliance programmes***

Mainly by means of enforcement measures, the WCG managed to reduce road crash fatalities by approximately 28 per cent between 2010 and 2013. The Department commissioned a Public Transport Safety Implementation Programme aimed at further reducing road fatalities.

The Department held 12 integrated driver fatigue awareness campaigns which were aimed at modifying driver behaviour and contributing to the reduction of fatal crashes. In support of rail safety, the Department partnered with the CoCT and Metrorail to implement the findings of a study conducted with regard to critical infrastructure required to stabilise the South Peninsula Transport Corridor (SPTC), in particular at Glencairn Beach.

The impoundment facility in Vredenburg was established in October 2015 whilst the construction of the Drakenstein impoundment facility commenced in November 2015 and will be completed in the 2016/17 financial year.

***Service: Assist and capacitate municipalities on land transport mobility***

The Department ensured 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.

During the 2015/16 financial year, additional preparatory work was completed on the PPTIF in preparation for implementation.

This included:

- An analysis of the successes and issues of the inter-governmental relationship between the Department and the Municipality of George to inform a revised inter-governmental agreement (IGA) for the PPTIF.
- The development of a draft Intergovernmental Agreement and Memorandum of Agreement to shape the relationship between the Department and the selected priority municipality, Saldanha Bay. Going forward the plan is to finalise the MoU and IGA for the joint planning, establishment and implementation of a programme of sustainable transport projects. Running parallel to this institutional process, work will commence in earnest on the development of detailed plans for improved public and non-motorised transport in Saldanha Bay in the 2016/17 financial year, including the necessary business plans and detailed designs.
- Development of a Capacity Building Framework for the Chief Directorate: Transport Operations to support further development and implementation of the PPTIF.
- The investigation of priority funding sources for the PPTIF and preparation for its establishment.
- An assessment of learner transport and an initial analysis of the impact of a potential transfer on the Department, including the legal, organisational, financial and funding implications.
- An analysis of rail in the Western Cape and initial preparatory work toward the development of a Rail Implementation Programme.

***Service: Support the implementation of NMT***

During the 2015/16 financial year, the Department supported the implementation of all new and future NMT improvement projects at local government level by providing an oversight function.

The Department concluded a joint NMT improvement programme with the Cape Winelands District Municipality (CWDM). An extensive investigation of all NMT movements in the CWDM area took place over two years. It is expected that this partnership will produce the first district municipality NMT masterplan in South Africa.



## Programme 5: Transport Regulation

### *Service: Provide motor vehicle registration and licensing services*

The Department developed a revised debt management model to improve the collection of motor vehicle licence fees. Consultation is taking place with Legal Services in the Department of the Premier and the State Attorney to finalise a debt management SOP.

The Department 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), driving licence testing centres (DLTCs) and vehicle testing stations (VTs). 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 Department will retain the current remuneration model, while participating with the National Department of Transport and other provinces in drafting a national SLA that can be customised by provinces to meet the requirements for SLAs as defined in the National Road Traffic Act. The Department has set up regular engagements with SALGA to keep this entity and its constituent local authorities up to date on progress.

In preparation for the implementation of the Administrative Adjudication of Road Traffic Offences Act, 1998 (Act 46 of 1998, AARTO) training programmes are being implemented for traffic officials.

### *Service: Provide motor vehicle roadworthy testing services*

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

### *Service: Issue driving licences to competent drivers*

The Department continued to work closely with authorised municipalities to improve the standards of the services they provide to the public. DLTCs were able to observe the average waiting periods of 2 months to obtain a learner's licence, and 3 months to obtain a driving licence. 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.

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

The Department processed and issued 7 835 abnormal load vehicle permits during 2015/16 compared to 9 721 in the previous year. This decrease has been attributed to a lower 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 in terms of the investigation into and documenting of all related requirements.

#### ***Service: Provide overload control services on national and provincial roads***

The percentage of overload transgressions that was 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: Provide licensing services to public transport operators***

Information technology systems for the effective and efficient regulation of public transport operating licences remained a challenge due to the instability of national ITC systems.

The National Land Transport Information System (NLTIS) is not being used by the PRE because of its inherent instability as well as its lack of conformity to the NLTA and the Department's business processes. The National Department of Transport is on a drive to stabilise the NLTIS. The State Information Technology Agency (SITA) has approached the DTPW to act as a pilot site for the development of a national, web-based ePermit system. This project is in the initiation and scoping stage.

The Provincial Regulatory Entity continues to perform the functions of the National Public Transport Regulator (NPTR) in terms of regulation 46, 47 and 48 of the National Land Transport Regulations (2009) insofar as tourist transport services and inter-provincial services are concerned. This situation will prevail until the NPTR is fully operational.

#### ***Service: Provide dispute resolution services in the public transport domain***

The Department worked with the PRE and the Provincial Transport Registrar, the SAPS and traffic enforcement authorities to manage public transport operations. Illegal operations and over supply of services were identified as key causes of the minibus-taxi related conflicts that plagued the Province during the year under review.

The development of a provincial CMAP was finalised and presented to 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.

#### ***Service: Register minibus taxi operators and associations***

The Provincial Transport Registrar supervised 125 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.

MOUs were finalised between the Department and industry structures representing the minibus taxi, metered taxi, and small bus operators.

### *Service: Implement and coordinate road safety programmes*

Road safety awareness and education interventions were implemented throughout the Province with a focus on schools and communities at risk. Some highlights include the implementation of scholar patrol programmes at primary schools and road safety debates and Participatory Educational Technique (research) competitions in selected high schools.

More road safety communication campaigns were activated during 2015 and will continue in a bid to change road user behaviour.

The implementation of ASOD technology remains one of the key strategic projects to reduce road crash fatalities on national and provincial roads. Sections on the N1, between Laingsburg and Touws River and the N2, between Sir Lowry's Pass and Houw Hoek were operationalised during 2015/16. Progress was made with the development of software and a hand held device to link officers to the databases and applications enabled through ANPR technology.

### *Service: Communication*

The financial year 2015/16 was very significant for communication of the Safely Home Programme. It saw the fruition of a calendar-based mass communication strategy based on evidence-driven message design and best practice marketing delivery. The Safely Home calendar is aimed at changing behaviour at population level by driving up awareness through mass media communications focused on particular themes over the course of each month. Through the calendar, the Department has succeeded in maintaining a 24/7 sustained communication footprint for road safety throughout the reporting period. The strategy includes a combination of the innovative use of the Variable Message Signs on the Freeway Management System network, linked to social media via hashtags, and a sustained radio campaign using powerful emotive road safety messages based on the monthly themes. The number of Twitter followers increased from approximately 200 to 1 400 during the period. The sustained communication strategy has been supported by the [safelyhome.westerncape.gov.za](http://safelyhome.westerncape.gov.za) website, which is updated monthly, and the Crash Witness YouTube campaign. Crash Witness recorded its greatest ever success in the period: "Dedication to Duty" was uploaded on 20 January 2016, and had recorded 965 789 views and 427 "likes" at the time of writing.

In addition to maintaining this sustained presence, the Department has made some major steps forward towards implementing a fully-fledged road safety marketing campaign of the kind that has been instrumental in achieving the dramatic reductions in fatalities and serious injuries seen in the developed world.

The Safely Home Attitudinal Survey was introduced in this period. This is a population level analysis of road safety attitudes and awareness, as well as public responsiveness to different communication types. In 2015/16 it consisted of 16 focus groups for qualitative analysis and a 1 000-respondent quantitative analysis. The Survey informed the

development of major successful communication delivery, including the “Dedication to Duty” video mentioned above and “The First Kiss” television commercial discussed below.

The Survey also allows the Department to track road safety attitudes and awareness over time, as the exercise is repeated annually. The DTPW can thus form an evidence base to inform its communication as well as its enforcement and engineering interventions. This year’s Survey, examined together with offences, fatalities and injuries data, will provide the Department with a very strong indication of the success or otherwise of the major steps taken in communication in 2015/16.

Television has for a long time been recognised in international best practice and in the Department’s own strategic documents as the key medium for road safety marketing. The annual Attitudinal Survey was used to identify the form of visual messaging most likely to have an impact on priority target audiences within the Western Cape. Through this process, an Irish seatbelt commercial called “Damage” was identified as having extremely high potential for impact. Data from Ireland’s Road Safety Authority confirmed that the commercial had an extremely significant impact on behaviour. Safely Home commissioned the production of a localised version of the commercial. This resulted in “The First Kiss”, which is currently airing 270 times on television and 40 000 times in cinema. The campaign is supported by billboards and radio advertising. At the time of writing it had been recognised with two media awards, an “Onion” from Independent Media and Ad of the Week from industry website MarkLives.com. The online version had 92 744 views at the time of writing, with 261 “likes.” The commercial is being entered in a number of categories for national and international advertising awards. A seatbelt compliance monitoring programme was instituted as part of the campaign, with benchmark surveys being conducted pre-, post- and six months after the campaign. The pre-campaign report had been completed as the time of writing.

The Department has also undertaken a major innovation through the sponsorship of the rapidly growing Western Cape based Afrikaans soapie “Suidooster”. In order to leverage “Suidooster” as a means of reaching Afrikaans speakers in an English-language dominated media environment, Safely Home sponsored a series of five second adbusters – animations featuring an anthropomorphic penguin whose errant behaviour as a road user sees it in scenarios, being ejected from a crash, killed by an unbuckled penguin passenger, hitting a tree while texting, being run over walking drunk on a dark road, etc, in line with the relevant theme of the Safely Home calendar. The sponsorship project, which launched in December 2015 culminates in July 2016 with a storyline integration which sees one of the main characters arrested at a Provincial Traffic Services roadblock, following which his life slowly unravels as a consequence of his reckless action. Through this medium, the Department aims to illustrate to the public that drinking and driving is not merely reckless in that it can result in crashes, but that it can have extremely serious long-term implications for an individual’s life.

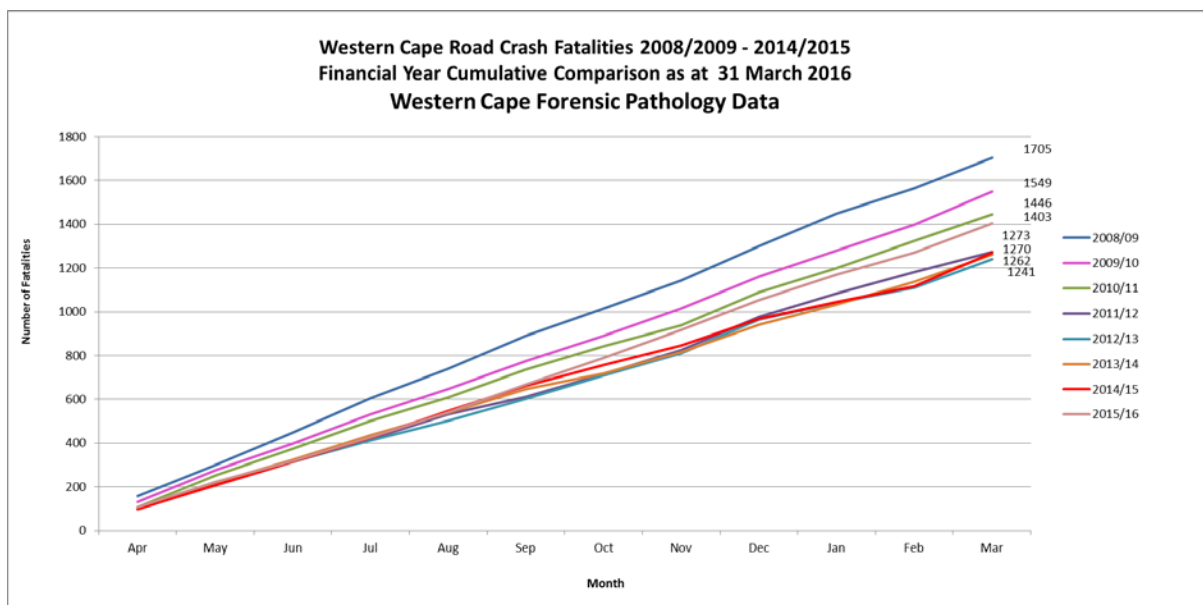
Closer to the ground, a further innovation was the #Streetiquette street theatre project test case, which was run over two weeks during November 2015, when the Safely Home calendar theme was Pedestrian Safety. Open Streets was contracted to run the project, which was a collaboration with the CoCT and the Central City Improvement District. The

test saw a variety of street theatre interventions at hotspot locations in the Cape Town CBD, based on models commonly used in South America to increase pedestrian safety awareness. The positive response to the test has initiated a planning phase for a fully-fledged pilot to test the effectiveness of a sustained intervention of this kind in the CBD. If successful, this could see a programme developed for implementation throughout the province.

Safely Home also conducted ten Safely Home road safety workshops, based on the calendar themes, in partnership with the Global Road Safety Partnership – ZA and Childsafe. These were conducted at the Childsafe building in the Red Cross War Memorial Children's Hospital.

### *Service: Law enforcement*

There were 1 403 road crash fatalities in the Western Cape during 2015/16, representing a 1 per cent increase on the 2014/15 financial year.



**Figure 1: Western Cape road crash fatalities 2008/2009 – 2015/16: Financial year cumulative comparison as at 31 March 2016**

Coordinated law enforcement operations between provincial and municipal traffic authorities focussing on learner transport and illegal public transport operations are implemented on an ongoing basis. Despite increased enforcement and awareness campaigns, instances where persons were caught for driving under the influence of alcohol increased. The Department is spearheading a national initiative to reintroduce evidentiary breath alcohol testing (EBAT) with expected implementation during the 2016/17 financial year.

### *Service: Training of law enforcement officers*

The Gene Louw Traffic College, an accredited and registered provider with the RTMC, Safety and Security Sector Education and Training Authority and the SAPS, is responsible for the training and development of provincial and municipal traffic officers in the

Western Cape. The College continued to provide education in a number of learning areas, including traffic officer refresher training, field training officer training, traffic warden training, speed equipment training, EOV and EDL training, and fire-arm training.

As part of its continuous improvement, post-graduate assessments of newly appointed officers were done, and the monitoring of traffic law enforcement activities was also conducted to identify best practices and rectify shortcomings.

## **Programme 6: Community-Based Programmes**

### ***Service: Coordinate the EPWP***

A total of 81 971 work opportunities were created compared to the provincial target of 79 562 work opportunities (including work opportunities created by all spheres of government and the non-state sector). In addition, 26 177 full-time equivalents (FTEs) were created in the year under review against a target of 26 984.

### ***Service: Facilitate programmes to develop emerging contractors***

Three Contractor Development Programme interventions were implemented in the year under review and 189 emerging contractors received skills and business enhancement training in order to compete more effectively in the industry. A total of 114 contractors were trained through construction information sessions, 60 contractors received Siyenyuka Foundation Phase training and 15 emerging contractors were mentored under the Siyenyuka Advanced Training and Mentoring Programme.

Thirteen empowerment impact assessments were concluded on departmental capital projects with a value of more than R5 million.

A total of 39 infrastructure projects were monitored and evaluated to determine whether the empowerment objectives were achieved. The EmplAs confirmed that the Department complied with the minimum targets.

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

A total of 500 unemployed young people were offered training opportunities in construction related trades as part of the National Youth Service Programme. A total of 47 apprentices received artisanal training in trades like electrical wiring, welding, carpentry, and plumbing. The artisan and skills development programmes of the Department form part of the Western Cape Provincial Skills 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 21 Work Integrated Learning (WIL) artisan interns were offered competency-based modular training (CBMT) and experiential training in the welding trade as part of a partnership agreement between the Department and PSETA (the Public Service Sector Education and Training Authority).

A total of 63 matriculants from the City of Cape Town and rural areas of the Western Cape were placed in the Department as part of the Premier's Advancement of Youth project. Beneficiaries on this programme 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 total of 369 learners participated in a 12 month skills-based programme related to various construction trades.

## 2.2 Service Delivery Improvement Plan (SDIP)

The Department developed a SDIP in March 2013 for the 2013/14 - 2015/16 MTEF period.

It is important to note that the desired standard for 2015/16 was set in the baseline year: 2012/13. This is therefore a fixed target whilst the "current standard of service" reflects the actual achievements of the previous year, namely 2014/15.

The tables below highlight the Department's SDIP achievements in 2015/16.

**Table 12: Main services provided and standards**

Main services	Beneficiaries	Current standard of service: 2014/15	Desired standard of service: 2015/16	Actual achievement: 2015/16
To minimise road damage through issuing of Abnormal Load Exemption Permits.	All road users	a) No external awareness sessions were conducted. In-house training provided for staff on the TRH 11 guidelines. In addition, focus was placed on the issuing of permits required for wind farm operations aimed at alleviating energy shortages.	a) Awareness sessions to be conducted (regional areas).	a) No awareness sessions were conducted due to capacity constraints as well as increased number of applications for permits required for wind farm operations aimed at alleviating energy shortages.
		b) No provincial industry awareness sessions were conducted during the 2014/15 financial year.	b) Four provincial industry awareness sessions to be conducted.	b) No provincial industry awareness sessions were conducted during the year under review due to capacity constraints.
		c) 75 per cent of Law Administration Operating System (LAOS) rolled out. Functionality pertaining to Manufacturers Importers and Builders (MIBs) and Manufacturers of Number Plates (MNPs) was implemented on the LAOS system.	c) 80 per cent of LAOS to be rolled out to improve enforcement of permit conditions.	c) The LAOS operating platform became outdated and a new operating platform is being sourced and until such time further development and rollout of the LAOS has been placed on hold. An unforeseeable delay in the procurement of the Java software that has to be sourced from the United States as the sole supplier of the software occurred. However, an administrative review is proceeding.
		d) Standard Operational Procedure was implemented.	d) Standard Operational Procedure to be implemented.	d) Functioning in terms of the implemented Standard Operational Procedure.

Main services	Beneficiaries	Current standard of service: 2014/15	Desired standard of service: 2015/16	Actual achievement: 2015/16
A Citizens and Customer Relations Management Service (Enquiries and Complaints Helpdesk).	Internal and external clients	a) 100 per cent of enquiries and complaints received are routed to the relevant business units within 24 hours of receipt.	a) 100 per cent of enquiries and complaints received are routed to the relevant business units within 24 hours of receipt.	a) Maintained routing of 100 per cent of enquiries and complaints received to the relevant business units within 24 hours of receipt. These include telephone, email, face-to-face and social media.
	Media	b) The Standard Operational Procedure implemented.	b) Desired Standard Operational Procedure Manual incrementally operationalised.	b) Functioning in terms of the implemented Standard Operational Procedure.
		c) Multiple helpdesk services reduced to two helpdesk services. Migration process started to the centralised helpdesk service with the E-Government for Citizens provincial contact centre. 90 per cent resolution of enquiries within 24 hours.	c) Electronic-based designated client relations management helpdesk service is provided to all clients in an efficient manner.	c) Two helpdesk services were provided. Migration process continued to the centralised helpdesk service with the EG4C provincial contact centre. Monthly reports were generated through the Call Centre. On average 90 per cent resolution of enquiries within 24 hours was achieved.
To facilitate road safety education and awareness programmes.	Edu-care centres, school learners and members of society	a) 838 road safety education and awareness programmes conducted.	a) 410 road safety education and awareness programmes conducted.	a) 659 road safety education and awareness programmes conducted.
Create a safe road environment on the provincial road network.	All road users and communities	Executed the following operations on National and Provincial roads: a) K78 roadblocks held: 1 514 b) Speed operations conducted: 2 276 c) Stopped and checked: 1 812 593 vehicles d) Alcohol screens conducted: 248 932	Executed the following operations on National and Provincial roads: a) K78 roadblocks held: 1 114 b) Speed operations conducted: 1 891 c) Stopped and checked: 2 100 000 vehicles d) Alcohol screens conducted: 155 652	Executed the following operations on National and Provincial roads: a) K78 roadblocks held: 1 451 b) Speed operations conducted: 3 085 c) Stopped and checked vehicles 1 170 701 d) Alcohol screens conducted: 160 851



**Table 13: Batho Pele arrangements with beneficiaries (Consultation, access etc.)**

Current arrangements: 2014/15	Desired arrangement 2015/16	Actual achievement 2015/16
<b>To minimise road damage through issuing of Abnormal Load Exemption Permits.</b>		
<b>Consultation:</b> a) Law Administration Helpdesk incorporated in Walk-in Centre: 021 483 8304 b) Workshops c) Written correspondence: Private Bag X9185, Cape Town, 8000 d) Telephonically: 021 483 2079 021 483 4177 021 483 2406 021 483 5397 021 483 0526 e) Email: <a href="mailto:jonathan.mcevoy@westerncape.gov.za">jonathan.mcevoy@westerncape.gov.za</a> <a href="mailto:jose.lombard@westerncape.gov.za">jose.lombard@westerncape.gov.za</a> <a href="mailto:noncedo.xelitole@westerncape.gov.za">noncedo.xelitole@westerncape.gov.za</a> <a href="mailto:portia.mnyakana@westerncape.gov.za">portia.mnyakana@westerncape.gov.za</a> <a href="mailto:whitney.george@westerncape.gov.za">whitney.george@westerncape.gov.za</a> f) Head of Communication: 021 483 9653 g) Department of Transport and Public Works Newsletter: OnTrack Magazine h) Abnormal Load Technical Committee i) Law Administration Fax: 021 483 2357  <b>Access:</b> a) Provincial Department, 9 Dorp Street, Cape Town, 8001	<b>Consultation:</b> a) Law Administration Helpdesk: 021 483 8304 b) Workshops c) Written correspondence: Private Bag X9185, Cape Town, 8000 d) Telephonically: 021 483 2079 021 483 4177 021 483 2406 021 483 5397 021 483 0526 e) Email: <a href="mailto:jonathan.mcevoy@westerncape.gov.za">jonathan.mcevoy@westerncape.gov.za</a> <a href="mailto:jose.lombard@westerncape.gov.za">jose.lombard@westerncape.gov.za</a> <a href="mailto:noncedo.xelitole@westerncape.gov.za">noncedo.xelitole@westerncape.gov.za</a> <a href="mailto:portia.mnyakana@westerncape.gov.za">portia.mnyakana@westerncape.gov.za</a> <a href="mailto:whitney.george@westerncape.gov.za">whitney.george@westerncape.gov.za</a> f) Head of Communication: 021 483 9653 g) Department of Transport and Public Works Newsletter: OnTrack Magazine h) Abnormal Load Technical Committee i) Transport and Public Works Walk-in Centre  <b>Access:</b> a) Provincial Department, 9 Dorp Street, Cape Town, 8001	<b>Consultation:</b> a) Law Administration Helpdesk incorporated in Walk-in Centre: 021 483 8304 b) Workshops c) Written correspondence: Private Bag X9185, Cape Town, 8000 d) Telephonically: 021 483 2079 021 483 4177 021 483 2406 021 483 5397 021 483 0526 e) Email: <a href="mailto:jonathan.mcevoy@westerncape.gov.za">jonathan.mcevoy@westerncape.gov.za</a> <a href="mailto:jose.lombard@westerncape.gov.za">jose.lombard@westerncape.gov.za</a> <a href="mailto:noncedo.xelitole@westerncape.gov.za">noncedo.xelitole@westerncape.gov.za</a> <a href="mailto:portia.mnyakana@westerncape.gov.za">portia.mnyakana@westerncape.gov.za</a> <a href="mailto:whitney.george@westerncape.gov.za">whitney.george@westerncape.gov.za</a> f) Head of Communication: 021 483 9653 g) Department of Transport and Public Works Newsletter: OnTrack Magazine h) Abnormal Load Technical Committee i) Law Administration Fax: 021 483 2357  <b>Access:</b> a) Provincial Department, 9 Dorp Street, Cape Town, 8001

Current arrangements: 2014/15	Desired arrangement 2015/16	Actual achievement 2015/16
<p>b) National Abnormal Loads Website: <a href="http://www.abnormalloads.co.za">www.abnormalloads.co.za</a></p> <p>c) Departmental website: <a href="https://www.westerncape.gov.za">https://www.westerncape.gov.za</a></p> <p><b>Courtesy:</b> Through official channels:</p> <p>a) Correspondence with:</p> <ul style="list-style-type: none"> <li>— Provincial Minister (MEC): Private Bag X9185, Cape Town, 8000</li> <li>— Management Private Bag X9185, Cape Town, 8000</li> <li>— Head of Communication: 021 483 9653</li> </ul> <p>b) Email: <a href="mailto:jonathan.mcevoy@westerncape.gov.za">jonathan.mcevoy@westerncape.gov.za</a> <a href="mailto:jose.lombard@westerncape.gov.za">jose.lombard@westerncape.gov.za</a> <a href="mailto:noncedo.xelitole@westerncape.gov.za">noncedo.xelitole@westerncape.gov.za</a> <a href="mailto:portia.mnyakana@westerncape.gov.za">portia.mnyakana@westerncape.gov.za</a> <a href="mailto:whitney.george@westerncape.gov.za">whitney.george@westerncape.gov.za</a></p> <p>c) Telephonically: 021 483 2079 021 483 4177 021 483 2406 021 483 5397 021 483 0526</p> <p>d) Law Administration Helpdesk incorporated in Walk-in Centre: 021 483 8304</p> <p>e) National Abnormal Loads website: <a href="http://www.abnormalloads.co.za">www.abnormalloads.co.za</a></p>	<p>b) National Abnormal Loads Website: <a href="http://www.abnormalloads.co.za">www.abnormalloads.co.za</a></p> <p>c) Departmental website: <a href="https://www.westerncape.gov.za">https://www.westerncape.gov.za</a></p> <p><b>Courtesy:</b> Through official channels:</p> <p>a) Correspondence with:</p> <ul style="list-style-type: none"> <li>— Provincial Minister (MEC): Private Bag X9185, Cape Town, 8000</li> <li>— National Minister</li> <li>— Management Private Bag X9185, Cape Town, 8000</li> <li>— Head of Communication: 021 483 9653</li> </ul> <p>b) Email: <a href="mailto:jonathan.mcevoy@westerncape.gov.za">jonathan.mcevoy@westerncape.gov.za</a> <a href="mailto:jose.lombard@westerncape.gov.za">jose.lombard@westerncape.gov.za</a> <a href="mailto:noncedo.xelitole@westerncape.gov.za">noncedo.xelitole@westerncape.gov.za</a> <a href="mailto:portia.mnyakana@westerncape.gov.za">portia.mnyakana@westerncape.gov.za</a> <a href="mailto:whitney.george@westerncape.gov.za">whitney.george@westerncape.gov.za</a></p> <p>c) Telephonically: 021 483 2079 021 483 4177 021 483 2406 021 483 5397 021 483 0526</p> <p>d) Law Administration Helpdesk</p> <p>e) Cape Gateway Walk-in Centre</p>	<p>b) National Abnormal Loads Website: <a href="http://www.abnormalloads.co.za">www.abnormalloads.co.za</a></p> <p>c) Departmental website: <a href="https://www.westerncape.gov.za">https://www.westerncape.gov.za</a></p> <p><b>Courtesy:</b> Through official channels:</p> <p>a) Correspondence with:</p> <ul style="list-style-type: none"> <li>— Provincial Minister (MEC): Private Bag X9185, Cape Town, 8000</li> <li>— National Minister</li> <li>— Management Private Bag X9185, Cape Town, 8000</li> <li>— Head of Communication: 021 483 9653</li> </ul> <p>b) Email: <a href="mailto:jonathan.mcevoy@westerncape.gov.za">jonathan.mcevoy@westerncape.gov.za</a> <a href="mailto:jose.lombard@westerncape.gov.za">jose.lombard@westerncape.gov.za</a> <a href="mailto:noncedo.xelitole@westerncape.gov.za">noncedo.xelitole@westerncape.gov.za</a> <a href="mailto:portia.mnyakana@westerncape.gov.za">portia.mnyakana@westerncape.gov.za</a> <a href="mailto:whitney.george@westerncape.gov.za">whitney.george@westerncape.gov.za</a></p> <p>c) Telephonically: 021 483 2079 021 483 4177 021 483 2406 021 483 5397 021 483 0526</p> <p>d) Law Administration Helpdesk incorporated in Walk-in Centre: 021 483 8304</p> <p>e) E-Government for Citizens (E-G4C) Contact Centre: - Phone: 0860 212 414</p>

Current arrangements: 2014/15	Desired arrangement 2015/16	Actual achievement 2015/16
f) Fax: 021 483 2357	f) National Abnormal Loads website: <a href="http://www.abnormalloads.co.za">www.abnormalloads.co.za</a> g) Face-to-face	- SMS: 31022 - Walk-in Centre address: 9 Wale Street - Please Call Me: 079 769 1207 - e-mail: <a href="mailto:service@westerncape.gov.za">service@westerncape.gov.za</a> - Twitter: @WesternCapeGov - Facebook: WesternCapeGovernment - Fax: 021 483 7216 f) National Abnormal Loads website: <a href="http://www.abnormalloads.co.za">www.abnormalloads.co.za</a> g) Law Administration Fax: 021 483 2357
<b>Openness and transparency:</b>	<b>Openness and transparency:</b>	<b>Openness and transparency:</b>
a) Law Administration Helpdesk incorporated in Walk-in Centre: 021 483 8304	a) Law Administration Helpdesk incorporated in Walk-in Centre: 021 483 8304	a) Law Administration Helpdesk incorporated in Walk-in Centre: 021 483 8304
b) Written correspondence: Private Bag X9185, Cape Town, 8000	b) Written correspondence: Private Bag X9185, Cape Town, 8000	b) Written correspondence: Private Bag X9185, Cape Town, 8000
c) Telephonically: 021 483 2079 021 483 4177 021 483 2406 021 483 5397 021 483 0526	c) Telephonically: 021 483 2079 021 483 4177 021 483 2406 021 483 5397 021 483 0526	c) Telephonically: 021 483 2079 021 483 4177 021 483 2406 021 483 5397 021 483 0526
d) Email: <a href="mailto:jonathan.mcevoy@westerncape.gov.za">jonathan.mcevoy@westerncape.gov.za</a> <a href="mailto:jose.lombard@westerncape.gov.za">jose.lombard@westerncape.gov.za</a> <a href="mailto:noncedo.xelitole@westerncape.gov.za">noncedo.xelitole@westerncape.gov.za</a> <a href="mailto:portia.mnyakana@westerncape.gov.za">portia.mnyakana@westerncape.gov.za</a> <a href="mailto:whitney.george@westerncape.gov.za">whitney.george@westerncape.gov.za</a>	d) Email: <a href="mailto:jonathan.mcevoy@westerncape.gov.za">jonathan.mcevoy@westerncape.gov.za</a> <a href="mailto:jose.lombard@westerncape.gov.za">jose.lombard@westerncape.gov.za</a> <a href="mailto:noncedo.xelitole@westerncape.gov.za">noncedo.xelitole@westerncape.gov.za</a> <a href="mailto:portia.mnyakana@westerncape.gov.za">portia.mnyakana@westerncape.gov.za</a> <a href="mailto:whitney.george@westerncape.gov.za">whitney.george@westerncape.gov.za</a>	d) Email: <a href="mailto:jonathan.mcevoy@westerncape.gov.za">jonathan.mcevoy@westerncape.gov.za</a> <a href="mailto:jose.lombard@westerncape.gov.za">jose.lombard@westerncape.gov.za</a> <a href="mailto:noncedo.xelitole@westerncape.gov.za">noncedo.xelitole@westerncape.gov.za</a> <a href="mailto:portia.mnyakana@westerncape.gov.za">portia.mnyakana@westerncape.gov.za</a> <a href="mailto:whitney.george@westerncape.gov.za">whitney.george@westerncape.gov.za</a>
e) Head of Communication: 021 483 9653	e) Head of Communication: 021 483 9653	e) Head of Communication: 021 483 9653

Current arrangements: 2014/15	Desired arrangement 2015/16	Actual achievement 2015/16
<p>f) Department of Transport and Public Works Newsletter: OnTrack Magazine</p> <p>g) Departmental Website: <a href="https://www.westerncape.gov.za">https://www.westerncape.gov.za</a></p> <p>h) One-on-one meetings</p> <p>i) Information sessions</p> <p>j) Abnormal Load Technical Committee meetings</p> <p>k) Fax: 021 483 2357</p> <p><b>Value for money:</b> Fees structure decided upon by members of the National Committee (ALTC), where all 9 provinces and the industry are represented, are levied to compensate for the administrative costs, costs incurred through the use of public roads by which vehicles do not comply with the requirements of the National Road Traffic Act, Act 93 of 1996, and the National Road Traffic Regulations and for the cost of traffic officer escorts, where required. These fees are annually published in the Government Gazette.</p>	<p>f) Department of Transport and Public Works Newsletter: OnTrack Magazine</p> <p>g) Departmental Website: <a href="https://www.westerncape.gov.za">https://www.westerncape.gov.za</a></p> <p>h) One-on-one meetings</p> <p>i) Information sessions</p> <p>j) Abnormal Load Technical Committee meetings</p> <p>k) Department of Transport and Public Works Walk-in Centre</p> <p><b>Value for money:</b> Fees decided upon by members of the National Committee (ALTC), where all 9 provinces and the industry are represented, are levied to compensate for the administrative costs, costs incurred through the use of public roads by which vehicles do not comply with the requirements of the National Road Traffic Act and the National Road Traffic Regulations and for the cost of traffic officer escorts, where required. These fees are annually published in the Government Gazette.</p>	<p>f) Department of Transport and Public Works Newsletter: OnTrack Magazine</p> <p>g) Departmental Website: <a href="https://www.westerncape.gov.za">https://www.westerncape.gov.za</a></p> <p>h) One-on-one meetings</p> <p>i) Information sessions</p> <p>j) Abnormal Load Technical Committee meetings</p> <p>k) Law Administration Fax: 021 483 2357</p> <p><b>Value for money:</b> Fees structure decided upon by members of the National Committee (ALTC), where all 9 provinces and the industry are represented, are levied to compensate for the administrative costs, costs incurred through the use of public roads by which vehicles do not comply with the requirements of the National Road Traffic Act, Act 93 of 1996, and the National Road Traffic Regulations and for the cost of traffic officer escorts, where required. These fees are annually published in the Government Gazette.</p>
<b>A Citizens and Customer Relations Management Service (Enquiries and Complaints Helpdesk).</b>		
<p><b>Consultation:</b></p> <p>a) Communications Unit Helpdesk: 021 483 4391</p>	<p><b>Consultation:</b></p> <p>a) Client Relations Officer (CRO ) Enquiries Helpdesk:</p> <ul style="list-style-type: none"> <li>• E-mail</li> <li>• Telephonically</li> <li>• Face-to-face</li> <li>• Walk-in Centre</li> </ul>	<p><b>Consultation:</b></p> <p>a) Stakeholder and Client Relations:</p> <ul style="list-style-type: none"> <li>• E-mails: <a href="mailto:Transport.publicworks@westerncape.gov.za">Transport.publicworks@westerncape.gov.za</a></li> <li>• Telephonically: 021 483 0539</li> <li>• Face-to-face</li> <li>• Walk-in Centre: Corner of Loop and Dorp</li> </ul>

Current arrangements: 2014/15	Desired arrangement 2015/16	Actual achievement 2015/16
<p>b) E-mails: <a href="mailto:Transport.publicworks@westerncape.gov.za">Transport.publicworks@westerncape.gov.za</a></p> <p>c) Telephonically: 021 483 4391</p> <p>d) Walk-in Centre: Corner of Loop and Dorp Streets, Cape Town</p> <p>e) Written correspondence: Private Bag X9185, Cape Town, 8000</p> <p>f) Head of Communications: 021 483 9653</p> <p>g) Departmental Newsletter: OnTrack Magazine</p> <p>h) Departmental Website: <a href="http://www.westerncape.gov.za">www.westerncape.gov.za</a></p> <p>i) Social media: Twitter @WCGovTPW</p> <p>j) Fax: 021 483 9851</p> <p><b>Access:</b></p> <p>a) Provincial Department: 9 Dorp Street, Cape Town, 8001</p> <p>b) Departmental Website: <a href="http://www.westerncape.gov.za">www.westerncape.gov.za</a></p> <p>c) Telephonically: 021 483 4391</p> <p>d) E-mails: <a href="mailto:Transport.publicworks@westerncape.gov.za">Transport.publicworks@westerncape.gov.za</a></p> <p>e) Walk-in Centre: Corner of Loop and Dorp Streets, Cape Town</p>	<ul style="list-style-type: none"> <li>• Surveys</li> <li>• Written correspondence</li> </ul> <p>b) Electronic-based Client Relations Management (E-CRM) System to record enquiries and complaints</p> <p>c) Head of Communications: 021 483 9653</p> <p>d) Departmental Newsletter: OnTrack Magazine</p> <p>e) Departmental Website: <a href="http://www.westerncape.gov.za">www.westerncape.gov.za</a></p> <p>f) Social media: Twitter @WCGovTPW</p> <p><b>Access:</b></p> <p>a) Provincial Department: 9 Dorp Street, Cape Town, 8001</p> <p>b) Departmental Website: <a href="http://www.westerncape.gov.za">www.westerncape.gov.za</a></p> <p>c) Telephonically: 021 483 4391</p> <p>d) Walk-in Centre Corner of Long and Loop Street</p> <p>e) Telephone number of CRO.</p>	<p>Streets, Cape Town</p> <ul style="list-style-type: none"> <li>• Written correspondence: Private Bag X9185, Cape Town, 8000</li> <li>• Interim e-tool to record and monitor enquiries and complaints.</li> </ul> <p>b) Head of Communications: 021 483 9653</p> <p>c) Departmental Newsletter: OnTrack Magazine</p> <p>d) Departmental Website: <a href="http://www.westerncape.gov.za">www.westerncape.gov.za</a></p> <p>e) Social media: Twitter @WCGovTPW</p> <p>f) Communications Fax: 021 483 9851</p> <p><b>Access:</b></p> <p>a) Provincial Department: 9 Dorp Street, Cape Town, 8001</p> <p>b) Departmental Website: <a href="http://www.westerncape.gov.za">www.westerncape.gov.za</a></p> <p>c) Telephonically: 021 483 4391</p> <p>d) Walk-in Centre Corner of Long and Loop Street</p> <p>e) E-mails: <a href="mailto:Transport.publicworks@westerncape.gov.za">Transport.publicworks@westerncape.gov.za</a></p>

Current arrangements: 2014/15	Desired arrangement 2015/16	Actual achievement 2015/16
<p><b>Courtesy:</b> Through official channels:</p> <ul style="list-style-type: none"> <li>a) Management</li> <li>b) Head of Communication: 021 483 9653</li> <li>c) Communications Unit Helpdesk: 021 483 4391</li> <li>d) Telephonically: 021 483 4391</li> <li>e) Written correspondence: Private Bag X9185, Cape Town, 8000</li> <li>f) Presidential Hotline: 17 737</li> <li>g) E-mails received via <a href="mailto:Transport.Publicworks@westerncape.gov.za">Transport.Publicworks@westerncape.gov.za</a></li> <li>h) Fax: 021 483 9851</li> </ul>	<p><b>Courtesy:</b> Through official channels:</p> <ul style="list-style-type: none"> <li>a) Management</li> <li>b) Head of Communication: 021 483 9653</li> <li>c) CRO Enquiries Helpdesk</li> <li>d) E-mail: <a href="mailto:Transport.Publicworks@westerncape.gov.za">Transport.Publicworks@westerncape.gov.za</a></li> <li>e) Telephonically: 021 483 4391</li> <li>f) Face-to-face</li> <li>g) Walk-in-centre: Corner of Loop and Dorp Street</li> <li>h) Surveys</li> <li>i) Written correspondence: Private Bag X9185, Cape Town, 8000</li> <li>j) E-CRM System to record enquiries and complaints</li> <li>k) Presidential Hotline: 17 737</li> <li>l) Call Centre through Cape Gateway</li> <li>m) Communications Office General Enquiry Line</li> <li>n) E-mails received via <a href="mailto:Transport.Publicworks@westerncape.gov.za">Transport.Publicworks@westerncape.gov.za</a></li> <li>o) Suggestion Box</li> </ul>	<p><b>Additional Achievement</b> f) Attend Thusong outreach programmes</p> <p><b>Courtesy:</b> Through official channels:</p> <ul style="list-style-type: none"> <li>a) Management</li> <li>b) Head of Communication: 021 483 9653</li> <li>c) Stakeholder and Client Relations: 021 483 0539</li> <li>d) E-mail: <a href="mailto:Transport.Publicworks@westerncape.gov.za">Transport.Publicworks@westerncape.gov.za</a></li> <li>e) Telephonically: 021 483 4391</li> <li>f) Face-to-face</li> <li>g) Walk-in-centre: Corner of Loop and Dorp Street</li> <li>h) Surveys</li> <li>i) Written correspondence: Private Bag X9185, Cape Town, 8000</li> <li>j) Interim e-tool to record and monitor enquiries and complaints</li> <li>k) Presidential Hotline: 17 737</li> <li>l) Call Centre through Cape Gateway</li> <li>m) Communications Office General Enquiry Line</li> <li>n) E-mails received via <a href="mailto:Transport.Publicworks@westerncape.gov.za">Transport.Publicworks@westerncape.gov.za</a></li> </ul> <p><b>Additional achievement</b> o) WCG Contact Centre: 0860 212 414</p>

Current arrangements: 2014/15	Desired arrangement 2015/16	Actual achievement 2015/16
<b>Openness and transparency:</b> a) Communications Unit: Helpdesk: 021 483 4391 b) E-mails: <a href="mailto:Transport.Publicworks@westerncape.gov.za">Transport.Publicworks@westerncape.gov.za</a> c) Telephonically: 021 483 4391 d) Walk-in Centre: Corner of Loop and Dorp Streets, Cape Town e) Written correspondence: Private Bag X9185, Cape Town, 8000 f) Head of Communications: 021 483 9653 g) Departmental Newsletter: OnTrack Magazine h) Media: newspaper articles, radio, interviews, television i) Social media: Twitter @WCGovTPW j) Departmental website: <a href="http://www.westerncape.gov.za">www.westerncape.gov.za</a>	<b>Openness and transparency:</b> a) CRO Enquiries Helpdesk b) E-mails: <a href="mailto:Transport.Publicworks@westerncape.gov.za">Transport.Publicworks@westerncape.gov.za</a> c) Telephonically: 021 483 4391 d) Face-to-face e) Walk-in Centre: Corner of Loop and Dorp Streets, Cape Town f) Surveys g) Written correspondence: Private Bag X9185, Cape Town, 8000 h) E-CRM System to record enquiries and complaints i) Head of Communications: 021 483 9653 j) Departmental Newsletter: OnTrack Magazine k) Media: newspaper articles, radio, interviews, television, etc. l) Social media: Twitter @WCGovTPW m) Departmental website: <a href="http://www.westerncape.gov.za">www.westerncape.gov.za</a>	<b>Openness and transparency:</b> a) Stakeholder and Client Relations: 021 483 0539 b) E-mails: <a href="mailto:Transport.Publicworks@westerncape.gov.za">Transport.Publicworks@westerncape.gov.za</a> c) Telephonically: 021 483 4391 d) Face-to-face e) Walk-in Centre: Corner of Loop and Dorp Streets, Cape Town f) Surveys g) Written correspondence: Private Bag X9185, Cape Town, 8000 h) Interim e-tool to record and monitor enquiries and complaints i) Head of Communications: 021 483 9653 j) Departmental Newsletter: OnTrack Magazine k) Media: newspaper articles, radio, interviews, television, etc. l) Social media: Twitter @WCGovTPW m) Departmental website: <a href="http://www.westerncape.gov.za">www.westerncape.gov.za</a>

Current arrangements: 2014/15	Desired arrangement 2015/16	Actual achievement 2015/16
<p><b>Value for money:</b></p> <p>a) Multiple helpdesk services reduced to two helpdesk services. Migration process started to the centralised helpdesk service with the E Government for Citizens (EG4C) provincial contact centre. 90 per cent resolution of enquiries within 24 hours.</p>	<p><b>Value for money:</b></p> <p>a) Electronic-based designated client relations management helpdesk service is provided to all clients in an efficient manner</p>	<p><b>Value for money:</b></p> <p>a) Two helpdesk services internal and external service were utilised. Migration process continued to foster efficiencies</p>
<b>To facilitate road safety education and awareness programmes.</b>		
<p><b>Consultation:</b></p> <p>Persist with consultations and discussions at:</p> <p>a) Exhibitions b) Imbizos c) Meetings d) Workshops</p> <p><b>Access:</b></p> <p>35 Wale Street, Cape Town</p> <p><b>Courtesy:</b></p> <p>a) Reporting forms b) Complaints line: 021 483 6971 c) Correspondence: Private Bag X9185, Cape Town, 8000 d) Business cards with contact details e) Email: <a href="mailto:david.frost@westerncape.gov.za">david.frost@westerncape.gov.za</a></p>	<p><b>Consultation:</b></p> <p>Persist with consultations and discussions at:</p> <p>a) Exhibitions b) Imbizos c) Meetings d) Workshops</p> <p><b>Access:</b></p> <p>35 Wale Street, Cape Town</p> <p><b>Courtesy:</b></p> <p>a) Reporting forms b) Complaints line: 021 483 6971 c) Correspondence: Private Bag X9185, Cape Town, 8000 d) Business cards with contact details</p>	<p><b>Consultation:</b></p> <p>Persist with consultations and discussions at:</p> <p>a) Exhibitions b) Imbizos c) Meetings d) Workshops</p> <p><b>Access:</b></p> <p>35 Wale Street, Cape Town</p> <p><b>Courtesy:</b></p> <p>a) Reporting forms b) Complaints line: 021 483 6971 c) Correspondence: Private Bag X9185, Cape Town, 8000 d) Business cards with contact details e) Email: <a href="mailto:david.frost@westerncape.gov.za">david.frost@westerncape.gov.za</a></p>



Current arrangements: 2014/15	Desired arrangement 2015/16	Actual achievement 2015/16
<p><b>Openness and transparency:</b> Providing information in the Province's 3 official languages in the following formats:</p> <ul style="list-style-type: none"> <li>a) Pamphlets</li> <li>b) Reports in the print media</li> <li>c) Posters</li> <li>d) Exhibitions</li> <li>e) Imbizos</li> <li>f) Meetings</li> <li>g) Workshops</li> </ul> <p><b>Value for money:</b></p> <ul style="list-style-type: none"> <li>a) Intervention assessment to be conducted and reported.</li> </ul>	<p><b>Openness and transparency:</b> Providing information in the Province's 3 official languages in the following formats:</p> <ul style="list-style-type: none"> <li>a) Pamphlets</li> <li>b) Reports in the print media</li> <li>c) Posters</li> <li>d) Exhibitions</li> <li>e) Imbizos</li> <li>f) Meetings</li> <li>g) School visits</li> <li>h) Workshops</li> </ul> <p><b>Value for money:</b></p> <ul style="list-style-type: none"> <li>a) Intervention assessment to be conducted and reported.</li> </ul>	<p><b>Openness and transparency:</b> Providing information in the Province's 3 official languages in the following formats:</p> <ul style="list-style-type: none"> <li>a) Pamphlets</li> <li>b) Reports in the print media</li> <li>c) Posters</li> <li>d) Exhibitions</li> <li>e) Imbizos</li> <li>f) Meetings</li> <li>g) School visits</li> <li>h) Workshops</li> </ul> <p><b>Value for money:</b></p> <ul style="list-style-type: none"> <li>a) Intervention assessment to be conducted and reported.</li> </ul>
<b>Create a safe road environment on the provincial road network.</b>		
<p><b>Consultation:</b></p> <ul style="list-style-type: none"> <li>a) Ongoing stakeholder engagements</li> <li>b) Quarterly statistical workshops</li> <li>c) Progress reports</li> </ul> <p><b>Access:</b></p> <ul style="list-style-type: none"> <li>a) The national and provincial road network</li> <li>b) 12 provincial traffic centres</li> <li>c) Five provincial traffic satellite operational</li> </ul>	<p><b>Consultation:</b></p> <ul style="list-style-type: none"> <li>a) Stakeholder engagements</li> <li>b) Workshops</li> <li>c) Progress reports</li> </ul> <p><b>Access:</b></p> <ul style="list-style-type: none"> <li>a) The national and provincial road network</li> <li>b) 12 provincial traffic centres</li> <li>c) Five satellite operational centres</li> </ul>	<p><b>Consultation:</b></p> <ul style="list-style-type: none"> <li>a) Ongoing stakeholder engagements</li> <li>b) Quarterly statistical workshops were conducted</li> <li>c) Progress reports are developed in terms of Quarterly Performance Reviews as well as operational reports</li> </ul> <p><b>Access:</b></p> <ul style="list-style-type: none"> <li>a) The national and provincial road network</li> <li>b) 13 provincial traffic centres</li> <li>c) Five satellite operational centres</li> </ul>

Current arrangements: 2014/15	Desired arrangement 2015/16	Actual achievement 2015/16
<p>centres</p> <p>d) Traffic Management services fully migrated into the departmental Intranet</p> <p><b>Courtesy:</b></p> <p>a) Communications Unit Helpdesk: 021 483 4391</p> <p>b) E-mail system: <a href="mailto:Transport.Publicworks@westerncape.gov.za">Transport.Publicworks@westerncape.gov.za</a></p> <p><b>Openness and transparency:</b></p> <p>a) Annual Report</p> <p>b) Pamphlets</p> <p>c) Media</p> <p>d) Public transport operators and associations</p> <p>e) Community policing/ safety forums</p> <p><b>Value for money:</b></p> <p>a) Value-added interventions based on needs assessments</p>	<p><b>Courtesy:</b></p> <p>a) Telephonic access: 021 483 4391</p> <p>b) Complaints line</p> <p>c) E-mail system</p> <p><b>Openness and transparency:</b></p> <p>a) Annual Report</p> <p>b) Pamphlets</p> <p>c) Media</p> <p>d) Public transport operators and associations</p> <p>e) Community policing/ safety forums</p> <p><b>Value for money:</b></p> <p>a) Value-added interventions based on needs assessments</p>	<p>d) Traffic Management services fully migrated into the departmental Intranet</p> <p><b>Courtesy:</b></p> <p>a) Telephonic access: 021 483 4391</p> <p>b) Complaints line: 021 483 6971</p> <p>c) E-mail system: <a href="mailto:Transport.Publicworks@westerncape.gov.za">Transport.Publicworks@westerncape.gov.za</a></p> <p><b>Openness and transparency:</b></p> <p>a) Annual Report</p> <p>b) Pamphlets</p> <p>c) Media</p> <p>d) Public transport operators and associations</p> <p>e) Community policing/ safety forums</p> <p><b>Value for money:</b></p> <p>a) Value-added interventions based on needs assessments</p>

**Table 14: Service information tool**

Current/actual information tools	Desired information tools	Actual achievements
<b>To minimise road damage through issuing of Abnormal Load Exemption Permits.</b>		
<ul style="list-style-type: none"> <li>a) Departmental website: <a href="http://www.westerncape.gov.za">www.westerncape.gov.za</a></li> <li>b) Annual Report</li> <li>c) One-on-one meetings</li> <li>d) Information sessions</li> <li>e) Department of Transport and Public Works Newsletter: OnTrack Magazine</li> <li>f) Law Administration Helpdesk incorporated Department of Transport and Public Works Walk-in Centre: Corner of Loop and Dorp Streets</li> <li>g) Abnormal Load Technical Committee</li> <li>h) ALTC Publications</li> <li>i) Circulars</li> <li>j) Abnormal Loads website <a href="http://www.abnormalloads.co.za">www.abnormalloads.co.za</a></li> </ul>	<ul style="list-style-type: none"> <li>a) Departmental website: <a href="http://www.westerncape.gov.za">www.westerncape.gov.za</a></li> <li>b) Annual Report</li> <li>c) One-on-one meetings</li> <li>d) Information sessions</li> <li>e) Department of Transport and Public Works Newsletter: OnTrack Magazine</li> <li>f) Law Administration Helpdesk: Corner of Loop and Dorp Streets</li> <li>g) Abnormal Load Technical Committee (ALTC)</li> <li>h) ALTC Publications</li> <li>i) Circulars</li> <li>j) Abnormal loads website <a href="http://www.abnormalloads.co.za">www.abnormalloads.co.za</a></li> </ul>	<ul style="list-style-type: none"> <li>a) Departmental website: <a href="http://www.westerncape.gov.za">www.westerncape.gov.za</a></li> <li>b) Annual Report</li> <li>c) One-on-one meetings</li> <li>d) Information sessions</li> <li>e) Department of Transport and Public Works Newsletter: OnTrack Magazine</li> <li>f) Law Administration Helpdesk incorporated Department of Transport and Public Works Walk-in Centre: Corner of Loop and Dorp Streets</li> <li>g) Abnormal Load Technical Committee</li> <li>h) ALTC Publications</li> <li>i) Circulars</li> <li>j) Abnormal Loads website <a href="http://www.abnormalloads.co.za">www.abnormalloads.co.za</a></li> </ul>

Current/actual information tools	Desired information tools	Actual achievements
<b>A Citizens and Customer Relations Management Service (Enquiries and Complaints Helpdesk).</b>		
<ul style="list-style-type: none"> <li>a) Departmental website: <a href="http://www.westerncape.gov.za">www.westerncape.gov.za</a></li> <li>b) Annual Report</li> <li>c) One-on-one meetings</li> <li>d) Communications Unit Helpdesk: 021 483 4391</li> <li>e) E-mails: <a href="mailto:Transport.publicworks@westerncape.gov.za">Transport.publicworks@westerncape.gov.za</a></li> <li>f) Telephonically: 021 483 4391</li> <li>g) Face-to-face</li> <li>h) Walk-in Centre: Corner of Loop and Dorp Streets</li> <li>a) Written correspondence: Private Bag X9185, Cape Town, 8000</li> <li>i) Head of Communications: 021 483 9653</li> <li>j) Departmental Newsletter: OnTrack Magazine</li> <li>k) Media: newspaper articles, radio, interviews, television, etc.</li> <li>l) Department of Transport and Public Works Customer Service Charter</li> </ul>	<ul style="list-style-type: none"> <li>a) Departmental website: <a href="http://www.westerncape.gov.za">www.westerncape.gov.za</a></li> <li>b) Annual Report</li> <li>c) One-on-one meetings</li> <li>d) CRO Enquiries: Helpdesk: <ul style="list-style-type: none"> <li>• E-mails:</li> <li>• Telephonically</li> <li>• Face-to-face</li> <li>• Walk-in Centre</li> <li>• Written correspondence</li> </ul> </li> <li>e) Head of Communications: 021 483 9653</li> <li>f) Departmental Newsletter: OnTrack Magazine</li> <li>g) Media: newspaper articles, radio, interviews, television, etc.</li> <li>h) Social media: Twitter @WCGovTPW</li> <li>i) Customer Service Charter</li> </ul>	<ul style="list-style-type: none"> <li>a) Departmental website: <a href="http://www.westerncape.gov.za">www.westerncape.gov.za</a></li> <li>b) Annual Report and Annual Report to Citizens</li> <li>c) One-on-one meetings</li> <li>d) Stakeholder and Client Relations: 021 483 0539 <ul style="list-style-type: none"> <li>• E-mails:</li> <li>• <a href="mailto:Transport.publicworks@westerncape.gov.za">Transport.publicworks@westerncape.gov.za</a></li> <li>• Telephonically: 021 483 0539</li> <li>• Face-to-face</li> <li>• Walk-in Centre: Corner of Loop and Dorp Streets</li> <li>• Written correspondence</li> </ul> </li> <li>e) Head of Communications: 021 483 9653</li> <li>f) Departmental Newsletter: OnTrack Magazine</li> <li>g) Media: newspaper articles, radio, interviews, television, etc.</li> <li>h) Social media: Twitter @WCGovTPW</li> <li>i) Department of Transport and Public Works Service Delivery Charter</li> <li><b>Additional Achievement</b></li> <li>j) Thusong outreach programmes</li> </ul>

Current/actual information tools	Desired information tools	Actual achievements
<b>To facilitate road safety education and awareness programmes.</b>		
Providing information in the Province's 3 official languages the following formats: a) Pamphlets b) Reports in the print media c) Posters d) Exhibitions e) Imbizos f) Meetings g) School visits h) Workshops i) Department of Transport and Public Works Service Delivery Charter	Providing information in the Province's 3 official languages the following formats: a) Pamphlets b) Reports in the print media c) Posters d) Exhibitions e) Imbizos f) Meetings g) School visits h) Workshops	Providing information in the Province's 3 official languages the following formats: a) Pamphlets b) Reports in the print media c) Posters d) Exhibitions e) Imbizos f) Meetings g) School visits h) Workshops
<b>Create a safe road environment on the provincial road network.</b>		
a) Annual Report b) Pamphlets c) Media d) Public transport operators and associations e) Community police / safety forums f) Department of Transport and Public Works Service Delivery Charter	a) Annual Report b) Pamphlets c) Media d) Public transport operators and associations e) Community police / safety forums	Annual Report b) Pamphlets c) Media d) Public transport operators and associations e) Community police / safety forums f) Department of Transport and Public Works Service Delivery Charter

**Table 15: Complaints mechanism**

Current/actual complaints mechanism	Desired complaints mechanism	Actual achievements
<b>To minimise road damage through issuing of Abnormal Load Exemption Permits.</b>		
Through official channels: a) Head of Communication: 021 483 9653	Through official channels: a) Head of Communication regarding complaints, suggestions and compliments: 021 483 9653.	Through official channels: a) Head of Communication: 021 483 9653

Current/actual complaints mechanism	Desired complaints mechanism	Actual achievements
b) Management and supervisory staff c) Face-to-face d) Telephonically: 021 483 2079 021 483 4177 021 483 2406 021 483 5397 021 483 0526 e) Email: <a href="mailto:jonathan.mcevoy@westerncape.gov.za">jonathan.mcevoy@westerncape.gov.za</a> <a href="mailto:jose.lombard@westerncape.gov.za">jose.lombard@westerncape.gov.za</a> <a href="mailto:noncedo.xelitole@westerncape.gov.za">noncedo.xelitole@westerncape.gov.za</a> <a href="mailto:portia.mnyakana@westerncape.gov.za">portia.mnyakana@westerncape.gov.za</a> <a href="mailto:whitney.george@westerncape.gov.za">whitney.george@westerncape.gov.za</a> f) Law Administration Helpdesk incorporated at Department of Transport and Public Works Walk-in Centre: Corner of Loop and Dorp Streets g) Abnormal loads website <a href="http://www.abnormalloads.co.za">www.abnormalloads.co.za</a>	b) Management and supervisory staff c) Face-to-face d) Telephonically: 021 483 2079 021 483 4177 021 483 2406 021 483 5397 021 483 0526 e) Email: <a href="mailto:jonathan.mcevoy@westerncape.gov.za">jonathan.mcevoy@westerncape.gov.za</a> <a href="mailto:jose.lombard@westerncape.gov.za">jose.lombard@westerncape.gov.za</a> <a href="mailto:noncedo.xelitole@westerncape.gov.za">noncedo.xelitole@westerncape.gov.za</a> <a href="mailto:portia.mnyakana@westerncape.gov.za">portia.mnyakana@westerncape.gov.za</a> <a href="mailto:whitney.george@westerncape.gov.za">whitney.george@westerncape.gov.za</a> f) Transport and Public Works Walk-in Centre: Corner of Loop and Dorp Streets g) Abnormal loads website <a href="http://www.abnormalloads.co.za">www.abnormalloads.co.za</a> h) Law Administration Helpdesk: Corner of Loop and Dorp Streets i) Call Centre through Cape Gateway	b) Management and supervisory staff c) Face-to-face d) Telephonically: 021 483 2079 021 483 4177 021 483 2406 021 483 5397 021 483 0526 e) Email: <a href="mailto:jonathan.mcevoy@westerncape.gov.za">jonathan.mcevoy@westerncape.gov.za</a> <a href="mailto:jose.lombard@westerncape.gov.za">jose.lombard@westerncape.gov.za</a> <a href="mailto:noncedo.xelitole@westerncape.gov.za">noncedo.xelitole@westerncape.gov.za</a> <a href="mailto:portia.mnyakana@westerncape.gov.za">portia.mnyakana@westerncape.gov.za</a> <a href="mailto:whitney.george@westerncape.gov.za">whitney.george@westerncape.gov.za</a> f) Law Administration Helpdesk incorporated at Department of Transport and Public Works Walk-in Centre: Corner of Loop and Dorp Streets g) Abnormal loads website <a href="http://www.abnormalloads.co.za">www.abnormalloads.co.za</a>
<b>A Citizens and Customer Relations Management Service (Enquiries and Complaints Helpdesk).</b>		
Through official channels i.e. a) Head of Communications: 021 483 9653 b) Management and Supervisory staff c) Presidential Hotline: 17 737	Through official channels i.e. a) Head of Communications regarding complaints, suggestions and compliments: 021 483 9653 b) Management and Supervisory staff c) Presidential Hotline: 17 737	Through official channels i.e. a) Head of Communications regarding complaints, suggestions and compliments: 021 483 9653 b) Management and Supervisory staff c) Presidential Hotline: 17 737

Current/actual complaints mechanism	Desired complaints mechanism	Actual achievements
d) Departmental website: <a href="http://www.westerncape.gov.za">www.westerncape.gov.za</a> e) Communication Unit Helpdesk: 021 483 4391 f) Emails: <a href="mailto:Transport.publicworks@westerncape.gov.za">Transport.publicworks@westerncape.gov.za</a> g) Telephonically: 021 483 4391 h) Face-to-face i) Written correspondence: Private Bag X9185, Cape Town, 8000 j) Social media Twitter: @WCGovTPW	d) Call Centre through Cape Gateway e) Departmental website: <a href="http://www.westerncape.gov.za">www.westerncape.gov.za</a> f) CRO Enquiries Helpdesk g) Emails: <a href="mailto:Transport.publicworks@westerncape.gov.za">Transport.publicworks@westerncape.gov.za</a> h) Telephonically: 021 483 4391 i) Face-to-face j) Walk-in Centre: Corner of Loop and Dorp Streets k) Surveys l) Written correspondence: Private Bag X9185, Cape Town, 8000 m) E-CRM System to record enquiries and complaints	d) Call Centre through Cape Gateway e) Departmental website: <a href="http://www.westerncape.gov.za">www.westerncape.gov.za</a> f) Stakeholder and Client Relations: 021 483 0539 g) Emails: <a href="mailto:Transport.publicworks@westerncape.gov.za">Transport.publicworks@westerncape.gov.za</a> h) Telephonically: 021 483 4391 i) Face-to-face j) Department of Transport and Public Works Walk in Centre: Corner of Loop and Dorp Streets k) Surveys l) Written correspondence: Private Bag X9185, Cape Town, 8000 m) Interim e-tool to record and monitor enquiries and complaints n) Social media Twitter: @WCGovTPW
<b>To facilitate road safety education and awareness programmes.</b>		
a) Reporting forms b) Complaints line: 021 483 6971 c) Correspondence: Private Bag X9185, Cape Town, 8000 d) Business cards with contact details e) Email: <a href="mailto:david.frost@westerncape.gov.za">david.frost@westerncape.gov.za</a>	a) Reporting forms b) Complaints line: 021 483 6971 c) Correspondence: Private Bag X9185, Cape Town, 8000 d) Business cards with contact details	a) Reporting forms b) Complaints line: 021 483 6971 c) Correspondence: Private Bag X9185, Cape Town, 8000 d) Business cards with contact details e) Email: <a href="mailto:david.frost@westerncape.gov.za">david.frost@westerncape.gov.za</a>
<b>Create a safe road environment on the Provincial road network.</b>		
a) Complaints line Communications Unit Helpdesk: 021 483 4391 b) Telephonic access: Head of Communications: 021 483 9653	a) Complaints line Communications Unit Helpdesk: 021 483 4391 b) Telephonic access: Head of Communications: 021 483 9653	a) Complaints line Communications Unit Helpdesk: 021 483 4391 b) Telephonic access: Head of Communications: 021 483 9653

Current/actual complaints mechanism	Desired complaints mechanism	Actual achievements
c) Feedback to Facilitators of Community Police Forums (CPF) d) Email system: <a href="mailto:Transport.Publicworks@westerncape.gov.za">Transport.Publicworks@westerncape.gov.za</a>	c) Feedback to Facilitators of Community Police Forums (CPF) d) Email system: <a href="mailto:Transport.Publicworks@westerncape.gov.za">Transport.Publicworks@westerncape.gov.za</a>	c) Feedback to Facilitators of Community Police Forums (CPF) d) Email system: <a href="mailto:Transport.Publicworks@westerncape.gov.za">Transport.Publicworks@westerncape.gov.za</a>

**Table 16: 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
1/2015-2016	The registry of all land parcels/ properties owned by the Department of Transport and Public Works	21.04.2015	No	15.05.2015
2/2015-2016	The registry of all land parcels/ properties owned by the Department of Transport and Public Works	09.05.2015	No	05.06.2015
3/2015-2016	The MR191 upgrade between Paarl and Franschhoek	17.06.2015	No	14.08.2015
4/2015-2016	Information pertaining to the licence of a vehicle: OLB 506574	17.06.2015	No	07.07.2015
5/2015-2016	Information pertaining to the licence of a vehicle: OLB 502227	17.06.2015	No	07.07.2015
6/2015-2016	The attendance register of the AGM of Northwood Taxi Association	17.06.2015	No	07.07.2015
7/2015-2016	Golden Arrow Bus Service	19.08.2015	No	13.11.2015
8/2015-2016	The Uber-linked drivers	24.08.2015	24.09.2015	26.10.2015
9/2015-2016	Vrygrond Taxi Route Association	27.08.2015	18.09.2015	13.05.2016
10/2015-2016	Transcripts and public permits of buses	27.08.2015	27.09.2015	03.12.2015
11/2015-2016	Tender: C1034	03.09.2015	03.10.2015	26.10.2016
12/2015-2016	Permits: Enoch Brown	09.09.2015	09.10.2015	23.10.2015
13/2015-2016	Permits: Mr K Mealies	10.09.2015	10.10.2015	23.10.2015
14/2015-2016	Information for Bellville Taxi Association	10.09.2015	10.10.2015	03.02.2016
15/2015-2016	Tender: S072/15 and Provincial Land Transport Framework	19.10.2015	No	13.11.2015
16/2015-2016	Tender: S189/00: AC2/20/268/3	22.10.2015	22.11.2015	10.02.2016



No.	Detail of information requested	Date request received	Date extension granted*	Date request granted
17/2015-2016	Replacement of vehicles recently submitted to the PRE: GABS: Operating Licences	07.12.2015	07.01.2016	01.04.2016
18/2015-2016	Tender: S159/15	03.03.2016	03.04.2016	05.04.2016

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

## 2.3 Organisational environment

### Restructuring

During the year under review no changes were made to the Department's organisational structure. The organisational structures of Road Network Management (RNM) and Traffic Management are under review.

### Organisational challenges

Against the backdrop of weak economic growth, government endorsed strong measures to restore a sustainable fiscal path, namely addressing inefficiencies and curtailing COE expenditure. As a consequence:

- The staff establishment targets set for implementing the approved organisational structure that became effective on 1 October 2013 did not fully materialise.
- Although the existing organisational structure has not been affected, manoeuvrability is only possible within set limitations. This will place severe restrictions on the capacitation of the Department.
- Substantial work was done to balance delivery expectations with an affordable staff establishment.

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 Department 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.

### Organisational successes

The Department 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. The weak economic climate has constrained the ability of Department to appoint staff as a result of compulsory savings on COE employee expenditure for the duration of the MTEF period. This constraint applies to every Department of the WCG.

Empowerment remains high on the DTPW development agenda, and it cuts across all functions and programmes. In the year under review, the Department 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, 53 staff members received support through the Staff Bursary Scheme, and through the Departmental Work Place Skills Plan, another 904 were able to improve their academic qualifications and skills.
- A total of 248 students from outside the government sphere received support through the Masakh'iSizwe Bursary Programme. This programme aims to build and strengthen professional capacity in the transport, engineering and built

environment sectors. It targets financially disadvantaged youth, women, applicants with disabilities, and applicants from the rural areas of the Western Cape.

- Through the ongoing Graduate Professional Engineering Programme in DTPW's roads infrastructure area of activity, graduates continued to receive the professional mentoring and support they need to move towards meeting the requirements for professional registration. Four engineers and one engineering technician met the minimum requirements for registration with the Engineering Council of South Africa in the period under review and were registered as professionals. Another six graduates have submitted their applications for registration. Having being registered after receiving support from the Programme, two engineers and one engineering technician were permanently employed in the Department. In addition, seven graduates joined the programme during the year.
- The Professional Development Programme continued to support the development of employees who are the holders of OSD posts. Participants include candidate engineers and architects who require 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 CPD requirements of their professional bodies. Two architectural technologists, one architect, one mechanical engineering technician, one mechanical technologist, one mechanical engineer, and one electrical engineering technician registered as professionals in the year under review.

Supply Chain Management is core to the business of the Department, which is infrastructure delivery-focused. To enhance the effectiveness of SCM, further investment was made in inventory/ consumables management, training, and implementation, review and refinement of IDMS processes related to construction procurement.

To improve the efficiency and effectiveness of departmental knowledge, a Knowledge Management Strategy and Implementation Plan was developed.

Programme 6 continued to coordinate the Expanded Public Works Programme (EPWP) in the Western Cape which aims to provide short-term work opportunities and provide work-relevant training for youth, women, and people with disabilities. The Empowerment Impact Assessment tool in the DTPW Preferential Procurement Implementation Plan informs the design and construction of specific projects worth in excess of R5 million. In the 2015/16 financial year, ten EmplAs were initiated and 25 empowerment targeted implementation reports were produced on departmental infrastructure projects.

### Resignations/ appointments

There were a total of 216 terminations. This refers to the employees who left the employ of the Department, including transfers to other Departments. Eleven former employees indicated that better remuneration was the reason for them leaving.

A total of 200 new appointments were made during this reporting period. This figure includes the transfer of employees into the Department from other public service departments, as well as re-appointments of employees on contract in posts and additional to the establishment.

## Strikes

There were no personnel strikes during 2015/16. However, industrial action, community protests and sabotage of public transport infrastructure affected the DTPW's ability to deliver its transport and building infrastructure services cost-effectively and on time, and also had a serious economic impact on workers who were unable to get to work on time.

## System failures

### *Rational Portfolio Management (RPM) System*

There were no prolonged system failures on RPM within the reporting period. However, the loading of project documentation onto RPM was not possible for approximately one week because the specific table ran out of space. This was rectified after extensive research and the Department has been able to contain and manage the risk.

The systematic implementation of BizProjects throughout the Department has lightened the load on RPM because it now has fewer users. All Health Infrastructure RPM data (current and archived) have successfully been migrated to BizProjects. The remaining streams (Education Infrastructure, General Infrastructure and Road Network Management) will have all their RPM data migrated by the end of Quarter 1 of the 2016/17 financial year.

### *Enterprise Content Management (ECM) System*

Two categories of system failures occurred, namely:

1. System Degraded Performance: This is the state where application systems are not responding and cannot be utilised or accessed.
  - In April 2015, one of the main ECM servers was not processing requests. This resulted in an hour of downtime until the secondary server was activated and made available for usage on the [livelink.pgwc.gov.za](http://livelink.pgwc.gov.za) URL.
  - Between December 2015, when ECM was migrated to the HP IAAS Cloud infrastructure, and the present time, there was periodic ECM downtime due to Fileshare clusters that were either inaccessible or offline. This has caused the ECM system to be slow in responding to user's requests or not responding at all.
2. System Failures: In this state the system processing capabilities failed resulting in system unavailability:
  - Between December 2015, when ECM was migrated to the HP IAAS Cloud infrastructure, and the present time, there was period ECM downtime due to unscheduled/unexpected restarts of the ECM servers.

### 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 2015	7
New cases (2015/16)	16
Closed cases (2015/16)	(10)
Referred cases (2015/16)	(5)
Re-allocated cases	(1)
Re-classified cases (2015/16)	1
Incorporated cases (2015/16)	(1)
Open cases as at 31 March 2016	7

## 2.4 Key policy developments and legislative changes

The following key policy developments were introduced in 2015/16:

- The drafting of the regulations to the Western Cape Transport Infrastructure Act, 2013 was completed. Amendments to the Act are also being drafted. The Draft Bill will be forwarded to the Provincial Parliament during the 2016/17 financial year.
- The review of the Road Access Management Guidelines was completed.

## 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.

A total of 248 bursaries for tertiary education in the transport, built environment and engineering fields were provided through the Masakh'iSizwe Bursary Programme.

The PDP continued to support the development of employees who are the holders of OSD posts. Participants include candidate engineers and architects who require 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 CPD requirements of their professional bodies. Two architectural technologists,

one architect, one mechanical engineering technician, one mechanical technologist, one mechanical engineer, and one electrical engineering technician registered as professionals in the year under review.

The coordination of the EPWP in the Western Cape ensured that nationally determined work opportunity targets were met. The Province created 46 702 work opportunities and 12 040 FTEs for the reporting period.

Through the construction and maintenance of provincial government buildings and facilities, the EPWP provided over 5 735 work opportunities and 2 311 full time equivalents.

A total of 500 young people were trained in construction trades through the NYS programme.

A total of 15 mechanical artisans completed their training through the apprenticeship development programme in the construction industry. Four artisans were permanently employed within the Department.

A total of 13 EmplAs were concluded on departmental capital projects with a value of more than R5 million.

A total of 39 infrastructure projects were subjected to monitoring and evaluation to determine whether the empowerment objectives were achieved.

Support strategies are being rolled out to the EPWP implementing bodies in the Province in order to achieve the set targets.

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

##### Goal statement:

To facilitate, design, develop and deliver provincial infrastructure and strategically management the asset life cycle of the provincial property portfolio in order to unlock socio-economic growth in the Western Cape by 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 Western Cape Infrastructure Framework was adopted by the WCG and work on district infrastructure plans continued. Status Quo Infrastructure Reports for the Eden and Overberg districts were completed in 2015/16. Within the non-metro context the Vredenburg Urban Revitalisation Project serves as a pilot project to test to the "Live-Work and Play" model. This project will focus on the promotion of innovative living models through the implementation of high-density, mixed use projects on well-located, strategic land. The vision for this project is the creation of a vibrant, accessible neighbourhood incorporating office, retail, community and residential use. This project furthermore aims to provide and create access to residential, employment and recreational opportunities. It will be carried out in conjunction with Municipal, Provincial and National Government. The Department has contributed funding to Saldanha Bay Municipality to support the acquisition of land. The acquired land will be optimally

developed to establish a Shared Office Accommodation Precinct for the Western Cape Government (WCG), a school and District Health Clinic. The establishment of a Provincial Office Hub and District Clinic will serve as anchor projects that will be instrumental in achieving the overall vision of developing a vibrant, integrated, mixed use development.

The implementation of the IDMS is continuing, together with the applicable AO System and associated governance procedures to promote good governance principles in construction planning, procurement, administration and management across public works infrastructure.

Framework contracts are being implemented to facilitate more efficient delivery of building infrastructure projects.

The development of a Better Living Model is one of the key Game-Changer projects of the WCG. In support of this project, the former Conradie Hospital site was approved to serve as a pilot development specifically to test and implement the concepts of the "live-work-play" ideal.

Efforts to optimise office space utilisation across the Province continued in the form of the office Modernisation Programme. This Programme is directed at improving space utilisation efficiency and improving all accommodation related cost efficiencies.

Measures were implemented to keep the Department's IAR updated with all acquisitions, disposals, all new capital investments and demolitions.

For the first time, the Property Efficiency Report included a non-CBD portfolio of office facilities. The ongoing monitoring of this management information will enable the identification and implementation of efficiency gains and reduce the amount of leased accommodation for provincial 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 undertaken in the year under review. The review aimed to ensure that the frameworks for transport and land-use related provincial decision making were aligned with the Provincial Strategic Goals.

The Department completed the development of a PPTIF for the Transport Management Branch aimed at addressing the key constraints to improving public transport and NMT in the "non-Metro" areas of the Western Cape, in partnership with selected priority municipalities. This approach aims to incorporate lessons learned through the

implementation of public transport improvement initiatives in South Africa, particularly in George and Cape Town.

The Department continued to effectively manage and monitor a subsidised bus operator and the associated Public Transport Operations Grant, until such time as the function is transferred to the CoCT. It also continued to implement a 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 National Department of Transport.

Road deaths show an upward trend 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 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 awareness campaigns; and implementing fatigue management interventions.

Road safety awareness and education interventions were implemented throughout the Province with a focus on schools and communities at risk.

Planning continued for the upgrade of the Wingfield Interchange on the N1/N7. The first phase detailed design of the extensions to the road network in support of the Saldanha Bay IDZ commenced in the year under review.

Construction and maintenance of key projects commenced and/or were undertaken during the year to preserve and improve the condition of the road network, 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.

A 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 was concluded and submitted to the appropriate authorities. Of the total surfaced road network of 6 522 km, and 5 690 km is in fair to very good condition. A total of 91 per cent of all vehicle kilometres travelled on surfaced roads are travelled on roads in fair to very good condition.

An investigation began 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 Graduate Professional Engineering Programme, including professional mentoring to facilitate the proper training and retention of graduates continued. Five engineers and two engineering technicians met the minimum requirements for professional registration with the Engineering Council of South Africa. A further four graduates have now submitted applications for registration.



Four engineers and one engineering technician were permanently employed in the Department.

**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, is being 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) has improved the quality of financial management and will be carried forward into future financial years.

The Department's commitment to sound governance led to a clean audit outcome for the 2014/15 financial year.

New evaluation approaches for evaluating the annual Division of Revenue Act of 2015 Schedule 4 and Schedule 5 conditional grant allocations were piloted for: the Provincial Roads Maintenance Grant, the Public Transport Operations Grant, and EPWPIG.

The proactive monitoring of payment of invoices within 30 days through SITS continued.

The Department continues to implement the BBBEE Act in the procurement of all goods and services, contractors, and service providers.

Supply Chain Management is core to the business of the Department, which is infrastructure delivery-focused. To enhance the effectiveness of SCM, further investment was made in inventory management, training, and implementation, review and refinement of IDMS processes related to construction procurement.

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## 4 Performance information by programme

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### 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 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.

The Strategic objectives, performance indicators, planned targets and actual achievements are presented in the tables below.

### Strategic Objectives

Table 17: Programme 1: Administration: Strategic Objectives

No	Strategic Objectives/ Indicators	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target to actual achievement 2015/2016	Comment on deviations
<b>Sub-programme 1.3: Corporate Support</b>						
<b>1.1</b>	<b>Improve quality of finance management.</b>					
1.1.1	Level of finance capability maturity.	3	3	3	0	-
<b>1.2</b>	<b>Facilitate effective and secure utilisation of information systems, processes and knowledge within the Department.</b>					
1.2.1	Level of Enterprise Information Management maturity.	1	1	1	0	-
<b>1.3</b>	<b>Improve skills and capacity in the transport, built, engineering and related disciplines.</b>					
1.3.1	Number of candidates registered with relevant professional body.	n/a	12	7	(5) (42%)	The duration of training for some disciplines is longer for attaining professional registration. Notwithstanding that, the target to register 20 professionals by 2019/20 will be achieved.

No	Strategic Objectives/ Indicators	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target to actual achievement 2015/2016	Comment on deviations
<b>Sub-programme 1.4: Departmental Strategy</b>						
<b>1.4</b>	<b>Improve management of transversal and integrated strategic planning, policy development, coordination and monitoring and evaluation.</b>					
1.4.1	Number of departmental planning processes achieved.	2	32	31	(1) (3%)	The George Local Municipality requested a deviation from the review process and will only do implementation in accordance with integrated planning to assist with the George Integrated Public Transport Network.  Reports on work done had been submitted with 75% completion as at 31 March 2016. The municipality will conclude work within the municipal financial year.

### Performance Indicators

Table 18: Programme 1: Administration: Performance indicators

No	Performance Indicator	Responsible official	Actual Achievement 2014/2015	Planned Target 2015/2016	Actual Achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on deviations
<b>Sub-programme 1.3: Corporate Support</b>							
1.1.1.1	Number of strategies (SCM, FM, MA and Internal Control) compiled	DDG: Finance	N/A	4	4	0	-
1.2.1.1	Number of phases of knowledge management initiative completed	Director (D): Knowledge Management	N/A	3	4	1 33%	Phase 1, planned to be completed during the 2014/15 financial year, was delayed and concluded in the first quarter of 2015/16.

No	Performance Indicator	Responsible official	Actual Achievement 2014/2015	Planned Target 2015/2016	Actual Achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on deviations
1.3.1.1	Number of employees registered as candidates	D: Professional Development	N/A	9	16	7 78%	The Professional Development Programme has been expanded to include existing employees instead of being restricted to Masakh'iSizwe graduates.
<b>Sub-programme 1.4: Departmental Strategy</b>							
1.4.1.1	Number of transport integrated processes assessed	D: Transport Policies and Strategies	N/A	30	29	(1) (3%)	George Municipality requested extension on ITPs for further work that will influence the further development of the GIPTN.
1.4.1.2	Number of infrastructure integrated processes assessed	D: Infrastructure Policies and Strategies	N/A	2	2	0	-

## 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 19: Programme 1: Administration: Sub-programme expenditure

Sub-Programme		2015/2016			2014/2015		
		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	6 302	6 209	93	7 296	6 953	343
1.2.	Management of the Department	4 337	4 325	12	3 782	3 782	-
1.3.	Corporate Support	137 262	128 121	9 141	125 007	111 239	13 768
1.4.	Departmental Strategy	45 349	43 074	2 275	39 742	34 320	5 422
<b>Total</b>		<b>193 250</b>	<b>181 729</b>	<b>11 521</b>	<b>175 827</b>	<b>156 294</b>	<b>19 533</b>

## 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 Strategic Objectives, Performance Indicators, planned targets and actual achievements are presented in the tables below.

## Strategic Objectives

Table 20: Programme 2: Public Works Infrastructure: Strategic Objectives

No	Strategic Objectives/Indicators	Actual Achievement 2014/2015	Planned Target 2015/2016	Actual Achievement 2015/2016	Deviation from planned target to Actual Achievement 2015/2016	Comment on deviations
<b>Sub-programme 2.2: Planning</b>						
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	n/a	1%	1%	0	-
<b>Sub-programmes 2.4: Construction</b>						
2.2	Delivery of sustainable infrastructure and accommodation to clients.					
2.2.1	Number of capital and maintenance projects completed	n/a	658	243	(415) (63%)	Contributing factors are: quality of briefs, budget clarification, scope changes, capacity constraints, contractor performance.
2.2.2	Number of lease and purchase agreements concluded for office accommodation	n/a	44	6	(38) (86%)	Longer than anticipated negotiations to obtain market-related rentals in order to reduce the rental cost.
<b>Sub-programme 2.6: Immovable Asset Management</b>						
2.3	Effective usage of provincial immovable assets.					
2.3.1	Number of properties released for regeneration purposes	n/a	1	1	0	-
<b>Sub-programmes 2.4: Construction, 2.5: Maintenance</b>						
2.4	Promote and facilitate socio-economic development through infrastructure development and property management projects.					
2.4.1	Number of jobs created	11 783	13 600	24 779	11 179 82%	2014/15 Scheduled Maintenance Programme schools/projects were under construction during the first quarter and resulted in a concurrent increase in number of jobs created.



## Performance Indicators

Table 21: Programme 2: Public Works Infrastructure: Performance Indicators

No	Performance Indicator	Responsible official	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on variances
<b>Sub-programme 2.2: Planning</b>							
2.1.1.1	C-AMP submitted to the relevant Treasury in accordance with GIAMA	D: Property Planning and Information	1	1	1	0	-
<b>Sub-programme 2.3: Construction</b>							
2.2.1.1	Number of infrastructure designs ready for tender*	DDG: Provincial Public Works	N/A	30	56	26 87%	Note: The reasons for the consolidated variance of the indicator are analysed below.
	• Education Facilities	CD: Education Infrastructure	N/A	13	17	4 31%	Strategic Briefs were not available and Infrastructure Development Management System G4 was not achieved at the time that APP targets were finalised. Projects entered in the APP target were in very early initiation and many had not reached Concept Report – Infrastructure Development Management System Gate 4 yet when included.
	• Health Facilities	CD: Health Infrastructure	N/A	7	16	9 129%	<ul style="list-style-type: none"> <li>Maintenance projects switched to capital.</li> <li>Some projects were accelerated by combining design stages for approval by the client department.</li> </ul>

No	Performance Indicator	Responsible official	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on variances
	<ul style="list-style-type: none"> <li>General Infrastructure</li> </ul>	CD: General Infrastructure	N/A	10	23	13 130%	In an effort to have better control over the modernisation programme, some of the modernisation projects which were originally planned to be done as a package of floors, split into multiple projects, i.e. a project was done per floor in lieu of a project consisting of more than one floor. This then increased the number of projects, increasing the number of tenders.
2.2.1.2	Number of capital infrastructure projects completed within the agreed time period*	CD: Education Infrastructure	16	54	23	(31) (57%)	Note: The reasons for the consolidated variance of the indicator are analysed below.
	<ul style="list-style-type: none"> <li>Education Facilities</li> </ul>	CD: Education Infrastructure	5	33	11	(22) (67%)	<ul style="list-style-type: none"> <li>Scope change requested by client department.</li> <li>Community disruption and labour disputes.</li> <li>Bad weather and slow contractor progress.</li> <li>Extensions of time were granted to adjust contractual completion dates.</li> <li>Late receipt of Practical Completion certificates within adjusted contract completion dates.</li> <li>Design and procurement: Procurement processes delayed the commencement of certain projects.</li> <li>Delay due to town planning approval that had to be obtained.</li> <li>Delay due to re-appointment of a</li> </ul>

No	Performance Indicator	Responsible official	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on variances
							<ul style="list-style-type: none"> <li>quantity surveyor being required as the appointed firm was not compliant.</li> <li>Legal processes delayed matters.</li> </ul>
	<ul style="list-style-type: none"> <li>Health Facilities</li> </ul>	CD: Health Infrastructure	7	10	1	(9) (90%)	<ul style="list-style-type: none"> <li>Scope increases were requested by the client Department and this led to legitimate time extension claims.</li> <li>Extension of time was granted for auxiliary projects planned for delivery in the last quarter of 2014/15 resulting in completion during the first quarter of 2015/16. Extension of time was also granted as a result of strikes and changes to joinery as per request from end-user.</li> </ul>
	<ul style="list-style-type: none"> <li>General Infrastructure</li> </ul>	CD: General Infrastructure	4	11	11	0	-
2.2.1.3	Number of capital infrastructure projects completed within agreed budget*	DDG: Provincial Public Works	28	50	37	(13) (26%)	Note: The reasons for the consolidated variance of the indicator are analysed below.
	<ul style="list-style-type: none"> <li>Education Facilities</li> </ul>	CD: Education Infrastructure	12	33	15	(18) (55%)	<ul style="list-style-type: none"> <li>Scope change requested by client department.</li> <li>Community disruption and labour disputes.</li> <li>Bad weather and slow contractor progress.</li> <li>Extensions of time were granted to adjust contractual completion dates.</li> <li>Late receipt of Practical Completion certificates within adjusted contract</li> </ul>

No	Performance Indicator	Responsible official	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on variances
							<p>completion dates.</p> <ul style="list-style-type: none"> <li>Design and procurement: Procurement processes delayed the commencement of certain projects.</li> <li>Delay due to town planning approval that had to be obtained.</li> <li>Delay due to re-appointment of a quantity surveyor being required as the appointed firm was not compliant.</li> <li>Legal processes delayed matters.</li> </ul>
	<ul style="list-style-type: none"> <li>Health Facilities</li> </ul>	CD: Health Infrastructure	8	10	4	(6) (60%)	Scope changes (additional work) were requested by the client Department and poor performances by contractors impacted on performance.
	<ul style="list-style-type: none"> <li>General Infrastructure</li> </ul>	CD: General Infrastructure	8	7	18	11 157%	The over-performance is due to a greater emphasis on project management principles that will soon be incorporated into formal systems, processes and procedures.
2.2.1.4	Number of building projects submitted to the Green Building Council of South Africa (GBCSA) for a Green Star rating	DDG: Provincial Public Works	N/A	1	1	0	-
	<ul style="list-style-type: none"> <li>Education Facilities</li> </ul>	CD: Education Infrastructure	N/A	-	-	-	-
	<ul style="list-style-type: none"> <li>Health Facilities</li> </ul>	CD: Health Infrastructure	N/A	-	-	-	-

No	Performance Indicator	Responsible official	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on variances
	<ul style="list-style-type: none"> <li>General Infrastructure</li> </ul>	CD: General Infrastructure	N/A	1	1	0	-
<b>Sub-programme 2.4: Maintenance</b>							
2.2.1.5	Number of planned maintenance projects awarded*	DDG: Provincial Public Works	270	384	239	(145) (38%)	Note: The reasons for the consolidated variance of the indicator are analysed below.
	<ul style="list-style-type: none"> <li>Education Facilities</li> </ul>	CD: Education Infrastructure	70	154	78	(76) (49%)	The targeted number of projects of 154 for 2015/16 was determined prior to commencement of the implementation year. The WCED 2015 Infrastructure Programme Management Plan (IPMP) contained only 85 projects for 2015/16 and completely omitted 30 current scheduled maintenance projects implemented during previous years, which at that time were subject to slow progress. DTPW Draft 2015 Infrastructure Programme Implementation Plan (IPIP) similarly included only 75 projects, since WCED removed the maintenance projects of a further 10 inappropriate structure schools from the list. Reconciliation and agreement after commencement of the year between programme managers on project lists were achieved only later during 2015. Consequently, DTPW and WCED finally agreed on 80 scheduled and lifecycle projects to be implemented during 2015. However, as result of budget constraints, WCED reduced the 75 projects by a further 25 projects during 2015 to 50 projects only. 12 of these 25 were placed

No	Performance Indicator	Responsible official	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on variances
							on hold by WCED and 13 were rescheduled for 2016/17. A further project was subsequently also placed on hold by WCED. During the year, 78 projects were awarded including the 30 projects which were carried forward from the previous years, with two of the projects being awarded finally during the fourth quarter. Despite the planning constraints and mid-year revisions, all the possible targets to be achieved were therefore indeed successfully concluded during the year.
	<ul style="list-style-type: none"> <li>Health Facilities</li> </ul>	CD: Health Infrastructure	71	70	61	(9) (13%)	<p>Briefs and scopes of work were late or outstanding from the client in respect of the capital component of the scheduled maintenance projects causing project delays.</p> <p>Underperformance of consultant quantity surveyors on the projects.</p> <p>The targeted number of projects for 2016/17 was determined prior to commencement of the implementation year and before the IPMP and IPIP had been agreed between the Department and the client.</p>
	<ul style="list-style-type: none"> <li>General Infrastructure</li> </ul>	CD: General Infrastructure	129	160	100	(60) (38%)	<p>Although the initial planning figure was given as indicated the opportunity arose to package smaller projects into one big contract in an effort to improve service delivery and meeting client needs.</p>

No	Performance Indicator	Responsible official	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on variances
2.2.1.6	Number of planned maintenance projects completed within the agreed contract period*	DDG: Provincial Public Works	90	403	165	(238) (59%)	Note: The reasons for the consolidated variance of the indicator are analysed below.
	<ul style="list-style-type: none"> <li>Education Facilities</li> </ul>	CD: Education Infrastructure	7	143	59	(84) (59%)	<ul style="list-style-type: none"> <li>Request for increased scope by WCED after tenders were awarded. This directly impacted on contract instructions, variation orders and completion within the initially agreed contract period and budget.</li> <li>Projects cancelled due to the contractor withdrawing.</li> <li>Cancellation of contract due to mal-performance.</li> <li>Untimely approval by WCED of submitted recommendations to increase the budget allocations.</li> <li>Target setting process not in line with related IPIP process.</li> <li>The development and implementation of NEC framework contracts in preparation for Scheduled Maintenance Programme plans also contributed to lapses in delivery.</li> <li>The conversion from using Joint Building Contracts Committee (JBCC) to NEC added different steps to the procurement process, had an associated learning curve and added a bit of confusion to the procurement process, causing delays with target dates as sites were handed over later</li> </ul>

No	Performance Indicator	Responsible official	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on variances
							<p>than planned, and subsequently finished later.</p> <ul style="list-style-type: none"> <li>• Project Management: Extension of time and Compensations took longer than anticipated.</li> <li>• Supply Chain Management: Delayed appointment of Authorised Asbestos Inspection Authority (AAIA) agent.</li> </ul>
	<ul style="list-style-type: none"> <li>• Health Facilities</li> </ul>	CD: Health Infrastructure	42	100	35	(65) (65%)	<ul style="list-style-type: none"> <li>• Increased scope requested by client Department resulting in more compensation events and extensions of time and affecting progress by contractors.</li> <li>• Briefs and scopes of work outstanding from client in respect of the capital component of the scheduled maintenance projects caused project delays.</li> <li>• Longer planning periods to finalise project scope.</li> </ul>
	<ul style="list-style-type: none"> <li>• General Infrastructure</li> </ul>	CD: General Infrastructure	41	160	71	(89) (56%)	<ul style="list-style-type: none"> <li>• Some contractors which are involved in maintenance projects were not capable of delivering projects within the stipulated time due to limited experience/expertise. This resulted in contract cancellation and/or penalties levied in certain instances.</li> <li>• There is a limited number of works inspectors (limited staff capacity) in the Directorate.</li> <li>• The administrative process, entailing</li> </ul>



No	Performance Indicator	Responsible official	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on variances
							the actual submission of practical completion certificate by project leader, is still to be completed.
2.2.1.7	Number of planned maintenance projects completed within agreed budget*	DDG: Provincial Public Works	100	403	206	(197) (49%)	Note: The reasons for the consolidated variance of the indicator are analysed below.
	<ul style="list-style-type: none"> <li>Education Facilities</li> </ul>	CD: Education Infrastructure	5	143	60	(83) (58%)	<ul style="list-style-type: none"> <li>Request for increased scope by WCED after tenders were awarded. This directly impacted contract instructions, variation orders and completion within the initially agreed contract period and budget.</li> <li>Projects cancelled due to the contractor withdrawing.</li> <li>Cancellation of contract due to mal-performance.</li> <li>Untimely approval by WCED of submitted recommendations to increase the budget allocations.</li> <li>The development and implementation of NEC framework contracts in preparation for Scheduled Maintenance Programme plans also contributed to lapses in delivery.</li> <li>The conversion from using JBCC to NEC added different steps to the procurement process, had an associated learning curve and added a bit of confusion to the procurement process, causing delays with target</li> </ul>

No	Performance Indicator	Responsible official	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on variances
							dates as sites were handed over later than planned, and subsequently finished later.
	<ul style="list-style-type: none"> <li>Health Facilities</li> </ul>	CD: Health Infrastructure	46	100	48	(52) (52%)	Main reasons: <ul style="list-style-type: none"> <li>Increased scope requested by client department, resulting in more compensation events and extensions of time and affecting contractor progress.</li> <li>Briefs and scopes of work outstanding from client in respect of the capital component of the scheduled maintenance projects caused project delays.</li> </ul>
	<ul style="list-style-type: none"> <li>General Infrastructure</li> </ul>	CD: General Infrastructure	49	160	98	(62) (39%)	Main reasons: <ul style="list-style-type: none"> <li>Some contractors which are involved in maintenance projects were not capable of delivering projects within the stipulated time due to limited experience/expertise. This resulted in contract cancellation and/or penalties levied in certain instances.</li> </ul>

No	Performance Indicator	Responsible official	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on variances
2.4.1.1	Total number of jobs created through construction and maintenance projects*	DDG: Provincial Public Works	11 783	13 600	24 779	11 179 82%	Note: The reasons for the consolidated variance of the indicator are analysed below.
	<ul style="list-style-type: none"> <li>Education Facilities</li> </ul>	CD: Education Infrastructure	7 996	1 600	19 086	17 486 1 093%	<ul style="list-style-type: none"> <li>2014/15 Scheduled Maintenance Programme schools/projects were under construction during the first quarter of 2015/16 and resulted in a concurrent increase in number of jobs created.</li> <li>Estimate figures for 2015/16 were based on initial un-scoped budget amounts from the WCED. Budgets were too low and did not pass IDMS Gate 4 Concept Specification stage to enable feasible and accurate planning.</li> </ul>
	<ul style="list-style-type: none"> <li>Health Facilities</li> </ul>	CD: Health Infrastructure	2 871	5 000	3 539	(1 461) (29%)	<ul style="list-style-type: none"> <li>Incomplete data forms were returned to contractors with guidelines on how to complete the forms accurately. The outstanding poverty alleviation forms are awaited from project leaders.</li> </ul>
	<ul style="list-style-type: none"> <li>General Infrastructure</li> </ul>	CD: General Infrastructure	916	7 000	2 154	(4 846) (69%)	<ul style="list-style-type: none"> <li>Some contractors have not submitted job creation forms, due to lack of enforcement by project leaders. It is difficult to enforce this requirement, as there is no avenue to penalise contractors for non-compliance.</li> </ul>
<b>Sub-programme 2.5: Immovable Asset Management</b>							
2.1.1.2	Number of immovable assets verified in the	D: Property Planning and	N/A	5 353	5 352	(1)	The lower number is due to the difference between acquisitions and disposals of

No	Performance Indicator	Responsible official	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on variances
	Immovable Asset Register in accordance with the mandatory requirements of National Treasury	Information				(0.02%)	properties during the year.
2.3.1.1	Number of PPP projects registered with National Treasury	CD: Provincial PPP	N/A	1	0	(1) (100%)	Resource constraints experienced by the Regeneration Programme, due to existing resources being applied to existing projects in progress, has resulted in no new properties being identified for PPP procurement.  The unit provided ongoing support to the Bitou Municipality in the registration of the Municipality's PPP Accommodation Project during the 2015/16 financial year.
2.3.1.2	Number of PPP projects concluded	CD: Provincial PPP Unit	N/A	1	0	(1) (100%)	Delays experienced with the internal approval process have resulted in the preferred bidder not being appointed and no PPP agreement being concluded. Delays are attributed to financial and budgetary constraints. The PPP process requires compliance to NTR16 which specifies the steps and approval regime. The project has to follow this prescribed route and address the issues as and when they arise both within the Department and with National Treasury before the required approvals can be given. As a result of the delays encountered and approvals not being obtained, the Dorp Street PPP project is yet to be concluded, which project was envisaged to be concluded

No	Performance Indicator	Responsible official	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on variances
							during the 2015/16 financial year.
2.1.1.3	Number of utilisation inspections conducted for office accommodation	Directors: Property Management (Regions 1 & 2)	N/A	150	150	0	-
2.2.1.8	Number of properties acquired for WCG service delivery*	CD: Immovable Asset Management	17	21	19	(2) (10%)	Note: The reasons for the consolidated variance of the indicator are analysed below.
	<ul style="list-style-type: none"> <li>Education Facilities</li> </ul>	D: Property Acquisition	2	7	6	(1) (14%)	The properties acquired (where ownership in the name the PGWC can be demonstrated) during the 2015/16 reporting period include carry-over properties for which transactions were concluded in the previous reporting cycles as a result of the protracted acquisition process which is beyond the control of the Integrated Asset Management (IAM) component. The title deeds and/ or letters from the State Attorney confirming that a title deed has been registered have only been issued and received during the year under review (2015/16).

No	Performance Indicator	Responsible official	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on variances
	<ul style="list-style-type: none"> <li>Health Facilities</li> </ul>	D: Property Acquisition	15	14	13	(1) (7%)	The properties acquired (where ownership in the name of the WCG can be demonstrated) during the 2015/16 reporting period include carry-over properties for which transactions were concluded in the previous reporting cycles, but because of the protracted acquisition process which is beyond the control of the IAM component, the title deeds and/ or letters from the State Attorney confirming that a title deed has been registered have only been issued and received during the year under review (2015/16).
	<ul style="list-style-type: none"> <li>General Infrastructure</li> </ul>	D: Property Acquisition	N/A	-	-	-	-
2.3.1.3	Number of new potential properties identified for inclusion in the Regeneration Programme	D: Regeneration Programme	N/A	6	0	(6) (100%)	<p>13 properties were previously identified and analysed for inclusion in the programme. Of these the Project Steering Committee approved 3 for further planning (Ottery, Worcester and Porter) and placed 4 on hold whilst 4 were dropped.</p> <p>Additional projects were not identified due to the projects already in the pipeline and which was further compounded by capacity issues.</p> <p>Work on these projects continued during 2015/16 as the nature of these projects is such that there is a significant time lag between certain processes in the enabling phase.</p>

No	Performance Indicator	Responsible official	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on variances
2.3.1.4	Number of projects included in the Regeneration Programme which are determined to have development potential	D: Regeneration Programme	N/A	1	0	(1) (100%)	No new projects were included in the programme. Due to the long time lag between each activity, it was not possible to complete certain of these tasks/ activities in the year.
2.3.1.5	Number of projects prepared for hand-over to the Property Steering Committee (PSC)	D: Regeneration Programme	N/A	1	1	0	-
<b>Sub-programme 2.6: Facility Operations</b>							
2.1.1.4	Number of condition assessments conducted on state-owned buildings*	DDG: Provincial Public Works	1 137	525	1 156	631 120%	Note: The reasons for the consolidated variance of the indicator are analysed below.
	<ul style="list-style-type: none"> <li>Education Facilities</li> </ul>	CD: Education Infrastructure	0	330	43	(287) (87%)	In terms of GIAMA, the custodian is required to assess the condition of the immovable assets at least every fifth year. A service provider was previously appointed in terms of two different contracts, covering different periods, to assist the Department in this regard. The first cycle of condition assessments was concluded by 31 March 2015. The reason for the deviation in the current reporting period is due to the fact that the focus during the 2015/16 financial year was largely on the updating and verification of the data on the asset maintenance system rather than actual surveying. The Department has again appointed a

No	Performance Indicator	Responsible official	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on variances
							service provider to assist with the next cycle of condition assessments and the re-surveying process commenced from January 2016.
	<ul style="list-style-type: none"> <li>Health Facilities</li> </ul>	CD: Health Infrastructure	142	75	64	(11) (15%)	In terms of GIAMA, the custodian is required to assess the condition of the immovable assets at least every fifth year. A service provider was previously appointed in terms of two different contracts, covering different periods, to assist the Department in this regard. The first cycle of condition assessments was concluded by 31 March 2015. The reason for the deviation in the current reporting period is due to the fact that the focus during the 2015/16 financial year was largely on the updating and verification of the data on the asset maintenance system rather than actual surveying. The Department has again appointed a service provider to assist with the next cycle of condition assessments and the re-surveying process commenced from January 2016.
	<ul style="list-style-type: none"> <li>General Infrastructure</li> </ul>	CD: General Infrastructure	995	120	1 049	929 774%	Some of the facilities have more than one building on the property and this has led to the over performance. The setting of the target must be re-assessed to take into consideration the actual number of buildings in facilities.



## Strategies to overcome areas of under performance

A number of strategies are being implemented to improve performance:

- *Quality of strategic briefs and subsequent scope changes by client departments:* There will be closer collaboration with the client departments by implementing the following measures: determining service levels including periods for submission and approval; budget allocations to include contingency amounts for anticipated as well as unforeseen conditions and events for all projects and to be managed at programme level; and development and improvement of cost norms and standards to improve and ensure accurate budgeting at inception of projects.
- *Accuracy of target setting:* The Department has the option to refrain from entering targets where projects do not comply with Infrastructure Development Management System requirements before promoting them and where they have not reached Gate 4. Only projects complying will be included as targets in future. Education Infrastructure is planning to commence the preplanning of projects earlier so that Gate 4 is reached well in advance i.e. The Department will work towards having all projects in the MTEF period at Gate 4 which will make it possible to enter better forecasts. Secondly, the Department plans to proactively employ project service providers (PSP) on a term-contract basis for three years to shorten the procurement processes for PSP appointment to issuing of task orders.
- *Changes to project scope:* There will also be improvement at the scope definition stage to try and minimise client/ user department changes and an inclusion of functionality in tenders to assist with the appointment of better-graded contractors. The Department is busy with a revised norms and standards document which is more user-friendly to try and standardise the designs for office accommodation.
- *Poor contractor performance:* This risk will be mitigated at the tender evaluation stage through rigorous evaluation of contractor capacity and past performance.
- *Jobs created:* During the next MTEF period, the norms and standards for the determination of targets for capital works will be investigated and more appropriate target guidelines will be determined for future application. As far as scheduled maintenance and life-cycle maintenance is concerned, the timeous provision of the Infrastructure Development Management System documents based on DORA milestone dates will ensure that the IPIP document will be available earlier in which recommendations for budget allocations per project are realistically based on statistics of average values as well as average construction periods. This process is currently taking place with WCED being advised and engaged with earlier than in previous years. The appointment of capacity consultants has enabled the Department to respond earlier with increased accuracy due to the implied increased staff capacity.
- The Regeneration Programme will re-prioritise and review the current programme of projects in order to identify those projects that can be timeously released.
- The remaining property acquisitions are continuously monitored for progress in respect of transfer with the aim of obtaining the required title deeds. The Programme will review the target setting process for the acquisition of properties to accommodate the carry-over acquisitions resulting from the protracted legal

acquisition process and also take into consideration external factors which may influence performance negatively or positively.

### Changes to planned targets

There were no changes to planned targets.

### Sub-Programme expenditure

Table 22: Programme 2: Public Works Infrastructure: Sub-programme

Sub-Programme		2015/2016			2014/2015		
		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	240 228	220 101	20 127	170 297	169 735	562
2.2	Planning	28 257	27 710	547	130 476	60 796	69 680
2.3	Design	-	-	-	-	-	-
2.4	Construction	325 958	302 299	23 659	319 572	298 419	21 153
2.5	Maintenance	121 907	121 131	776	132 846	131 631	1 215
2.6	Immovable Asset Management	837 188	836 270	918	804 891	766 613	38 278
2.7	Facility Operations	60 352	58 378	1 974	52 009	52 009	-
<b>Total</b>		<b>1 613 890</b>	<b>1 565 889</b>	<b>48 001</b>	<b>1 610 091</b>	<b>1 479 203</b>	<b>130 888</b>

## 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 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 2014/2015	Planned Target 2015/2016	Actual Achievement 2015/2016	Deviation from planned target to Actual Achievement 2015/2016	Comment on deviations
<b>Sub-programme 3.5: Maintenance</b>						
<b>3.1</b>	<b>Enable an efficient road-based transport infrastructure network through maintenance and repair.</b>					
3.1.1	Percentage vehicle kilometres travelled on surfaced roads that are in a fair to very good condition.	n/a	90	90	0	-
<b>Sub-programmes 3.4: Construction and 3.5: Maintenance</b>						
<b>3.2</b>	<b>Support economic growth and empowerment through road-based transport Infrastructure investment.</b>					
3.2.1	Number of work opportunities created.	n/a	6 000	7 706	1 706 28%	The target of 6000 work opportunities was an estimate and deviations above or below such a figure are not always clearly identifiable. The additional work opportunities were as a result of excessive blacktop patching that took place during the 2015/16 financial year - the blacktop patching target was exceeded by 124% and is very labour intensive in nature.

## Performance Indicators

Table 24: Programme 3: Transport Infrastructure: Performance Indicators

No	Performance Indicator	Responsible official	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on deviations
<b>Sub-programme 3.2: Infrastructure Planning</b>							
3.1.1.1	Number of kilometres of surfaced roads visually assessed as per the applicable TMH manual	D: Road Planning	n/a	6 500	6 522	22 0.3%	Marginal over performance. A total of 56 km of gravel roads were upgraded to surfaced standards during 2015/16. However, the visual assessments took place 9 months before the end of the financial year.
3.1.1.2	Number of kilometres of gravel roads visually assessed as per the applicable TMH manual	D: Road Planning	n/a	10 400	10 366	(34) (0.3%)	Marginal under performance. A total of 56 km of gravel roads were upgraded to surfaced standards during 2015/16. However, the visual assessments took place 9 months before the end of the financial year.
<b>Sub-programme 3.4: Construction</b>							
3.1.1.3	Number of kilometres of gravel roads upgraded to surfaced roads	D: Construction and Maintenance	24	105	59	(46) (44%)	Due to unfavourable site conditions and underperformance of the contractor, the 16 km Hemel en Aarde project was not completed before end of March 2016 as planned. Furthermore, due to a data capture error, the "planned" deliverable for the Dysselsdorp projects was incorrectly recorded as 30 km, instead of 3 km, in the 2015/16 APP.

No	Performance Indicator	Responsible official	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on deviations
3.1.1.4	Number of square metres of surfaced roads upgraded	D: Construction and Maintenance	446 228	500 000	102 036	(397 964) (80%)	The planned 340 000 m <sup>2</sup> of the Worcester - Bainskloof project were fully completed before end of March 2015 as well as large portions of the 72 000 m <sup>2</sup> Stellenbosch Arterial and 76 000 m <sup>2</sup> Baden Powell projects (earlier completion than originally anticipated).
3.1.1.5	Number of bridges constructed/ upgraded	D: Construction and Maintenance	7	10	4	(6) (60%)	The planned 3 bridges of the Worcester - Bainskloof project and the 2 bridges of the Stellenbosch Arterial project were fully completed before the end of March 2015 (earlier completion than originally anticipated).
3.1.1.6	Number of culverts constructed/ upgraded	D: Construction and Maintenance	88	85	38	(47) (55%)	As indicated above, the Hemel en Aarde project (3 culverts) has been delayed, furthermore both the Worcester - Bainskloof (15 culverts) and Baden Powell (5 culverts) projects as well as the two flood damage repair projects in the Uniondale (14 culverts) and Van Wyksdorp (13 culverts) areas were all completed in the previous year (earlier completion than originally anticipated).
<b>Sub-programme 3.5: Maintenance</b>							
3.1.1.7	Number of square metres of surfaced roads rehabilitated	D: Construction and Maintenance	n/a	350 000	344 308	(5 692) (2%)	The 5 800 m <sup>2</sup> Buffeljags River project was not completed as planned due to programme changes by the Overberg District Municipality in-house construction team.

No	Performance Indicator	Responsible official	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on deviations
3.1.1.8	Number of square metres of surfaced roads resealed	D: Construction and Maintenance	1 741 772	2 400 000	1 943 853	(456 147) (19%)	None of the Melkbos, Bredasdorp, Ceres or Hermanus resealing projects have been completed yet, mainly due to later than planned commencement dates and project scope creep.
3.1.1.9	Number of kilometres of gravel roads re-gravelled	D: Construction and Maintenance	251	250	239	(11) (4%)	Less regravelling was possible than planned in the Central Karoo and Overberg areas due to the lack of available regravelling material sources. However enough additional regravelling was possible in the other 3 districts resulting in a shortfall of only 4%.
3.1.1.10	Number of square metres of blacktop patching	D: Construction and Maintenance	55 927	50 000	111 860	61 860 124%	There was substantial additional blacktop patching on routine road maintenance (RRM) contracts in the West Coast area. Funds were shifted to eradicate the pothole repair backlog in the area.
3.1.1.11	Number of kilometres of gravel roads bladed	D: Construction and Maintenance	43 595	45 000	49 549	4 549 10%	To a large extent, blading is a routine operation that can be affected by bad weather which makes the identification of deviations difficult.
3.1.1.12	Number of bridges rehabilitated	D: Construction and Maintenance	19	20	13	(7) (35%)	The bridge work on the Worcester-Bainskloof and Glentana projects as well as the Van Wyksdorp and Herbertsdale flood damage repair projects (originally planned to be completed in the first quarter of 2015/16) was completed in the previous financial year.

No	Performance Indicator	Responsible official	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on deviations
3.1.1.13	Number of culverts rehabilitated	D: Construction and Maintenance	18	20	21	1 5%	The Bot River flood damage repair project produced 8 more repaired culverts than planned, but two other planned flood damage projects, Calitzdorp and Herbertsdale (9 culverts in total) were completed in the previous year (earlier completion than originally anticipated).



## 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		2015/2016			2014/2015		
		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	36 576	34 752	1 824	32 849	32 362	487
3.2.	Infrastructure Planning	78 349	78 348	1	84 173	83 046	1 127
3.3.	Infrastructure Design	220 809	216 085	4 724	237 790	237 790	-
3.4.	Construction	1 240 907	1 239 644	1 263	1 128 611	1 126 385	2 226
3.5.	Maintenance	1 617 767	1 605 648	12 119	1 131 481	1 128 279	3 202
<b>Total</b>		<b>3 194 408</b>	<b>3 174 477</b>	<b>19 931</b>	<b>2 614 904</b>	<b>2 607 862</b>	<b>7 042</b>

## 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 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 2014/2015	Planned Target 2015/2016	Actual Achievement 2015/2016	Deviation from planned target to Actual Achievement 2015/2016	Comment on deviations
<b>Sub-programme 4.2: Public Transport Services</b>						
<b>4.1</b>	<b>Enhance mobility and access in municipalities through the development, implementation and management of incremental public and non-motorised transport networks.</b>					
4.1.2	Number of subsidised kilometres operated in terms of the approved timetable.*	n/a	35 750 656	37 495 646	1 744 990 5%	The deviation from the planned target is due to a 2.2% increase in the PTOG allocation for 2015/16 which was communicated by NDoT after the conclusion of the target-setting process for the year under review.
<b>Sub-programme 4.3: Transport Safety and Compliance</b>						
<b>4.2</b>	<b>Improve transport safety through the development and implementation of a public transport safety implementation programme.</b>					
4.2.1	Number of public transport safety implementation programmes implemented.	n/a	0	0	-	-
<b>Sub-programme 4.4: Transport Systems</b>						
<b>4.1</b>	<b>Enhance mobility and access in municipalities through the development, implementation and management of incremental public and non-motorised transport networks.</b>					
<b>4.3</b>	<b>Enhance strategic approach to rail and freight and strengthen coordination with key stakeholders through the development of an implementation programme for rail and freight.</b>					
<b>4.4</b>	<b>Improve support to public and non-motorised transport stakeholders through institutional change initiatives.</b>					
4.1.1	Number of mobility and access enhancement interventions supported.	n/a	0	0	-	-

No	Strategic Objectives / Indicators	Actual Achievement 2014/2015	Planned Target 2015/2016	Actual Achievement 2015/2016	Deviation from planned target to Actual Achievement 2015/2016	Comment on deviations
4.3.1	Number of implementation programmes implemented for rail and freight.	n/a	0	0	-	-
4.4.1	Number of institutional change initiatives.	n/a	0	0	-	-

\* **Note:** The number of kilometres decreases due to the pending rollout of IRT in the City of Cape Town.

## Performance Indicators

Table 27: Programme 4: Transport Operations: Performance Indicators

No	Performance Indicator	Responsible official	Actual Achievement 2014/2015	Planned Target 2015/2016	Actual Achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on deviations
<b>Sub-programme 4.2: Public Transport Services</b>							
4.1.2.1	Number of routes subsidised	D: Land Transport Contracts	2 417	2 460	2 462	2 0.1%	Over-performance is nominal. The increase in the number of routes is as a result of the rescheduling of addition/ reduction of routes to meet passenger demand.
4.1.2.2	Number of kilometres subsidised	D: Land Transport Contracts	36 733 044	35 750 656	37 495 646	1 744 990 5%	The deviation from the planned target is due to a 2.2% increase in the PTOG allocation for 2015/16 which was communicated by NDoT after the conclusion of the target-setting process for the year under review.

No	Performance Indicator	Responsible official	Actual Achievement 2014/2015	Planned Target 2015/2016	Actual Achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on deviations
4.1.2.3	Number of trips subsidised	D: Land Transport Contracts	1 333 276	1 310 624	1 360 113	49 489 4%	Over-performance is nominal. The increase in the number of trips is as a result of the rescheduling of addition/ reduction of routes to meet passenger demand and excess in the subsidised kilometres available for additional trips.
4.1.2.4	Number of Provincial Regulating Entity (PRE) hearings conducted*	-	-	-	-	-	-
<b>Sub-programme 4.3: Transport Safety and Compliance</b>							
4.2.1.1	Number of road safety awareness programmes*	-	-	-	-	-	-
4.2.1.2	Number of schools involved in road safety education programmes*	-	-	-	-	-	-
4.2.1.3	Number of public transport safety programmes developed	D: Land Transport Safety	N/A	1	0	(1) (100%)	The appointment of the service provider was only finalised in January 2016. Subsequent to the appointment, the project scope was redefined. The development of the safety programme will now take place in a phased manner. Phases 1, 2 and 3 were completed during 2015/16. This phased approach will continue until the programme is fully developed in 2017/18.

No	Performance Indicator	Responsible official	Actual Achievement 2014/2015	Planned Target 2015/2016	Actual Achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on deviations
4.2.1.4	Number of road safety awareness interventions conducted	D: Land Transport Safety	N/A	12	13	1 8%	The contributory factor for over performance during the first quarter is due to the requests from stakeholders.
<b>Sub-programme 4.4: Transport Systems</b>							
4.1.1.1	Number of detailed incremental public and non-motorised transport plans developed	D: Land Transport Development and Systems and Freight	N/A	0	0	-	-
4.1.1.2	Number of PPTIF pilot projects initiated	D: Land Transport Development and Systems and Freight	N/A	0	0	-	-
4.3.1.1	Number of Implementation programmes developed for rail and freight	D: Land Transport Development and Systems and Freight	N/A	0	0	-	-
4.4.1.1	Number of institutional change interventions implemented	D: Land Transport Development and Systems and Freight	N/A	0	0	-	-

\* **Note:** These programme performance indicators are reported in Sub-programmes 5.3 Operating licence and permits and 5.4 Law Enforcement respectively.

## 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.

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 Department.

## 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		2015/2016			2014/2015		
		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	3 051	1 568	1 483	3 416	2 878	538
4.2.	Public Transport Services	982 525	981 725	800	876 296	876 102	194
4.3.	Transport Safety and Compliance	30 461	29 960	501	19 464	8 614	10 850
4.4.	Transport Systems	26 804	25 787	1 017	22 036	21 610	426
<b>Total</b>		<b>1 042 841</b>	<b>1 039 040</b>	<b>3 801</b>	<b>921 212</b>	<b>909 204</b>	<b>12 008</b>

## 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 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 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target to actual achievement 2015/2016	Comment on deviations
<b>Sub-programme 5.2: Transport Administration and Licensing</b>						
<b>5.1</b>	<b>Improve governance in the transport regulatory environment.</b>					
5.1.1	Number of governance interventions implemented.	n/a	2	2	0	-
<b>Sub-programme 5.4: Law Enforcement</b>						
<b>5.2</b>	<b>Improve road transport safety.</b>					
5.2.1	Number of road crash fatalities per 100 000 population.	n/a	20	23	(3) (15%)	Increase number of vehicles on Western Cape roads and persistent non-compliance.
<b>5.3</b>	<b>Implement an efficient, effective, and professional traffic management service.</b>					
5.3.1	Number of traffic law enforcement operations implemented.	8 088	7 036	6 941	(95) (1%)	Deviation is nominal.
5.3.2	Number of education and awareness interventions facilitated.	839	440	658	218 50%	Improved partnerships resulted in more interventions conducted. Targets revisited for the next financial year.

## Performance indicators

Table 30: Programme 5: Transport Regulation: Performance Indicators

No	Performance Indicator	Responsible official	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on deviations
<b>Sub-programme 5.2: Transport Administration and Licensing</b>							
5.1.1.1	Number of compliance inspections conducted	D: Transport Administration and Licencing	367	390	390	0	-
<b>Sub-programme 5.3: Operating License and Permits</b>							
5.1.1.2	Number of Provincial Regulating Entity (PRE) hearings conducted	D: Operating License Adjudication	n/a	120	111	(9) (8%)	High-risk hearings were postponed from February 2016 until May 2016.
5.1.1.3	Number of taxi associations held AGM	D: Provincial Public Transport Registration	132	125	98	(27) (22%)	<p>Between April 2015 to March 2016, the Registrar facilitated and finalised 98 AGMs of the 125 target for the year. Reasons for the lower than planned number of AGMs being finalised are:</p> <ul style="list-style-type: none"> <li>Associations that had scheduled their AGMs during the first quarter of 2016 requested postponement because of the Human Rights Day and the Easter weekend break.</li> <li>Forty-three associations went to AGMs but did not meet quorum requirements. These AGMs therefore had to be rescheduled for the new</li> </ul>

No	Performance Indicator	Responsible official	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on deviations
							<p>financial year.</p> <ul style="list-style-type: none"> <li>CATA region wrote to the Acting Provincial Taxi Registrar to request that all AGMs of its affiliate members be postponed due to internal strife.</li> <li>Capacity in the office of the Registrar was negatively affected by transfers and the death of a transport relations officer (TRO).</li> </ul>
<b>Sub-programme 5.4: Law Enforcement</b>							
5.3.1.1	Number of speed operations conducted	D: Traffic Law Enforcement	2 276	2 032	3 085	1 053 52%	More speed operations were conducted on identified routes to address the operational challenges and respond to complaints about excessive speed from different communities.
5.2.1.1	Number of vehicles weighed	D: Traffic Law Enforcement	673 920	209 200	668 101	458 901 219%	Factors that influenced performance include weighbridges which were operational 24 hours a day/ 7 days a week and heavy motor vehicle volumes which increased on provincial routes. Weighbridge operations were planned more effectively.
5.3.1.2	Number of drunken driving operations conducted	D: Traffic Law Enforcement	n/a	1 248	1 421	173 14%	The Department over-achieved on this target as a result of additional unplanned festive season and inter-provincial operations.

No	Performance Indicator	Responsible official	Actual achievement 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target for 2015/2016	Comment on deviations
5.2.1.2	Number of vehicles stopped and checked	D: Traffic Law Enforcement	n/a	1 175 040	1 170 701	(4 339) (0.4%)	Increased service delivery protests and escort duties prevented the achievement of this target.
5.2.1.3	Number of road safety awareness programmes	D: Road Safety Management	634	230	384	154 67%	Partnership with stakeholders resulted in more interventions being conducted. The target will be adjusted for 2016/17.
5.2.1.4	Number of schools involved in road safety education programme	D: Road Safety Management	362	330	281	(49) (15%)	Staff losses in Eden, Overberg and West Coast caused underperformance.
5.3.2.1	Number of students successfully completing formal traffic training courses as a percentage of students enrolled for formal training courses	D: Traffic Training and Development	n/a	130 (85%)	149 (94%)	19 15%	The Directorate Traffic Training and Development presented training courses accredited by the Road Traffic Management Corporation and SASSETA. A total of 159 learners attended courses and 149 were found competent, a 93.7% success rate. The high success rate can be attributed to a learner-focused approach in which learners are being provided with opportunities to grow and develop in order to be certified as competent.

## Strategies to overcome areas of under performance

There will be effective coordination between multiple road-safety stakeholders to align enforcement, education, engineering and intelligence initiatives.

Future taxi association AGMs will be scheduled to ensure quorums are met. Furthermore, the capacity challenges within the Provincial Registrar will be addressed.

## 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		2015/2016			2014/2015		
		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	7 663	7 662	1	4 872	4 835	37
5.2.	Transport Administration and Licensing	319 640	319 629	11	289 871	285 695	4 176
5.3.	Operator Licence and Permits	52 646	52 645	1	52 627	52 627	-
5.4.	Law Enforcement	280 774	280 739	35	233 097	233 097	-
<b>Total</b>		<b>660 723</b>	<b>660 675</b>	<b>48</b>	<b>580 467</b>	<b>576 254</b>	<b>4 213</b>

## 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 coordination 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.

The 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 2014/2015	Planned target 2015/2016	Actual achievement 2015/2016	Deviation from planned target to actual achievement 2015/2016	Comment on deviations
<b>Sub-programme 6.3: Innovation and Empowerment</b>						
6.1	<b>To contribute to sustainable economic and employment growth in communities through construction related development and empowerment interventions.</b>					
6.1.1	Number of construction industry empowerment programmes sustained.	n/a	3	3	0	-
<b>Sub-programme 6.4: EPWP Provincial Coordination and Compliance Monitoring</b>						
6.2	<b>Facilitate provincial coordination and monitoring of EPWP activities amongst all implementing bodies.</b>					
6.2.1	Number of Provincial EPWP Forums maintained.	n/a	12	12	0	-

## Performance Indicators

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

No	Performance Indicator	Responsible official	Actual achievement 2013/2014	Planned target 2014/2015	Actual achievement 2014/2015	Deviation from planned target for 2014/2015	Comment on deviations
<b>Sub-programme 6.3: Innovation and Empowerment</b>							
6.1.1.1	Number of beneficiary empowerment interventions	D: Construction Industry Innovation and Empowerment	4	3	3	0	-

No	Performance Indicator	Responsible official	Actual achievement 2013/2014	Planned target 2014/2015	Actual achievement 2014/2015	Deviation from planned target for 2014/2015	Comment on deviations
<b>Sub-programme 6.4: EPWP Provincial Coordination and Compliance Monitoring</b>							
6.2.1.1	Number of public bodies reporting on EPWP targets within the Province*	D: EPWP Coordination and Compliance Monitoring	n/a	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	D: EPWP Coordination and Compliance Monitoring	n/a	80	88	8 10%	The National Department of Public Works introduced a new reporting system in June 2015. Additional group training and one-on-one training sessions were facilitated to ensure public bodies report by 15 July when system closes for quarterly reporting.

\* **Note:** Target indicator is not cumulative. N/a means this indicator was not reported on in applicable years.



## Strategy 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 34: Programme 6: Community-Based Programmes: Sub-programme expenditure**

Sub-Programme Name		2015/2016			2014/2015		
		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	2 412	1 929	483	3 678	2 182	1 496
6.2	Community Development*	-	-	-	-	-	-
6.3	Innovation and Empowerment	36 841	30 956	5 885	28 363	26 233	2 130
6.4	EPWP Coordination and Compliance Monitoring	14 910	13 700	1 210	15 151	13 576	1 575
<b>Total</b>		<b>54 163</b>	<b>46 585</b>	<b>7 578</b>	<b>47 192</b>	<b>41 991</b>	<b>5 201</b>

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

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## 5 Transfer payments

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### 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 2015 to 31 March 2016 per Programme.

## Programme 1: Administration

The table below reflects the transfer payments made for the period 1 April 2015 to 31 March 2016 by Programme 1: Administration.

**Table 35: Programme 1: 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
Cape Winelands	To review and update municipal ITP in terms of the National Land Transport Act, 2009 (Act No. 5 of 2009).	Complied	900	804	The Integrated Transport Plan was concluded over a two-year period. The amount contracted was lower than originally planned. The project has been finalised and is currently awaiting council approval whereafter it will be submitted to the Provincial Minister of Transport and Public Works for final approval.
Eden		Complied	900	734	The Integrated Transport Plan was concluded over a two-year period. The amount contracted was lower than originally planned. The project has been finalised and is currently awaiting council approval whereafter it will be submitted to the Provincial Minister of Transport and Public Works for final approval.
George		Complied	600	175	George Municipality requested a deviation as it had recently completed a Comprehensive Integrated Transport Plan and wanted to avoid duplication of work. It was decided to conduct a road signs audit and the full allocation will be spent during the Municipality's financial year. The project has started as per the inception report.
Stellenbosch		Complied	600	600	The Integrated Transport Plan was concluded over a two-year period. The amount contracted was lower than originally planned. The project has been finalised and is currently awaiting council approval whereafter it will be submitted to the Provincial Minister of Transport and Public Works for final approval.
<b>Total</b>			<b>3 000</b>	<b>2 313</b>	

In terms of monitoring, the unit responsible for the transferring of funds for the updating of integrated transport plans utilises a reporting template that is distributed monthly to the local municipalities for completion. Municipalities certify that work reported on was completed as per the project programme and that the amounts reported on were spent for the purpose of the project, as per the Grant framework. At departmental level, transfers are monitored through the In-Year Monitoring and Reporting process.

## 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 to be owned properties.

**Table 36: Programme 2: Transfer payments**

Name of transferee	Amount transferred (R'000)
Beaufort West	1 793
Bellville	86 747
Berg River	1 078
Bitou	769
Blaauberg	11 065
Breedde Valley	2 556
Cape Agulhas	547
Cape Town	214 907
Cederberg	960
Drakenstein	14 385
George	6 346
Hessequa	1 903
Kannaland	2 257
Knysna	2 264
Laingsburg	271
Langeberg	1 106
Matzikama	1 215
Mossel Bay	257
Oostenberg	20 391
Oudtshoorn	5 069
Overstrand	1 432
Prince Albert	111
Saldanha Bay	4 072
Somerset West	59
Stellenbosch	8 794
Swartland	2 151
Swellendam	1 664
Theewaterskloof	3 660
Vredendal	7
Witzenberg	5 148
<b>Total</b>	<b>402 984</b>

Payment of property rates is monitored on a monthly basis through the In-Year expenditure Monitoring and Reporting process.

Name of transferee	Purpose for which the funds were used	Amount transferred (R'000)	Amount spent by the entity (R'000)	Reasons for the funds unspent by the entity/ difficulties experienced
Saldanha Bay	To contribute towards the Vredenburg Urban Renewal project for the acquisition of land.	35 257	0	The Municipality appointed a local law firm to draft formal offers to purchase erven from the individual land owners. R33 894m was paid into the trust account of the local law firm and negotiations have commenced with the land owners of erven 1417, 1439, 3470, 8712, 1437 and 2786. Offers to purchase have been signed for all except one erf.

### Programme 3: Transport Infrastructure

The table below reflects the transfer payments made for the period 1 April 2015 to 31 March 2016 for Programme 3: Transport Infrastructure.

**Table 37: Programme 3: 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
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	23 200	2 905	Transport for Cape Town (TCT) indicated that the Rehabilitation of Metro roads (Boyces Drive), will be spent by 30 June 2016. The Integrated Transport Plan must be aligned to Departmental requirements.
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).	Complied	28	28	
Berg River		Complied	82	82	
Bitou		Complied	765	765	
Breede Valley		Complied	129	129	
Cape Agulhas		Complied	57	57	
Cederberg		Complied	62	62	
Drakenstein		Complied	14 579	14 579	
George		Complied	355	355	
Hessequa		Complied	95	95	
Knysna		Complied	53	53	
Laingsburg		Complied	30	30	
Langeberg		Complied	120	120	
Matzikama		Complied	59	59	

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	35	35	
Oudtshoorn		Complied	96	96	
Overstrand		Complied	114	114	
Prince Albert		Complied	30	30	
Saldanha Bay		Complied	107	107	
Swartland		Complied	9 948	9 948	
Swellendam		Complied	15	15	
Theewaterskloof		Complied	114	114	
Witzenberg		Complied	4 007	4 007	
<b>Total</b>			<b>54 080</b>	<b>33 785</b>	

The transfers are monitored through the In-Year expenditure Monitoring and Reporting and Grant Framework reporting processes. In general, the Department only transfers the funding once B Category municipalities have submitted proof of work done via claims of actual expenditure. Service-level agreements are concluded with all the municipalities.

## Programme 4: Transport Operations

The table below reflects the transfer payments made for the period 1 April 2015 to 31 March 2016 by Programme 4: Transport Operations.

**Table 38: 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 assist the Passenger Rail Authority of South Africa (PRASA) and the City of Cape Town with interventions in the immediate, short and long term to improve rail safety along the South Peninsula Transport Corridor.	Complied	4 000	0	The funds were transferred during March 2016 and the contractor will now be appointed.
	To sustain the movement of people in the public transport system with a focus on persons with special needs.	Complied	10 000	10 000	-
Drakenstein	To develop, implement and promulgate impoundment facilities in accordance with the National Land Transport Act, 2009 (Act 5 of 2009).	Complied	5 300	0	Funds were transferred during March 2016 for the construction of an impoundment facility. Construction has commenced and is on schedule.



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
George	<p>"To enable George Municipality to implement a public transport service as contemplated in the GIPTN.</p> <p>To provide supplementary funding towards infrastructure for 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>	Complied	129 230	76 081	Two transfers were made to the Municipality. The first transfer was effected in October 2015 to the value of R55 230 000. In November 2015 a further transfer of R74 000 000 was approved for the construction of critical infrastructure and to off-set the operational shortfall. The funds were transferred in January 2016. Funds will be spent in full by the end of June 2016.
<b>Total</b>			<b>148 530</b>	<b>86 081</b>	

The table below shows transfers to private enterprises.

**Table 39: 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	Golden Arrow Bus Services (GABS)	Public Transport Operations Grant Subsidy to the bus operator.	Complied	796 580	796 580	-
<b>Total Transfer to private enterprises:</b>				<b>796 580</b>	<b>796 580</b>	

**Table 40: Programme 4: Transfer payments budgeted**

Name of transferee	Name of transferee	Purpose for which the funds were to be used	Amount budgeted for (R'000)	Amount transferred (R'000)
Private enterprise	Eden Municipality (George)	George Mobility Strategy Trust	195	195

The transfers are monitored through the In-Year expenditure Monitoring and Reporting and Grant Framework reporting processes. Transfers to the transferees are further monitored through the receipt of progress and expenditure reports as stipulated in the relevant memoranda of agreement (MOAs).

### 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 2015 to 31 March 2016, but where no payments were made.

#### Programme 3: Transport Infrastructure

**Table 41: 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
Kannaland	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).	31	0	Subsidies are paid if proof of actual expenditure on subsidisable road maintenance work can be provided to the Department. No subsidy was claimed by the municipality during 2015/16.

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
Stellenbosch		308	0	Subsidies are paid if proof of actual expenditure on subsidisable road maintenance work can be provided to the Department. No subsidy was claimed by the municipality during 2015/16.
<b>Total</b>		<b>339</b>	<b>0</b>	

## 6 Conditional grants

### 6.1 Conditional grants and earmarked funds paid

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

### 6.2 Conditional grants and earmarked funds received

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

#### *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"> <li>Road maintenance and the maintenance of buildings.</li> </ul>
Expected outputs of the grant	<ul style="list-style-type: none"> <li>Improved quality of life for poor people and increased social stability through engaging the previously unemployed in paid and productive activities.</li> <li>Reduced levels of poverty.</li> <li>Contribute towards increased levels of employment.</li> <li>Improved opportunities for sustainable work through experience and learning gained.</li> </ul>
Actual outputs achieved	<ul style="list-style-type: none"> <li>1 071 work opportunities created</li> <li>390 FTEs.</li> </ul>
Amount per amended DORA (R'000)	9 515
Amount received (R'000)	9 515
Reasons if amount as per DORA was not received	n/a
Amount spent by the Department (R'000)	9 515
Reasons for the funds unspent by the entity	n/a
Monitoring mechanism by the receiving Department	Monthly report through the In-Year Monitoring Reporting, Quarterly Reporting, Evaluation Reporting and Monthly 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"> <li>To supplement provincial investments for routine, periodic and special maintenance.</li> <li>To ensure all roads are classified as per RISFSA and the Road Classification and Access Management (RCAM) guidelines.</li> <li>To implement and maintain a Road Asset Management System (RAMS).</li> <li>To supplement provincial projects for the repair of roads and bridges damaged by declared natural disasters.</li> <li>To improve the state of the road network serving electricity generation infrastructure.</li> <li>To improve road safety with a special focus on pedestrian safety in rural areas.</li> </ul>
Expected outputs of the grant	<ul style="list-style-type: none"> <li>Road classification processes 100 per cent completed and continually maintained, including all newly proclaimed, constructed and upgraded roads.</li> <li>Fully functional RAMS in line with minimum requirements for a provincial road authority.</li> <li>Network conditions assessment and determination of project list from the RAMS.</li> <li>The following will be measured against 2015/16 targets defined in the final Road Asset Management Plan (RAMP). <ul style="list-style-type: none"> <li>Number of lane-kilometres of surfaced roads rehabilitated;</li> <li>Number of lane kilometres of surfaced roads resealed (overlay or resealed);</li> <li>Number of m<sup>2</sup> of blacktop patching (including pothole repairs);</li> <li>Number of kilometres of gravel roads re-gravelled; and</li> <li>Number of kilometres of gravel roads bladed.</li> </ul> </li> <li>Submission of updated road condition data (paved and unpaved), traffic data and bridge condition report by 28 August 2015.</li> <li>Number of work opportunities created against a target of 223 295.</li> <li>Number of FTE jobs created against a target of 63 105.</li> </ul>
Actual outputs achieved	<p>All roads are classified as per RISFSA and RCAM guidelines. Road are being reclassified as they are constructed or upgraded.</p> <p>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 (AADT) estimates whenever traffic counts are used for analysis.</p> <p>Visual condition assessments were completed for the managed road network.</p> <p>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 will be conducted in 2016.</p>

	The following performance was recorded for the 2015/16 financial year:		
	<b>Indicator</b>	<b>Target value</b>	<b>Achieved value</b>
	Kilometer of gravel roads upgraded	105	59
	Square metres of surfaced roads upgraded	500 000	102 036
	Number of bridges constructed/ upgraded	10	4
	Number of culverts constructed/ upgraded	85	38
	Square metres of surfaced roads rehabilitated	350 000	344 308
	Square metres of surfaced roads resealed	2 400 000	1 943 853
	Kilometers of gravel roads regavelled	250	239
	Square metres of blacktop patching	50 000	111 860
	Kilometres bladed	45 000	49 549
	Number of bridges repaired/ rehabilitated	20	13
	Number of culverts repaired/ rehabilitated	20	21
Amount per amended DORA (R'000)	858 962		
Amount received (R'000)	858 962		
Reasons if amount as per DORA was not received	n/a		
Amount spent by the Department (R'000)	858 962		
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 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"> <li>• Subsidy per trip operated.</li> <li>• Subsidy per kilometre operated.</li> <li>• Subsidy per passenger.</li> <li>• Subsidy per vehicle.</li> <li>• Number of vehicles subsidised.</li> <li>• Number of cumulative annual vehicles subsidised.</li> <li>• Number of scheduled trips.</li> <li>• Number of trips operated.</li> <li>• Passengers per kilometre operated.</li> <li>• Passengers per trip operated.</li> <li>• Employees per vehicle.</li> </ul>		
Actual outputs achieved	Subsidy per trip operated.	R586.04	
	Subsidy per kilometre operated.	R21.24	
	Subsidy per passenger.	R14.19	
	Subsidy per vehicle.	R63 544	
	Number of vehicles subsidised.	1 045	
	Number of cumulative annual vehicles subsidised.	12 543	
	Number of scheduled trips.	1 364 218	
	Number of trips operated.	1 360 113	
	Passengers per kilometre operated.	1.44	
	Passengers per trip operated	40.33	
	Employees per vehicle.	1.4	
Amount per amended DORA (R'000)	796 580		
Amount received (R'000)	796 580		
Reasons if amount as per DORA was not received	n/a		
Amount spent by the Department (R'000)	796 580		
Reasons for the funds unspent by the entity	n/a		
Monitoring mechanism by the receiving Department	The Department used an electronic monitoring solution which yielded between 90 – 94% of verified claims. In-Year Monitoring Reporting, Quarterly Reporting, Evaluation Reporting and Compliance Reporting.		

## 7 Donor funds

The Department did not receive donor assistance.

## 8 Capital investment

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

Infrastructure projects	2015/2016			2014/2015		
	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	77 011	76 464	547	157 702	88 022	69 680
<b>Existing infrastructure assets</b>	<b>3 416 468</b>	<b>3 378 352</b>	<b>38 116</b>	<b>2 884 025</b>	<b>2 856 717</b>	<b>27 308</b>
Upgrades and additions	587 134	587 134	0	530 009	527 808	2 201
Rehabilitation, renovations and refurbishments	2 050 737	2 027 078	23 659	1 669 709	1 648 556	21 153
Maintenance and repairs	778 597	764 140	14 457	684 307	680 353	3 954
<b>Infrastructure transfer</b>	<b>91 012</b>	<b>89 337</b>	<b>1 675</b>	<b>40 728</b>	<b>40 240</b>	<b>488</b>
Current	3 000	2 588	412	2 500	2 260	240
Capital	88 012	86 749	1 263	38 228	37 980	248
<b>Total</b>	<b>3 584 491</b>	<b>3 544 153</b>	<b>40 338</b>	<b>3 082 455</b>	<b>2 984 979</b>	<b>97 476</b>

### 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	2015/2016			2014/2015		
	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	28 257	27 710	547	130 476	60 796	69 680
<b>Existing infrastructure assets</b>	<b>508 217</b>	<b>481 808</b>	<b>26 409</b>	<b>504 427</b>	<b>482 059</b>	<b>22 368</b>
Upgrades and additions	-	-	-	-	-	-
Rehabilitation, renovations and refurbishments	325 958	302 299	23 659	319 572	298 419	21 153
Maintenance and repairs	182 259	179 509	2 750	184 855	183 640	1 215
<b>Infrastructure transfer</b>	<b>35 257</b>	<b>35257</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Current	-	-	-	-	-	-
Capital	35 257	35 257	-	-	-	-
<b>Total</b>	<b>571 731</b>	<b>544 775</b>	<b>26 956</b>	<b>634 903</b>	<b>542 855</b>	<b>92 048</b>

The underspending on new and replacement assets is as a result of slower than expected progress caused by delays in key deliverables on projects, resulting in reduced payments to transaction advisors. The underspending on rehabilitations, renovations and refurbishment is as a result of slower than planned capital expenditure on the modernisation programme, mainly due to insufficient decanting space and a lack of internal capacity. The underspending on maintenance and repairs is as a result of contracts being finalised later than expected and the inability of the appointed contractors to accelerate project progress to offset the early tender delays.

The Department 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 Department is also appointed as the custodian of all immovable assets in the Province (excluding the Human Settlements properties). As the custodian, the Department funds 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 Departments of Education and Health respectively. The Department is the implementing agent for provincial infrastructure and, as such, is also accordingly responsible for the delivery of education and health facilities, inclusive of maintenance.

The U-AMPs of the user departments have generally improved compared to the previous reporting period, allowing the Department to take more informed decisions in terms of acquisitions, disposals and allocation of budgets. As a result of improved U-AMPs, the

Department also compiled an improved C-AMP compared with that of the previous reporting period.

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. One of the aims of the C-AMP is to assist in these choices, and in so doing, assist the 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 DoH and WCED).

The key PPP project at 13 Dorp Street to replace certain leased-in head office space in the CBD envisages the design, construction and maintenance of the office block to be provided by the successful bidder, but with a capital contribution being made by the WCG.

A further initiative is to construct own office accommodation. Over the MTEF period, the following key office accommodation projects will be attended to: Khayelitsha Shared Services Centre (already in progress), Karl Bremer Regional Office (DoH) and Ottery (WCED).

As part of the drive to be more efficient and reduce the costs of office accommodation (both leased-in and owned), the Department implemented the norm of an average of 15 m<sup>2</sup> (gross) per staff member. This is to reduce the amount of space leased-in from property owners and to increase the occupation density of existing owned accommodation to achieve greater efficiencies.

A major focus over the next three to four years is to continue with office modernisation of the Cape Town CBD office buildings, and, where feasible, also outside the CBD. This will have a considerable impact on the amount of space leased-in. The aim of the modernisation programme is to reduce expenditure on leased-in accommodation/buildings, reduce under-utilisation and inefficient use of owned buildings, prevent the under-utilisation of buildings, and eliminate buildings which pose health hazards and are unpleasant working environments. The emphasis is on better and more efficient utilisation of existing office space.

**Table 42: Programme 2: Capital projects currently under construction**

Capital projects in progress				
Region/ District	Municipality	Project name	Project description	Expected completion date
Across regions and districts	Across regions and districts	Access control: All provincial government buildings managed by General Buildings	New and replacement of access control	31/03/2018
Across regions and districts	Across regions and districts	Provincial Ministers' Residences security upgrade	Security upgrades for Provincial Minister residences	31/03/2018
CoCT	CoCT	27 Wale Street façade repair	Repair of the spalling of concrete and reseal façade for protection against moisture ingress into the concrete	04/05/2016
CoCT	CoCT	Bellville Regional Offices for DoH Karl Bremer	New office building for DoH regional administration	20/10/2016
CoCT	CoCT	Gene Louw Traffic College - new test track and pit	New Vehicle Test Track & Inspection Pit	31/05/2016
CoCT	CoCT	Alexandra Precinct - upgrade exam reprographic centre and EDO Central	Upgrade of WCED's exam reprographic centre & EDO central	31/03/2017
CoCT	CoCT	CTLI: EDULIS facility relocation from Middestad mall to Kuils River	Extension & upgrade of existing library	23/12/2016
Cape Winelands	Stellenbosch	Elsenburg Sewer and Water Upgrade	Connecting of sewer from the dairy to the oxidation ponds and the upgrading of the main water feed to Elsenburg	31/03/2017
Oostenberg	Bellville	Stikland Registry	Conversion of dis-used laundry to bulk registry facility for DoH	30/09/2016
Overberg District	Across municipalities	Kogelberg Phase 2 Management Infrastructure	New office accommodation	31/08/2016
Langeberg	Heidelberg	Grootvadersbosch Water Purification and Sewerage Plant for Cape Nature	Improvement of bulk services (water and sewerage)	24/06/2016
CoCT	CoCT	Modernisation - 9 Dorp Street	Office space modernisation (ground and 1 <sup>st</sup> floors)	31/08/2016
CoCT	CoCT	Modernisation - 4 Dorp Street	Office space modernisation (4 <sup>th</sup> , 7 <sup>th</sup> , 8 <sup>th</sup> , 9 <sup>th</sup> and 24 <sup>th</sup> floors)	31/10/2016

Capital projects in progress				
Region/ District	Municipality	Project name	Project description	Expected completion date
CoCT	CoCT	Modernisation - 27 Wale Street	Office space modernisation (4 <sup>th</sup> and 5 <sup>th</sup> floors)	30/06/2016
Eden	George	Lifts - York Park	Installation of new lifts	29/02/2017
CoCT	CoCT	Modernisation - Goulburn Centre	Office space modernisation (4 <sup>th</sup> and 5 <sup>th</sup> floors)	31/05/2016
CoCT	CoCT	Modernisation - Alfred Street Complex Phase II	Office space modernisation (4th floor - Cape Medical Depot)	31/05/2016

The current estimated backlog amounts to R4 042 million for all buildings to be upgraded to a minimum Condition Grade level of C3. This estimated amount includes professional fees and VAT and is divided amongst the three portfolios as follows:

- Education R3 472 million
- Health R360 million
- General R210 million

These amounts are derived from the building audit and the following must be noted when interpreting the above figures:

- The figures are estimates and have been extrapolated and updated to include the entire portfolio. Where practical and feasible all buildings were condition assessed.
- The above estimated figures are based on the assumption that every building component (e.g. floor finish, wall finish, ceiling, door, roof covering, etc.) that has been assessed to be in a condition grade of less than C3 will be replaced.

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 maintenance budgets for both Education and Health infrastructure decreases marginally over the 2016 MTEF period.

With regard to General Buildings, all attempts are made to rehabilitate and replace critical components in buildings and to modernise provincial government buildings. This will contribute significantly to reducing the maintenance backlog. The maintenance budget for provincial government buildings amounts to approximately R2,6 billion over the 2016 MTEF cycle.

The budget allowed for maintenance over the 2016 MTEF period is reflected in the table below.

	2016/17 (R'000)	2017/18 (R'000)	2018/19 (R'000)
Education	450 644	385 729	392 561
Health	336 164	301 779	284 106
Environmental Affairs and Development Planning	9 521	9 767	9 598
General Buildings	207 519	207 323	219 347

The size of the immovable asset holding remained relatively constant during the reporting period. Five properties were disposed of during 2015/16. In addition, approval was obtained to demolish three buildings, including 13 Dorp Street, Cape Town. A total of 19 properties were acquired during the year. The budget allocation for General Buildings includes operational maintenance, cleaning of erven and cleaning services.

To ensure that the Department'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.

The following major maintenance projects were undertaken:

Major maintenance projects	
Project description	Project stage
Kuilsriver Sports School: Refurbishment of 4 hostels, as well as replacement of perimeter fence and street lights	Retention
Cape Town: Leeuwenhof Estate: Phase 1	Construction
Alfred Street Complex replacement of passenger and goods lifts	Construction

## 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	2015/2016			2014/2015		
	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	48 754	48 754	-	27 226	27 226	-
<b>Existing infrastructure assets</b>	<b>2 908 251</b>	<b>2 896 544</b>	<b>11 707</b>	<b>2 379 598</b>	<b>2 374 658</b>	<b>4 940</b>
Upgrades and additions	587 134	587 134	-	530 009	527 808	2 201
Rehabilitation, renovations and refurbishments	1 724 779	1 724 779	-	1 350 137	1 350 137	-
Maintenance and repairs	596 338	584 631	11 707	499 452	496 713	2 739
<b>Infrastructure transfer</b>	<b>55 755</b>	<b>54 080</b>	<b>1 675</b>	<b>40 728</b>	<b>40 240</b>	<b>488</b>
Current	3 000	2 588	412	2 500	2 260	240
Capital	52 755	51 492	1 263	38 228	37 980	248
<b>Total</b>	<b>3 012 760</b>	<b>2 999 378</b>	<b>13 382</b>	<b>2 447 552</b>	<b>2 442 124</b>	<b>5 428</b>

The overspending on upgrades and additions is as a result of accelerated roads infrastructure delivery. The underspending on rehabilitation, renovations and refurbishments is as a result of progress on capital projects being slower than anticipated due to the lack of available construction material and poor working conditions, mostly weather related, as well as the slow process relating to the expropriation of land. The underspending on capital infrastructure transfers is as a result of the transfer payment to Drakenstein Municipality not being effected due to slower than planned execution of infrastructure project.

The Programme to implement the capital, investment and asset management plan was executed according to plan and the allocated budget was spent.

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

**Table 43: Programme 3: Capital projects currently in construction**

District	Local	Project name	Detailed description	Commencement date	Completion date	Project cost (R'000)
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.	21/04/2015	07/10/2017	241 241
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	08/02/2017	18 164
Cape Winelands	Drakenstein Local Municipality	C0999: Rehab DR01108 between Old Paarl Road & Agter-Paarl	Rehab of DR01108 between Old Paarl Road and Agter-Paarl.	02/07/2015	06/10/2016	72 490
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).	06/10/2015	12/09/2016	111 321
Cape Winelands	Langeberg Local Municipality	C0818: Rehab TR31/2 - Ashton/Montagu	The rehabilitation of TR31/2 between Ashton and Montagu.	06/08/2015	02/08/2018	618 585
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).	04/03/2016	17/03/2017	24 062
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	11/02/2017	15 543
Cape Winelands	Stellenbosch Local Municipality	C1003: Rehab MR00189 Old Paarl Road - Bloekombos	Rehabilitation of MR00189, Old Paarl Road between Bloekombos and Klein Joostenberg.	11/05/2015	17/12/2016	68 815



District	Local	Project name	Detailed description	Commencement date	Completion date	Project cost (R'000)
Cape Winelands	Stellenbosch Local Municipality	C1054.03: Culvert Replacement on MR00027(R44) - CW/Stellenbosch (SMEC)	Replacement of drainage structure on MR27 (R44) at km23 (Avantuur Estate).	10/11/2015	15/06/2016	10 882
Cape Winelands	Witzenberg Local Municipality	C0997: Reseal MR201 (km 0 - km 8.90) & MR305 (km 2.3 - km 4.66) 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.	14/10/2015	09/09/2016	54 964
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.	17/08/2015	01/06/2016	37 222
Cape Winelands	Witzenberg Local Municipality	CWDM/2013/IMMS 8003 - Upgrade on DR1440 (0.26 - 9.48)km Kluitjieskraal	Upgrade on DR1440 (0.26 - 9.48)km Kluitjieskraal.	18/07/2014	31/05/2016	47 241
Cape Winelands	Witzenberg Local Municipality	CWDM/2016/IMMS 8004 - Upgrade on DR1459 (1.18 - 2.85)km Grootshuur	Upgrade on DR1459 (1.18 - 2.85)km Grootshuur.	14/01/2016	15/06/2016	14 000
Central Karoo	Beaufort West Local Municipality	CKDM/2012/IMMS 4096 - Regravelling on DR2308 (0 - 30.5)km	Regravel on DR2308 (0 - 30.5)km.	07/12/2015	27/04/2016	4 203
Central Karoo	Central Karoo District Municipality	CKDM/2015/IMMS 4107 - Short-Section Regravelling on MR369	Short-Section Regravelling on MR369.	01/02/2016	25/04/2016	5 355
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.	04/11/2015	30/11/2016	49 960
Central Karoo	Laingsburg Local Municipality	C1051.01: Flood Damage Repairs in Laingsburg North Area - Laingsburg to Matjiesfontein (AURECON)	Flood damage repairs in the Laingsburg area between Matjiesfontein and Leeu Gamka.	11/01/2016	28/02/2017	20 588

District	Local	Project name	Detailed description	Commencement date	Completion date	Project cost (R'000)
Central Karoo	Laingsburg Local Municipality	CKDM/2015/IMMS 2101 - Flood Damage Repair of Drainage Structures on MR374 (Nov 2013/Jan 2014)	The repair and construction of concrete structures on MR374 caused during the flood damage of November 2013 - January 2014.	11/08/2015	30/06/2016	1 000
CoCT	CoCT	C0799.02: Flood Damage Repairs and installation of landslide mitigation measures on CPD	Permanent Flood damage repairs and installation of further landslide mitigation structures on Chapmans Peak Drive.	18/02/2014	02/04/2016	70 284
CoCT	CoCT	C0992: Resurfacing TR07701 between Otto du Plessis bridge & Melkbos	Resurfacing of TR07701, both carriageways, between Otto du Plessis bridge and Melkbos.	23/02/2015	29/04/2016	74 337
CoCT	CoCT	C1005: Upgrade DR01123 between Perdeberg & Klipheuwel	Upgrade of DR01123 (Slent Road) between Dagbreek (Perdeberg) and Klipheuwel.	23/03/2016	22/06/2017	85 006
CoCT	CoCT	C1038.01: New Streetlighting on TR01101 (N7)	Installation of street lighting on TR01101 (N7).	29/10/2015	17/05/2016	13 510
CoCT	CoCT	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	18/10/2017	197 464
CoCT	CoCT	C1041: Reseal of TR77/1 from km 24.59 to km 49.00 and MR199 from km 13.90 to km 22.46	Reseal of TR07701 from km 24.59 - km 49.00 (Melkbos to West Coast boundary) and MR00199 from km 13.90 - km 22.46 (Melkbos to N7).	01/09/2015	22/07/2016	68 726
CoCT	CoCT	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	07/09/2016	41 772

District	Local	Project name	Detailed description	Commencement date	Completion date	Project cost (R'000)
CoCT	CoCT	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.	19/02/2016	03/02/2019	536 104
CoCT	CoCT	C1052.02: Repair of Cutting at Site 1 & Slope Failure at Site 5 near Millers Point on MR00101 - Unicity (BERGSTAN)	Stabilizing of Cutting at Site 1 and Slope Repair of Failure on MR101 (M4) near Millers Point that occurred during in 2013/2014.	17/11/2015	20/05/2016	14 058
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).	12/10/2015	22/11/2016	91 110
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 a sidewalk from Melkhoutfontein (km 21.5) to km 26 at Stillbay.	02/03/2016	24/12/2017	155 921
Eden	Hessequa Local Municipality	C1054.04: Flood Damage Repairs of Gouritz River bridge - Eden/Hessequa (SMEC)	Flood Damage Repairs of Gouritz River low level bridge at Melkhoutfontein & Albertinia Area - Flood Damage Repairs - Eden/HessequaCK/Laingsburg (AURECON).	15/10/2015	29/04/2016	15 203
Eden	Kannaland Local Municipality	C1053.01: Flood Damage Repairs in Ladismith West Area - Eden/Kannaland (HATCH)	Flood damage repairs in the Ladismith West Area.	15/03/2016	03/06/2017	24 069
Eden	Kannaland Local Municipality	EDM/2015/IMMS 4862 - Rehabilitation of DR1699 (0.0 - 1.2)km Calitzdorp	Rehabilitation of DR1699 (0.0 - 1.2)km Calitzdorp.	01/07/2015	31/05/2016	17 988

District	Local	Project name	Detailed description	Commencement date	Completion date	Project cost (R'000)
Eden	Mossel Bay Local Municipality	C0865.09: Flood Damage Repair to Outeniquasdrift near Herbertsdale DR1572	Repair of flood damage to Outeniquasdrift over the Gouritz River (DR1572) near Herbertsdale on an alternative Route.	01/10/2008	23/05/2023	42 010
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.	02/03/2016	17/12/2016	31 609
Eden	Oudtshoorn Local Municipality	C1007.03: Construction of new Culvert on OP6960 at km 1.53 - Dysselsdorp	Construction of a new culvert on OP6960 at km 1.53.	01/10/2015	30/06/2016	710
Eden	Oudtshoorn Local Municipality	C1007.04: Upgrade Gravel Road DR01662 km 36.47 - km 37.32 & OP06960 km 1.44 to km 1.73 - Dysselsdorp	Upgrade of Gravel Road DR01662 from km 36.47 - km 37.32 & OP06960 from km 1.44 to km 1.73.	01/10/2015	30/06/2016	708
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	6 319
Eden	Oudtshoorn Local Municipality	EDM/2014/IMMS 4861 - Funding of Materials Dysselsdorp	Supplying of Materials for Contractor.	12/01/2015	30/05/2016	10 335
Overberg	Cape Agulhas Local Municipality	C0995: Reseal MR00265 between Stormsvlei & Bredasdorp	Reseal of MR00265 between Stormsvlei and Bredasdorp.	10/09/2015	24/01/2017	80 264
Overberg	Overstrand Local Municipality	C0838.04A: Upgrade MR269 – Hemel en Aarde	Upgrading and safety improvements to the MR269, Hemel en Aarde road.	05/02/2014	30/04/2016	166 866
Overberg	Overstrand Local Municipality	C1034: Reseal of TR28/01 from km 0.00-km 27.20 between Botrivier & Sandbaai	Reseal of TR02801 from km 0.00 to km 27.20 between Botrivier and Sandbaai/Hemel en Aarde.	17/08/2015	23/05/2016	57 575

District	Local	Project name	Detailed description	Commencement date	Completion date	Project cost (R'000)
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.	17/08/2015	19/10/2016	90 112
Overberg	Swellendam Local Municipality	ODM/2015/IMMS 3000 - Rehabilitation of DR1324 (0.0 - 0.96)km Buffeljagsrivier	Rehabilitation of DR1324 (0.0 - 0.96)km Buffeljagsrivier.	01/11/2015	13/05/2016	3 260
Overberg	Swellendam Local Municipality	ODM/2015/IMMS 8051 - Regravelling on MR268 (53.00 - 68.82)km Infanta	Regravelling on MR268 (53.00 - 68.82)km Infanta.	01/12/2015	31/08/2016	4 405
Overberg	Theewaterskloof Local Municipality	C0958.05: Flood Damage Repairs in the Overberg - Botrivier to Helderstroom	Flood Damage Repairs to structures in the Overberg - Botrivier Area Region.	09/03/2015	26/04/2016	26 144
Overberg	Theewaterskloof Local Municipality	C1030: Reseal of TR29/01 from km 1.49-km 56.13 & km 58.32-71.73 between Caledon & Bredasdorp	Reseal of TR29/01 from km 1.49 - 56.13 and km 58.32 - 71.73 between Caledon and Bredasdorp.	04/05/2015	28/04/2016	98 880
West Coast	Berg River Local Municipality	C0917: Rehab MR529 - Piketberg/Velddrift	Rehab of MR529 from Piketberg to Velddrift & Rehab of MR527 from km 4.1 - km 6.6.	12/12/2014	19/06/2017	348 912
West Coast	Berg River 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.	12/08/2015	11/07/2016	55 056
West Coast	Cederberg Local Municipality	WCDM/2015/IMMS 10005 - Upgrade on MR538 (km 1.74 - 12) Elandsbaai - Lambertsbaai	Upgrading of MR538 from km 1.74 - 12.	19/01/2016	31/10/2016	20 294
West Coast	Cederberg Local Municipality	WCDM/2015/IMMS 10006 - Upgrade on MR539 (km 16.9 - 25.95) Citrusdal	Upgrading of MR539 from km 20 - 25.95.	20/04/2015	31/05/2016	26 068

District	Local	Project name	Detailed description	Commencement date	Completion date	Project cost (R'000)
West Coast	Cederberg Local Municipality	WCDM/2015/IMMS 10007/10008 - Upgrade on MR310 (km 102.4 - 103.97 and km104.48 - 105.22)	Upgrading of MR310 (Middelberg pass) between 102.4 and 103.97 as well as km 104.46 - 105.22.	29/02/2016	30/05/2016	2 600
West Coast	Cederberg Local Municipality	WCDM/2015/IMMS 3218 - Regravel of DR1487 Dwarsrivier (km23.5 to 55)	Regravelling of 30kms of Dr1487. Algeria.	21/09/2015	18/11/2016	5 400
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.	07/07/2015	16/02/2017	179 926
West Coast	Saldanha Bay Local Municipality	C1033: Reseal of TR77/01 from km 71.41-km 111.45 between Yzerfontein & Langebaan	Reseal of TR07701 from km 71.41 to km 111.45 between Yzerfontein and Langebaan.	09/09/2015	25/04/2016	83 296
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.	07/08/2015	23/11/2016	117 922
West Coast	Swartland Local Municipality	C0920: Rehab MR230 & MR231 - Moorreesburg	Rehabilitation of MR230 & MR231 in the Mooreesburg area.	20/04/2015	09/02/2017	184 844
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.	14/09/2015	13/07/2017	114 370

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 Department's Road Network Information System (RNIS) is kept up to date.

Refer to Table 10 (Condition of Surfaced roads) and Table 11 (Condition of Gravelled roads) above for details of the current state of road conditions.

Refer to Programme 3: Infrastructure Projects, with specific reference to key construction and maintenance projects that were completed during the period under review.





## Part C: Governance

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### 1 Introduction

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The Department is committed to maintaining the highest standards of governance which is fundamental to the management of public finances and resources. Users of the Annual Report require assurance that the Department has sound governance structures in place to effectively, efficiently and economically utilise the State's resources, which is funded by the taxpayer. One of the core values of the Department is "accountability" and this is promoted through a strengthened governance environment.

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### 2 Risk management

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The AO of the DTPW takes responsibility for implementing enterprise risk management (ERM) in accordance with the National Treasury Public Sector Risk Management Framework (PSRMF). The Directorate Enterprise Risk Management (D:ERM) in the Department of the Premier (DotP) provides a centralised strategic support service to the Department.

In compliance with the National Treasury's Public Sector Risk Management Framework (PSRMF) and to further embed effective risk management within the Department, the WCG has adopted an ERM Policy Statement which sets out the WCG's overall intention with regard to ERM. The Department adopted an ERM Policy 2015/16 – 2019/20, approved by the AO on 29 April 2015, and an ERM Strategy and Implementation Plan for 2015/16, approved by the AO on 29 April 2015. 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 Department.

The Department assessed significant risks that could have an impact on the achievement of its objectives, both strategically and on a programme level, every quarter. 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.

The Department established an Enterprise Risk Management Committee (ERMCO) to assist the AO in executing her responsibilities relating to risk management. The Committee operated under a terms of reference approved by the AO on 6 March 2015. In the main, ERMCO evaluated the effectiveness of the mitigation strategies implemented to address the risks affecting the Department and recommended further action where relevant.

The ERMCO comprises of selected members of the Department's senior management team. As per its terms of reference, the Committee met at least four times during the year under review (quarterly). The attendees are listed in the table below.

Member	Position	Scheduled	Member
Ms J Gooch	AO (Risk Champion) and Chairperson	4	4
Mr C Ismay	Deputy Director-General: Finance – (Chief Financial Officer)	4	4
Adv C Smith	CD: Supply Chain Management	4	4
Mr F Hanekom	Deputy Director-General: Strategy, Planning and Coordination	4	4
Mr G van Schalkwyk	CD: Policy and Strategy Integration (Member from 04/11/2015)	4	1
Mr J du Plessis	Acting CD: Strategic Management and Operational Support. (Member until 31/08/ 2015)	2	2
Mr R Maharaj	CD: Strategic Management and Operational Support (Member from 28/10/2015)	2	2
Mr G Kode	Deputy Director-General: Provincial Public Works	4	3
Mr L Fourie	CD: Road Network Management	4	4
Adv K Reinecke	Deputy Director-General: Transport Management	4	4
Ms H Robson	Deputy Director-General: Corporate Assurance (DotP)	4	4
Mr R Jansen van Rensburg	CD: Provincial Forensic Services (DotP)	4	4
Ms E de Bruyn	Director: Centre of e-Innovation (DotP) (Member from 22/10/2015)	4	1

Other participants	Position	Scheduled meetings	Attended
Mr D Needham	Deputy Director: Assurance Services (Fraud Champion until 31/08/2015)	2	2
Mr B Rahim	Director: Financial Governance (Fraud Champion from 01/09/ 2015)	2	2
Ms C Mdlalo	Director: Enterprise Risk Management (DotP)	4	4

The Audit Committee provided the independent oversight of the Department's system of risk management. The Audit Committee was furnished with Quarterly ERM progress reports and departmental risk profiles and registers to execute their independent oversight role. The Audit Committee's evaluation of the risk management process was in relation to the progress of implementation of the ERM Implementation Plan and risks faced by the Department and their relevant risk response/treatment strategies.

### *Impact on institutional performance*

Progress with the ERM system had a positive effect on the management of risks and translated into improved performance.

## **3 Fraud and corruption**

Fraud represents a significant risk of loss of the Department's assets and impacts on service delivery efficiency and the Department's reputation.

The WCG adopted an Anti-Corruption Strategy which confirms the province's zero tolerance stance towards fraud and corruption. In line with this strategy, the Department 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 legal means available.

The Department 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.

A number of channels for reporting allegations of fraud and corruption exist and these are described in detail in the Provincial Anti-Corruption Strategy and the Departmental Fraud Prevention Plan. Each allegation received by the Provincial Forensic Service Unit is recorded in a Case Management System which is used as a management tool to report on progress made with cases relating to the Department and generating statistics for the Province and the Department.

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 within 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 training on fraud awareness. The primary training goals envisaged were:

- To reinforce the rules contained in the IT End User Policy regarding profile login details and the requirement to keep such information secure;
- To increase awareness of the manner in which internal controls are compromised when profile login details are not secured, potentially resulting in fraud and/or corruption;
- To provide employees with an understanding of the perceptions of fraud and corruption held by the Department's respondents to the 2014/15 Fraud Perception Survey;
- To raise the potential for tip-offs by increasing the awareness of how other officials within the Department perceive whistleblowing;
- To enhance potential fraudsters' perception of detection;

- To allow officials to compare and analyse current and prior year survey results and become aware of the fraud and corruption risk management initiatives in the Department; and
- To inform officials of the actions taken against suspected fraudsters when Departments do become aware of this by sensibly communicating the outcomes of cases.

During 2015/16, 333 officials from the Department attended the training provided.

For the year under review, the PFS issued the Case Movement Certificate below.

Cases	Number of cases
Open cases as at 1 April 2015	7
New cases (2015/16)	16
Closed cases (2015/16)	(10)
Referred cases (2015/16)	(5)
Re-allocated cases (2015/16)	(1)
Re-classified cases (2015/16)	1
Incorporated cases (2015/16)	(1)
Open cases as at 31 March 2016	7

The following table further analyses closed cases.

Outcome	Number
Allegations substantiated	4
Only preliminary investigations with no findings	5
Only preliminary investigations with no findings but with recommendations	1
<b>Total</b>	<b>10</b>

### *Fraud risk assessment*

In terms of the Fraud Prevention Plan, a fraud risk assessment was undertaken in the 2013/14 financial year and the next detailed fraud risk assessment was conducted during the 2015/16 financial year, which was under review by financial year-end. In relation to those risks identified and which were regarded as unacceptable, the mitigation controls in respect of these risks were monitored by the ERMCO.

## **4 Minimising conflicts of interest**

The Department managed the following processes to minimise conflicts of interest in the Supply Chain Management domain:

- The AO SCM System which prescribes amongst others:
  - The annual disclosure of financial interest of all employees in the Department's SCM component, accompanied by an annual application for Remuneration for Work Outside the Public Service (RWOPS);
  - Declaration of interest by everyone involved in the consideration, recommendation and/or adjudication of bids;

- The declaration of the bid form, Western Cape Bid Document (WCBID) 4 (disclosure of interest/suppliers performance/declaration of employees and independent bid determination) by all prospective bidders;
- Compliance with ethical standards by all departmental staff;
- Provisions on confidentiality;
- The Code of Conduct for Supply Chain Management practitioners;
- National Treasury's Code of Conduct for Bid Adjudication Committees;
- The process for acceptance of gratification, hospitality and gifts in the context of conflict of interest; and
- In addition, it provides for bidder/employee profile verification processes, that entails a monthly comparison of employee information on PERSAL to Western Cape Supplier Database for information of suppliers. This serves both as a preventative and detection control to identify officials doing business with government.
- The implementation of the Provincial Treasury Instructions which requires the compulsory registration on Western Cape Supplier Database by all suppliers intending to do business with the WCG. This entails pre-requisites such as:
  - Verification with Companies and Intellectual Property Commission (CIPC) for company registration and ownership information.
  - A sworn declaration in the form of the WCBID 4 by all prospective bidders.
  - Submission of a BBBEE profile which is verified against information in the Department of Trade and Industry database.
- Annual training and formal workshops on ethics provided via Supply Chain Management.

Where conflicts of interest have been identified in the supply chain, these are deemed to constitute abuse of the SCM System and the Accounting Officer's Supply Chain Management System in the same chapter prescribes the process to be followed.

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## 5 Code of Conduct

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The Department adheres to the Public Service Code of Conduct. The highest standards of ethical business conducted are required of public servants employed by the Department as they fulfil their responsibilities. All employees are personally responsible for ensuring that their conduct is ethical and should bring any possible contraventions of the Code to the attention of their superior. 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 ([www.westerncape.gov.za](http://www.westerncape.gov.za)).

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## 6 Health, safety and environmental issues

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The Occupational Health and Safety Act 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 contractors and their 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. As it pertains to transport infrastructure particularly, environmental impact assessments are preconditions for executing projects.

The Department has an operational Safety and Security Committee which includes representatives from the Department of Community Safety, given their responsibility for providing provincial risk services. In support of emergency evacuation procedures, 12 evacuation plans were reviewed and signed. Twenty-two evacuation plans are to be reviewed in the 2016/17 financial year. Seventeen planned and 12 unplanned evacuation exercises took place during the reporting period. A total of 170 employees attended 12 occupational health and safety awareness sessions during the financial year. A total of 45 employees were trained as first aiders, fire marshals and floor marshals, and 40 employees received training in respect of the Occupational Health and Safety Act.

Version 1 of the Departmental Business Continuity Plan was signed by the Head of Department during October 2015. The final document will be tabled for signature during the 2016/17 financial year.

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## 7 Standing Committee on Transport and Public Works

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7.1. After a presentation made by the Western Cape Small Bus Operators' Council (the Council) at the Standing Committee meeting on 12 May 2015, the Committee made recommendations in a letter 11/4/12 dated 13 August 2015. The recommendations and the Department's response are tabulated below.

Matters raised by the Committee	Department's response
The DTPW convened a joint meeting between the Council, the Western Cape Education Department, the Western Cape Department of Economic Development, Transport Cape Town and the National Department of Transport to discuss the Council's concerns and explore ways of supporting and developing this sector of the transport industry.	<p>The Department's response in this regard was provided to the Committee under the reference TPW 4/6/4/1, dated 18 December 2015.</p> <p>The joint meeting was facilitated on the 02 July 2015, between stakeholders including the National Department of Transport, the Western Cape Education Department, the DTPW and representatives of the South African National Small Bus Operators' Council (SANSBOC).</p> <p>There were two (2) important resolutions agreed to at this meeting:</p> <ol style="list-style-type: none"><li>1. The WCED will extend all contracts based on current contractual conditions for a further period of twelve (12) months; and</li><li>2. No new requirements regarding the unacceptability of buses older than ten (10) years of date of manufacture will be implemented.</li></ol> <p>Additionally, further engagements will follow to ensure more effective communication between all parties in as far as Learner Transport is concerned.</p>

7.2. The matters raised in Standing Committee's letter 11/4/12 dated 19 May 2015 and the Department's responses are tabulated below.

Matters raised by the Committee	Department's response
The Department needs to facilitate an oversight visit to Wesfleur Primary School in order for the Committee to inspect the facilities at the school and assess the condition of the school building. In addition, the Department needs to brief the Committee on the April 2014 cancelled contract pertaining to the school upgrade and its plan of action to address this matter.	The Provincial Minister, DTPW and Standing Committee attended a walk-through site visit. The Department briefed the Committee per the cancelled contract.

7.3. The Department received recommendations from the Standing Committee in its letter 11/4/12 dated 19 November 2015 in response to the Cluster B week visit (Willemsvallei Primary School) held from 9-12 June 2015. The Department's responses are tabulated below.

Matters raised by the Committee	Department's response
The Department should find a platform to inform and engage with communities so that the communities are informed of infrastructure development projects in their area in order for them to benefit economically.	The Department's response was provided to the Committee under the reference TPW 11/4/12, dated 19 November 2015.
The Department should not award more than one contract to a single contractor at any given time in order to ensure that the contractor is focused and in this way realistic time-frames for completion can be set and adhered to.	<p>The Department's response in this regard was provided to the Committee under the reference TPW 11/4/12, dated 19 November 2015.</p> <p>The Department implements project feasibility appraisal aimed and project and scope definition which includes risk management throughout all stages of any project. Risk management also considers the risks related to procurement of professional and construction service providers and their performance. The previous track record, capacity and current workload of service providers are also assessed prior to awarding of contracts to professional consultants or contractors, so as to limit the risk of under-performance.</p> <p>DTPW usually follows protocols assuring feasibility of concept and practical execution for all school infrastructure projects. However it was an imperative of the Accelerated Schools Infrastructure Delivery Initiative (ASIDI) launched on short notice nationally by the Department of Basic Education, to reduce standard delivery processes and the usual time frames. This requirement impacted on and increased project risks linked to the inception, conceptualisation, planning, procurement and execution phases of the 14 additional projects identified for ASIDI phase 1 and the eleven projects, implemented during phase 2.</p>
Should know their capacity and must not agree to undertake projects that are badly conceptualised and impractical to execute.	<p>The Department's response was provided to the Committee under the reference TPW 11/4/12, dated 19 November 2015.</p> <p>The Department implements project feasibility appraisals, inclusive of risk management in order</p>



Matters raised by the Committee	Department's response
	to anticipate risks associated with procurement of professional and construction service providers and their performance. In this regard, prior track record, capacity and current workload of service providers were also assessed prior to the awarding of contracts to professional consultants or contractors, so as to limit the risk of under-performance.

Papers, reports and information requested by the Committee	Department's response
The number of people and the names of the sub-contractors that benefitted from the building of the three schools that were locally employed.	The Department's response was provided to the Committee under the reference TPW 11/4/12, dated 19 November 2015. The number of local people employed and names of the sub-contractors that benefitted from the building of the three schools are indicated in Annexure A.
The number of jobs that were created in the Porterville area as a result of the Willemsvallei School building project.	The Department's response was provided to the Committee under the reference TPW 11/4/12, dated 19 November 2015. The Committee was advised that a total 114 jobs were created in the Porterville area as a result of the Willemsvallei School building project.

7.4. The matters raised in the Standing Committee's letter 11/4/12 dated 20 July 2015 and the Department's responses are tabulated below.

Matters raised by the Committee	Department's response
To brief it on the Department's partnership with the Passenger Rail Agency of South Africa (PRASA) and its contribution to ensuring the safety of commuters in the Western Cape. The committee has also extended an invitation to Metrorail and the South African Police Services to brief in this regard.	The briefing as requested by Committee on the partnership with passenger rail agency and its contribution to ensuring the safety of commuters in the Western Cape took place on 18 August 2015 as arranged by Committee where a presentation was made in this regard.

7.5. The matters raised in Standing Committee's letter 11/4/12 dated 13 August 2015 and the Department's responses are tabulated below.

Matters raised by the Committee	Department's response
To facilitate an oversight visit to Gene Louw Traffic College. The purpose of the visit is to gain an understanding of the categories of training offered at the college, the prospectus that is followed, the types of qualification and its relation to the National Qualification Framework, who the relevant stakeholders as well as with other academic institutions and what the challenges and success stories are.	The Department facilitated the meeting on the 25 August 2015 as requested by the Committee. A presentation on the matters Committee requested to be briefed on were made inclusive of an understanding of the training environment, qualifications, prospectus, challenges and successes.

7.6. The Standing Committee's letter 11/4/12 dated 19 November 2015, in response to the Committee Resolutions of the oversight visit to Gene Louw Traffic College held on 25 August 2015, and the Department's responses are tabulated below.



Matters raised by the Committee	Department's response										
The Department should promote gender representivity in all its functions and structures.	<p>The Department's response was provided to the Committee under the reference 11/1/2/2/Standing Committee on Transport and Public Works, dated 14 December 2015.</p> <p>Gender representivity is a departmental priority and the statistics of women within the Chief Directorate: Traffic Management are provided in the table hereunder:</p> <table><tr><th colspan="2">Funded filled posts</th><th rowspan="2">Total</th><th rowspan="2">% females</th></tr><tr><th>Males</th><th>Females</th></tr><tr><td>313</td><td>201</td><td>514</td><td>39.10%</td></tr></table>	Funded filled posts		Total	% females	Males	Females	313	201	514	39.10%
Funded filled posts		Total	% females								
Males	Females										
313	201	514	39.10%								
The Department should explore its current organogram structure within this directorate so as to better deliver on outcomes as per the Department's five year strategic plan.	<p>The Department's response was provided to the Committee under the reference 11/1/2/2/Standing Committee on Transport and Public Works, dated 14 December 2015.</p> <p>Our current organogram is in the process of being reviewed and we are working with Organisation Development at the Department of the Premier in order to ensure that the structure of the Chief Directorate: Traffic Management is appropriate to deliver on our mandate.</p> <p>The briefing meeting on the festive season safety plan was held on 25 November 2015.</p>										

7.7. The Standing Committee's letter 11/4/12 dated 19 November 2015, in response to the Committee Resolutions of the meeting held on 21 October 2015, and the Department's responses are tabulated below.

Matters raised by the Committee	Department's response
The Department to provide a clear response on the initial costs of the projects relating to the Filcon contractor, the additional expenditure incurred to correct the defects as well as the final cost inclusive of additional expenditure.	The information was provided to the Committee under the reference 11/1/2/2/Standing Committee on Transport and Public Works, dated 15 December 2015.
The Department to provide the name/s of the alternative contractors or engineers that will be appointed to the correct the structural defects on the completion of the procurement process.	Information was provided to the Committee under the reference 11/1/2/2/Standing Committee on Transport and Public Works, dated 15 December 2015.

7.8. The Standing Committee's letter 11/4/12 dated 19 November 2015, in response to the Committee Resolutions of the meeting held on 22 October 2015, and the Department's responses are tabulated below.

Papers, reports and information requested by the Committee	Department's response
<p>With regard to the provision of public transport services in the George Municipality and in light of the operating contract that was entered into by the Department and the George Municipality with a private operator:</p> <ul style="list-style-type: none"> <li>A copy of the audited financial statements once the contract has been in operation for a year.</li> <li>Copies of any agreements that may be in</li> </ul>	The Committee was provided with the requested information on 15 December 2015.

Papers, reports and information requested by the Committee	Department's response
<p>place among the three parties clearly outlining respective roles and responsibilities.</p> <ul style="list-style-type: none"> <li>• A comprehensive monthly report on the status of operations.</li> <li>• A list of the Directors of the company.</li> <li>• Articles of Association of the company.</li> <li>• The names of persons employed by the operating company; and</li> <li>• Whether there is refusal by the private company to provide the above mentioned information to the Department.</li> </ul>	
A report indicating the financial impact of the fraud and corruption cases as well as the nature of the cases.	The Committee was provided with the requested information on 15 December 2015.
In terms of education, health and general facilities, the names of projects completed as well as those not completed, inclusive of time frames.	The Committee was provided with the requested information on 15 December 2015.
The number incidents involving under-performing staff as well as the nature of the underperformance.	The Committee was provided with the requested information on 15 December 2015.
Investigate ways of retaining Provincial Traffic Officers by offering more competitive remuneration.	Noted.
Extend key invitations to the Committee to attend key departmental events.	Noted.
Should promote employment equity within its organisation structure by finding ways of correcting the imbalance that exist in relation to gender and race.	Noted.
The Department to be invited by Committee to brief it on the ASOD technology to reduce road crash fatalities by providing the Committee with a comprehensive statistical analysis on the specific infrastructure.	The Department briefed the Committee in February 2016.

7.9. The Standing Committee's letter 11/4/12 dated 12 November 2015 regarding a briefing session scheduled for 25 November 2015 refers. The Department's responses are tabulated below:

Matters raised by the Committee	Department's response
The Department to brief Committee on its Festive Season Traffic Safety Plan.	A briefing per the Festive Season Traffic Safety Plan was presented to the committee on 16 February 2015.
The Department to brief Committee on the taxi situation in the Vrygrond area.	Due to ongoing conflict and sensitivity in the industry, the DTPW could not brief the Committee on the scheduled date.

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## 8 Public Accounts Committee (PAC) resolutions

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### 8.1 Report of the PAC on the 2014/15 Annual Report dated 25 November 2015

"The Committee noted the Auditor-General's audit opinion regarding the Department's Annual Financial Statement for the 2014/15 financial year, having obtained a clean audit opinion. The audit opinion has been positively maintained from the 2013/14 financial year, where the Department obtained a clean audit opinion.

As indicated on page 16 of the Annual Report, the DTPW spent R5,8 billion of a budget of R5,9 billion, resulting in an overall under-expenditure of R178,9 million (3 per cent) compared to the 2013/14 figure of an under expenditure of 1,7 per cent.

The Committee further notes that the Department's revenue budget of R1,2 billion was exceeded by R342,2 million or 28,4 per cent compared to the over collection of 13 per cent for the 2013/14 financial year.

An amount of R1,6 billion was collected during the 2014/15 financial year, of which R1,2 billion was from motor vehicle license fees."

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

Resolution No.	Subject	Details	Department's response	Resolved?
None				
	Page 529 Paragraph 5: "General Findings" of the PAC report.	1. The leadership of the departments and entities should continue to collaborate with Provincial Treasury and the Department of the Premier to address past audit findings and identify risks through the provincial governance and review outlook process.	Noted	Yes
		2. The Committee noted the Audit Committee's internal audit coverage, as it relates to all departments and entities, and encourage internal audit to broaden its coverage.	Noted	Yes
		3. 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 2015/16 financial year: <ul style="list-style-type: none"> <li>• The approach of the AGSA in assisting and seeking solutions to stakeholders challenges, is commendable and should be strengthened;</li> <li>• Departments and entities will have to differentiate between the different types of under- spending in their 2015/16 Annual reports since some are due to saving measures whilst others due to a lack of timely planning;</li> <li>• The audit outcomes of 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 Department of the Premier in reaching the status of clean audit opinions;</li> <li>• Departments and entities should prepare for the shift from a cash basis of accounting to an accrual basis of accounting; and that</li> <li>• 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.</li> </ul>	Noted	Yes
		4. The Committee herewith further requests that all departments and entities publishes the PAC table of resolutions, including the list of information requested in its Annual Report, Part C, for the 2015/16 financial year.	Noted.	Yes

## 8.2 List of information required

That the DTPW provides the Committee with the following:

- 8.1.1 A report which details the 31 cases of accidents of GMT vehicles, as indicated on page 294 of the Annual Report.  
(The information was provided to the Committee Coordinator)
- 8.1.2 A report which details the 12 cases of damages and losses to Road Construction and the Maintenance Plant, as indicated on ca 294 of the Annual Report.  
(The information was provided to the Committee Coordinator)
- 8.1.3 A detailed report explaining the property and road claims that have been lodged against the Department, as indicated on page 332 of the Annual Report.  
(The information was provided to the Committee Coordinator)
- 8.1.4 A list which highlights the 445 land parcels identified by the Department, as indicated on page 337 under the immovable assets additional disclosure 2014/15 heading of the Annual Report.  
(The information was provided to the Committee Coordinator)

PAC Resolutions pertaining to the 2009/10 Annual Report:

Resolution No.	Subject	Details	Department's response	Resolved?
2009/2010	Claims against contractors/ guarantor	The matter relates to two construction projects which had to be cancelled due to poor performance of the contractors, Peverett Construction CC (Valkenberg High Care Nurses Admissions Unit) and Zacon Building Construction (Western Cape College of Nursing).	Based on the legal opinion provided by Senior Counsel, the Provincial Treasury agrees with the recommendation of the DTPW that it will not be feasible to institute action to recover the monies from the contractors and the guarantor and therefore the recovery of potential claims has been waived.	Yes

## 9 Prior modifications to Audit Reports

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

## 10 Financial Governance Directorate

The Department has a Financial Governance Directorate whose purpose is to ensure sound financial governance practices. During the course of the financial year under review, the directorate has mainly been involved in 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 to provide effective and efficient fraud and loss control management services.

Issues	Work performed
Financial delegations	<p>PFMA AO Delegations – Delegation Framework 2014 Finance Instruction 6 of 2006</p> <ul style="list-style-type: none"> <li>- (Amendment 1 of 2015) issued on 11 May 2015</li> </ul>
The development, review, and amendment of SOPs and policies to enhance financial governance	<ul style="list-style-type: none"> <li>• Regularity Audit process - Finance Instruction 2 of 2007 – (Supplementary 2 of 2015) issued on 1 December 2015</li> <li>• ERMCO Terms of Reference - Finance Instruction 5 of 2012 - (Supplementary 2 of 2015) issued on 12 May 2015 and (Supplementary 3 of 2015) issued on 26 October 2015</li> <li>• Internal Audit Charter - Finance Instruction 11 of 2015 issued on 3 July 2015</li> <li>• Personal Use (non-official) of Department's Account/Name - Finance Instruction 12 of 2015 issued on 7 July 2015</li> <li>• Year End Functions - Finance Instruction 14 of 2015 issued on 1 September 2015 – (Supplementary 1 of 2015) issued on 9 December 2015</li> <li>• Fraud Awareness Training - Finance Instruction 15 of 2013 - (Supplementary 1 of 2015) issued on 14 September 2015</li> <li>• Newspaper subscriptions - Finance Instruction 15 of 2015 issued on 1 October 2015</li> <li>• Rotation and Retention Strategy of Public Finance Staff - Finance Instruction 16 of 2015 issued on 17 September 2015</li> <li>• Authorisation of overtime - Finance Instruction 18 of 2015 issued on 1 November 2015</li> <li>• Directive on Public Administration and</li> </ul>

Issues	Work performed
	<p>Management Delegations, 2014 - Finance Instruction 19 of 2015 issued on 9 November 2015</p> <ul style="list-style-type: none"> <li>National Treasury Risk Management Online Training - Finance Instruction 1 of 2016 issued on 27 January 2016 (Supplementary 1 of 2016) issued 15 March 2016</li> <li>Safekeeping of Basic Accounting System (BAS) creditor payment, cash receipts and journal entries (draft)</li> <li>Management of leases and claims (draft)</li> <li>Donation government motor transport vehicles (draft)</li> <li>Refund of money incorrectly paid in the Provincial Revenue Fund (draft)</li> <li>Review of SOP related to the preparation of submission to higher authorities</li> <li>BAS payments checklist (draft)</li> </ul>
Forensic Investigation reports	Attended to the recommendations of the 15 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 2015.
Internal audit process	As at 31 March 2016, 9 reports were concluded the implementation of the recommendations were managed through the DCGIP.
Retention of financial information	During 2015-2016 financial year 22 187 Basic Accounting System (BAS) expenditure vouchers, 8 151 journals and 8 679 receipts were verified against the monthly document control reports to ensure completeness and safeguarding of financial information.
Payrolls control	Distribution, monitoring, verification of 4 472 payrolls and safeguarding.
<p>Reporting</p> <ul style="list-style-type: none"> <li>PAC (Resolutions)</li> <li>Public Service Commission (Financial Misconduct)</li> <li>Department of Public Service and Administration (DPSA) (Corruption and Fraud)</li> <li>Top Management (Departmental Corporate Governance Improvement Plan)</li> <li>Audit Committee (Departmental Corporate Governance Improvement Plan)</li> <li>Top Management (Irregular, Fruitless and Wasteful Expenditure)</li> <li>ERMCO (Fraud Prevention Strategy Implementation Plan &amp; Fraud Risk Registers)</li> <li>IYM (Irregular, Fruitless and Wasteful Expenditure)</li> </ul>	<p>Annually</p> <p>Annually</p> <p>Quarterly</p> <p>Monthly</p> <p>Quarterly</p> <p>Monthly</p> <p>Quarterly</p> <p>Monthly</p>

Issues	Work performed
<ul style="list-style-type: none"> <li>PFS recommendations</li> </ul>	Quarterly
Departmental Corporate Governance Improvement Plan	The DCGIP was updated with findings from the AGSA Management report, Internal Audit reports, Provincial Treasury GAP analysis and PAC resolutions. At year end 38 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.
Financial Inspections	Compliance inspections and <i>ad-hoc</i> inspections: (67). Post Auditing of expenditure vouchers was conducted for the entire financial year based on the Directorate's risk assessment and inspection methodology to provide assurance that payments above a pre-determined threshold of R110 000 are valid.
Loss Control case files: Cases relate to claims against the state, damages to Government Motor Vehicles and loss off moveable assets	Opening balance 1 April 2015 (482) New cases registered (238) Cases closed 31 March 2016 (204) Balance as at 31 March 2016 (516)
Irregular, fruitless and wasteful case files	Opening balance 1 April 2015 (8) New cases registered (2) Total cases investigated (10) Cases closed (10) Balance as at 31 March 2016 (0)

## 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 AO SCM System which makes provision for the Institutionalisation of the System that includes the disciplines of Demand-, Acquisition-, Contract-, Logistics-, Asset-, Disposal-, Risk and Performance Management, as well as Infrastructure Delivery and Construction Procurement.



Issues	Work performed
Supply Chain Management	<ul style="list-style-type: none"> <li>• Review of the Framework for the IDMS in consultation with the Provincial Treasury. (draft)</li> <li>• Review of the standard for IDMS in consultation with the Provincial Treasury. (draft)</li> <li>• Review of the Construction Procurement Standard in consultation with the Provincial Treasury. (draft)</li> <li>• Formulated Chapter 16 C of the Provincial Treasury Instructions in conjunction with the Provincial Treasury and Immoveable Asset management. (draft)</li> </ul>
The development, review, and amendment of standard operating procedures and policies to enhance supply chain management	<ul style="list-style-type: none"> <li>• SCM Instruction 6 of 2015/16 – Reclassification of Assets.</li> <li>• SCM Instruction 8 of 2015/16 – Revised Application to Travel.</li> <li>• SCM Instruction 9 of 2015/16 – Procurement Plan 2016/17.</li> <li>• SCM circular 10 of 2015/16 – Disclosure of Financial Interest.</li> <li>• Logistics and Asset Management Policy amended for Modified Cash Standard (Draft). National updates were only issued on 31 March 2016.</li> <li>• Process to report Remunerative Work Outside the Public Service (RWOPS) non-compliance to Departmental Branch Heads and the Head of Department. (draft completed)</li> <li>• Process to request RWOPS from other government institutions. (draft completed)</li> <li>• Departmental Travel Fees Policy. (reviewed annually -draft)</li> </ul>
Capacity and skills programme implemented	<p>Attended:</p> <ul style="list-style-type: none"> <li>• Introduction to NEC3 (July 2015).</li> <li>• 2nd Phase New Engineering Contracts (January 2015).</li> <li>• Smart Procurement World Conference (March 2016).</li> <li>• Public Sector Governance, Audit and Risk Management (June 2015, July 2015, November 2015, March 2016).</li> <li>• National Public Service Supply Chain Process Audit Convention (November 2015).</li> <li>• Intermediate Project Management (March 2016).</li> <li>• Fraud Awareness training (February 2016).</li> <li>• Risk Awareness training (March 2016).</li> <li>• Legislative Overview of the Western Cape (June 2015, October 2015).</li> <li>• Policy Analysis, Development and Implementation (July 2015).</li> </ul> <p>Conducted:</p> <ul style="list-style-type: none"> <li>• Training of officials on the National Treasury Central Supplier Database.</li> </ul>

Issues	Work performed
Internal stakeholders	<ul style="list-style-type: none"> <li>Weekly engagements with the line-function on the implementation of the AO SCM System.</li> <li>Weekly engagements with the line-function regarding Supply Chain Management Programme Delivery.</li> <li>Assisted in the development of Chapter 16C of the Provincial Treasury Instructions and the Supply Chain Management System in relation to Land and Buildings.</li> <li>Bi-weekly engagements with the Ce-I on the visualisation of the Supply Chain Management System.</li> </ul>
Reporting	
<ul style="list-style-type: none"> <li>Procurement Statistics <ul style="list-style-type: none"> <li>Head of Department Monthly</li> <li>Chief Financial Officer Monthly</li> <li>Provincial Treasury Monthly</li> <li>National Treasury (through the CRA system) Monthly</li> <li>Auditor-General Monthly</li> </ul> </li> <li>Awarded contracts <ul style="list-style-type: none"> <li>CIDB register of contracts (I-Tender) Monthly</li> </ul> </li> <li>DCGIP Top Management Monthly</li> <li>Infrastructure Delivery Management Committee Monthly</li> <li>PAC As required</li> <li>Audit committee As required</li> <li>Standing Committee on Transport and Public Works As required</li> </ul>	
Procurement through bidding processes	<p>Formal bids:</p> <p>610 (Number of contracts)</p> <p>R5 060 804 921 (Value of contracts)</p> <p>Focussed on construction procurement.</p> <p>Informal bids:</p> <p>1 155 (Number of contracts)</p> <p>R48 257 495 (Value of contracts)</p>

Issues	Work performed
SCM	<p>Compliance inspections with the aim of improving compliance and assisting with the implementation of the Supply Chain Management AO System and its accompanying delegations:</p> <ul style="list-style-type: none"> <li>• Formal assessment with defined methodology.</li> <li>• Plan.</li> <li>• Engage.</li> <li>• Prepare.</li> <li>• Assess.</li> <li>• Report.</li> <li>• Monitoring and evaluation.</li> <li>• Identify weaknesses.</li> <li>• Mutual agreement to address weaknesses.</li> <li>• Continuous one-on-one guidance.</li> <li>• Asset Verification.</li> </ul>
Supply Chain Management Complaints Mechanism	<p>Investigate complaints and report all instances where the possibility of fraud, corruption, bid-rigging is evident (16 incidents investigated).</p>
Bidder and Staff Verification (This links directly to the intervention on Minimising Conflict of Interest, paragraph 4 of Part C)	<ul style="list-style-type: none"> <li>• Monthly Persal dump (comparison of WCG employees and Western Cape Supplier Database- WCSD) obtained from Provincial Treasury- To identify and verify the employees of WCG doing business with the WCG.</li> <li>• 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.</li> <li>• WCBD4 - combined SBD 4, 8 and 9 - Declaration of interest, bidders past SCM practices and independent bid determination.</li> <li>• Declaration of Interest by SCM practitioners.</li> <li>• NIA vetting clearance of all SCM practitioners.</li> <li>• Declaration of interest of bid committee members.</li> </ul>
Compulsory registration on the Western Cape Supplier Database (WCSD) – central depository of all governance documents for the WCG	<ul style="list-style-type: none"> <li>• Continuous facilitation of registering suppliers on the WCSD (Western Cape Supplier Database) by presenting at the EPWP Contractor Information Session (CIS), mini workshops with suppliers, scrutinising registration documents for completeness and following-up on the status of submitted registration documents.</li> <li>• Monitoring the WCSD to ensure that suppliers are still active.</li> <li>• Attendance at bi-weekly meetings to identify and rectify potential challenges experienced with the registration process and its impact on service delivery.</li> <li>• Checklists that informs and enforces compliance to compulsory registration.</li> </ul>

Issues	Work performed
Departmental Corporate Governance Improvement Plan	<ul style="list-style-type: none"> <li>The findings emanating from the AGSA Management report, Internal Audit reports, Provincial Treasury GAP analysis and PAC resolutions in respect of SCM is monitored in terms of implementing the recommended corrective measures.</li> </ul>

## 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 AO 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 2015/16 Internal Audit Plan:

- Fleet Risk Management
- EmplA
- EPWP Coordination
- Land Transport Permits system: IT General Controls
- Supply Chain Management
- Interim Financial Statements
- Debt Management: Leased property
- General Buildings: Maintenance Planning audit
- Transfer Payments

The Audit Committee is established as oversight bodies, 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 Ameen Amod	B.Comm, MBA, CIA, CRMA, CGAP	External	N/A	01 January 2013 (2 <sup>nd</sup> term)	2 <sup>nd</sup> term expired 31 December 2015	6
Mr Wessels Pieters	M.Com (ACC) (Pret), CA(SA) (Retired)	External	N/A	01 January 2013 (2 <sup>nd</sup> term)	2 <sup>nd</sup> term expired 31 December 2015	6
Mr Francois Barnard	M.Com (Tax); CA (SA); Postgraduate Diploma in Auditing; CTA; B.Compt (Honours); B.Proc	External	N/A	01 January 2016 (2 <sup>nd</sup> term)	N/A	7
Mr Sedick Steenkamp	Higher Diploma Accounting; CA (SA)	External	NA	01 January 2016 (2 <sup>nd</sup> term)	NA	5
Mr Johannes Kleyn	Finance and Business Systems, Risk Management and Compliance	External	N/A	01 January 2015	N/A	7
Ms J Gunther	CIA; AGA; Masters in Cost Accounting; B.Compt; CRMA	External	N/A	01 January 2016	N/A	1

## 13 Audit Committee Report

We are pleased to present our report for the financial year ended 31 March 2016.

### *Audit Committee Responsibility*

The Audit Committee reports that it has complied with its responsibilities arising from Section 38 (1) (a) (ii) of the Public Finance Management Act 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:

#### *Assurance engagements*

- Empowerment Impact Assessment
- EPWP Co-ordination
- Land Transport Permits system: IT General Controls
- Supply Chain Management
- Interim Financial Statements
- Debt Management: Leased property
- General Buildings: Maintenance Planning audit
- Transfer Payments

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 National Treasury 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 Auditor – General South Africa (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;
- 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 of South Africa**

We have on a quarterly basis reviewed the Department's implementation plan for audit issues raised in the prior year. The Audit Committee has 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.



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**Mr Francois Barnard**

**Chairperson of the Audit Committee**

**Department of Transport and Public Works**

**Date: 31 July 2016**





## Part D: Human resource management

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### 1 Legislation that governs people management

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The information provided in this part is prescribed by the Public Service Regulations (Chapter 1, Part III J.3 and J.4).

In addition to the Public Service Regulations, 2001 (as amended on 01 March 2013), the following prescripts direct People Management within the Public Service:

#### *Occupational Health and Safety Act (Act 85 of 1993) (amended by Act 181 of 1993)*

To provide for the health and safety of persons at work and for the health and safety of persons in connection with the use of plant and machinery; the protection of persons other than persons at work against hazards to health and safety arising out of or in connection with the activities of persons at work; to establish an advisory council for occupational health and safety; and to provide for matters connected therewith.

#### *Public Service Act (Act 103 of 1994) (amended by Act 30 of 2007)*

To provide for the organisation and administration of the public service of the Republic, the regulation of the conditions of employment, terms of office, discipline, retirement and discharge of members of the public service, and matters connected therewith.

#### *Labour Relations Act (Act 66 of 1995) (amended by Act 6 of 2014)*

To regulate and guide the employer in recognising and fulfilling its role in effecting labour peace and the democratisation of the workplace; as well as to provide a framework in which employees and their trade unions, employers and employer organisations can bargain collectively and formulate industrial policy; and to promote orderly collective bargaining (also at sectoral level), employee participation in decision-making in the workplace (i.e. the establishment of workplace forums) and the effective resolution of labour disputes.

#### *Basic Conditions of Employment Act (Act 75 of 1997) (amended by Act 20 of 2013)*

To give effect to the right 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 Organisation; and to provide for matters connected therewith.

#### *Skills Development Act (Act 97 of 1998) (amended by Act 26 of 2011)*

To provide an institutional framework to devise and implement national, sector and workplace strategies to develop and improve the skills of the South African workforce; to integrate those strategies within the National Qualifications Framework contemplated in the South African Qualifications Authority Act, 1995; to provide for learnerships that lead

to recognised occupational qualifications; to provide for the financing of skills development by means of a levy-grant scheme and a National Skills Fund; to provide for and regulate employment services; and to provide for matters connected therewith.

#### ***Employment Equity Act (Act 55 of 1998) (amended by Act 47 of 2013)***

To promote equality, eliminate unfair discrimination in employment and to ensure the implementation of employment equity measures to redress the effects of unfair discrimination; to achieve a diverse and efficient workforce broadly representative of the demographics of the province.

#### ***Public Finance Management Act (Act 1 of 1999) (amended by Act 29 of 1999)***

To regulate financial management in the national government and provincial governments; to ensure that all revenue, expenditure, assets and liabilities of those governments are managed efficiently and effectively; to provide for the responsibilities of persons entrusted with financial management in those governments; and to provide for matters connected therewith.

#### ***Skills Development Levy Act (Act 9 of 1999) (amended by Act 24 of 2010)***

To provide for the imposition of a skills development levy; and for matters connected therewith.

#### ***Promotion of Access to Information Act (Act 2 of 2000) (amended by Act 54 of 2002)***

To give effect to the constitutional right of access to any information held by the State and any information that is held by another person and that is required for the exercise or protection of any rights; and to provide for matters connected therewith.

#### ***Promotion of Administrative Justice Act (Act 3 of 2000) (PAJA) (amended by Act 53 of 2002)***

To give effect to the right to administrative action that is lawful, reasonable and procedurally fair and to the right to written reasons for administrative action as contemplated in section 33 of the Constitution of the Republic of South Africa, 1996; and to provide for matters incidental thereto.

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## **2 Introduction**

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### **2.1 The value of people in the Department**

People are a key element in achieving the strategic objectives of the Department. It is through their efforts that the mandate of the Department is realised and that value-adding services are provided to citizens. In order to ensure sustained improvement in the way the Department conducts its business, it is important that suitable people, with the appropriate skills, competence and understanding of the provincial and departmental service delivery approach, are employed.

Planning for the consistent availability of the appropriate skills, at the right place and at the right time is often complex, as the Department has to contend with increasing budgetary constraints and dire skills shortages, especially in the highly technical and specialised occupations.

By means of workforce planning the Department has identified the current and future workforce needs and flagged the potential challenges that could impact on the achievement of the Department's strategic objectives.

## 2.2 Overview of people management matters at the Department

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

Ranked Departmental HRP Priorities		Level of Risk	Outcomes	Approach to Mitigate Risk and Achieve Outcome
1	Recruitment and Selection (including Employment Equity)	High	Competent people in the right numbers at the right place at the right time with the right attitude. An equitable workforce.	Address prioritised people needs by talent sourcing and selection. Broaden access to employment opportunities and mainstream both disabilities and gender considerations in the workplace.
2	Retention, Succession Planning and Career Management	High	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	High	A performance conducive workplace.	Implementation of transversally consistent and equitable work organisation policies and practices.
4	Training and Development	Medium	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	Medium	Leaders that are exemplars of the behaviours associated with the organisation's values. Highly engaged people.	Frontline values and behaviour-based change navigation initiatives. 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 service level agreements. 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 (EHW) 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).

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## **3 People management oversight statistics**

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### **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 BAS 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, 2015/16**

Programme	Total expenditure (R'000)	Personnel expenditure (R'000)	Training expenditure (R'000)	Goods and services (R'000)	Personnel expenditure as a % of total expenditure	Average personnel expenditure per employee (R'000)	Number of employees
1	179 379	102 769	12 391	62 767	57.3	302	340
2	1 565 889	147 524	41	543 502	9.4	357	413
3	3 174 477	157 839	329	510 873	5.0	205	769
4	1 039 040	12 775	148	72 092	1.2	319	40
5	660 675	241 596	170	390 919	36.6	281	860
6	46 585	27 863	6 470	17 967	59.8	196	142
<b>Total</b>	<b>6 666 045</b>	<b>690 366</b>	<b>19 549</b>	<b>1 598 120</b>	<b>10.4</b>	<b>269</b>	<b>2 564</b>

**Note:** The number of employees refers to all individuals remunerated during the reporting period, including interns, but excluding the Provincial Minister.

**Table 3.1.2: Personnel expenditure by salary band, 2015/16**

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)	43 580	6.3	93	471
Skilled (Levels 3-5)	109 285	15.7	166	659
Highly skilled production (Levels 6-8)	282 962	40.7	285	993
Highly skilled supervision (Levels 9-12)	207 187	29.8	533	389
Senior management (Levels 13-16)	52 226	7.5	1 004	52
<b>Total</b>	<b>695 240</b>	<b>100.0</b>	<b>271</b>	<b>2 564</b>

**Note:** The number of employees refers to all individuals remunerated during the reporting period, including interns, but excluding the Provincial Minister.

**Table 3.1.3: Salaries, overtime, housing allowance and medical assistance by programme, 2015/16**

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
Programme 1	70 931	10.2	916	0.1	2 388	0.3	3 917	0.6
Programme 2	101 694	14.6	328	0.05	2 789	0.4	5 425	0.8
Programme 3	105 190	15.1	257	0.04	7 267	1.0	11 637	1.7
Programme 4	9 761	1.4	39	0.006	241	0.03	382	0.1
Programme 5	165 374	23.8	2 001	0.3	8 051	1.2	15 684	2.3
Programme 6	17 359	2.5	-	-	781	0.1	1 141	0.2
<b>Total</b>	<b>470 309</b>	<b>67.6</b>	<b>3 541</b>	<b>0.5</b>	<b>21 517</b>	<b>3.1</b>	<b>38 186</b>	<b>5.5</b>

**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. Therefore, Salaries, Overtime, Housing Allowance and Medical Assistance amount to 76.7% of the total personnel expenditure.

Table 3.1.3 and 3.1.4 should essentially reflect the same totals. However, due to the fact that the data is rounded off to thousands and grouped by either programme or salary band, it could present differently.

**Table 3.1.4: Salaries, overtime, housing allowance and medical assistance by salary band, 2015/16**

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)	27 697	4.0	91	0.01	3 188	0.5	4 905	0.7
Skilled (Levels 3-5)	73 413	10.6	601	0.1	6 069	0.9	9 232	1.3
Highly skilled production (Levels 6-8)	195 284	28.1	2 372	0.3	9 907	1.4	18 566	2.7
Highly skilled supervision (Levels 9-12)	140 350	20.2	439	0.1	1 990	0.3	4 970	0.7

Salary Bands	Salaries		Overtime		Housing allowance		Medical assistance	
	Amount (R'000)	Salaries as a % of person-nel expenditure	Amount (R'000)	Overtime as a % of person-nel expenditure	Amount (R'000)	Housing allowance as a % of person-nel expenditure	Amount (R'000)	Medical assistance as a % of person-nel expenditure
Senior management (Levels 13-16)	33 565	4.8	38	0.005	363	0.1	513	0.1
<b>Total</b>	<b>470 309</b>	<b>67.6</b>	<b>3 541</b>	<b>0.5</b>	<b>21 517</b>	<b>3.1</b>	<b>38 186</b>	<b>5.5</b>

**Note:** 1 employee was promoted from SL 11 to 13 during the financial year and therefore overtime is reflected in the Salary Band 13–16.

Table 3.1.3 and 3.1.4 should essentially reflect the same totals. However, due to the fact that the data is rounded off to thousands and grouped by either programme or salary band, it could present differently.

## 3.2 Employment and vacancies

The following tables summarise the number of funded posts on the establishment, the number of employees, 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). Table 3.2.3 provides establishment and vacancy information for the key critical occupations of the Department.

**Table 3.2.1: Employment and vacancies by programme, as at 31 March 2016**

Programme	Number of funded posts	Number of posts filled	Vacancy rate %
1	284	269	5.3%
2	396	369	6.8%
3	724	696	3.9%
4	37	32	13.5%
5	810	798	1.5%
6	64	64	-
<b>Total</b>	<b>2 315</b>	<b>2 228</b>	<b>3.8%</b>

**Table 3.2.2: Employment and vacancies by salary band, as at 31 March 2016**

Salary Band	Number of funded posts	Number of posts filled	Vacancy rate %
Lower skilled (Levels 1-2)	457	451	1.3%
Skilled (Levels 3-5)	438	421	3.9%

Salary Band	Number of funded posts	Number of posts filled	Vacancy rate %
Highly skilled production (Levels 6-8)	1 017	993	2.4%
Highly skilled supervision (Levels 9-12)	350	314	10.3%
Senior management (Levels 13-16)	53	49	7.5%
<b>Total</b>	<b>2 315</b>	<b>2 228</b>	<b>3.8%</b>

**Note:** The information in each case reflects the situation as at 31 March 2016. An indication of changes in staffing patterns for the year under review is reflected in section 3.4 (Employee Changes) in this report.

**Table 3.2.3: Employment and vacancies by critical occupation, as at 31 March 2016**

Critical occupations	Number of funded posts	Number of posts filled	Vacancy rate %
Architect	30	22	26.7%
Architectural Technician	10	8	20.0%
Engineer	36	32	11.1%
Engineering Technician	35	30	14.3%
GIS Technician	2	1	50.0%
Quantity Surveyor	17	14	17.6%
Quantity Surveyor Technician	6	4	33.3%
<b>Total</b>	<b>136</b>	<b>111</b>	<b>18.4%</b>

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

### 3.3 Job evaluation

The Public Service Regulations, 2001 as amended, introduced job evaluation 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.

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 2015 to 31 March 2016**

Salary Band	Total number of funded posts as at 31 March 2016	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)	457	0	0.0	0	0.0	0	0.0
Skilled (Levels 3-5)	438	0	0.0	0	0.0	0	0.0
Highly skilled production (Levels 6-8)	1 017	0	0.0	0	0.1	0	0.0
Highly skilled supervision (Levels 9-12)	350	0	0.0	3	0.1	0	0.0
Senior Management Service Band A (Level 13)	36	0	0.0	1	0.04	0	0.0
Senior Management Service Band B (Level 14)	12	0	0.0	0	0.0	0	0.0
Senior Management Service Band C (Level 15)	4	0	0.0	0	0.0	0	0.0
Senior Management Service Band D (Level 16)	1	0	0.0	0	0.0	0	0.0
<b>Total</b>	<b>2 315</b>	<b>0</b>	<b>0.0</b>	<b>4</b>	<b>0.3</b>	<b>0</b>	<b>0.0</b>

**Note:** The job evaluation process which resulted in the 4 post upgrades in Table 3.3.1 was conducted during the 2013/14 financial year, but implemented during the period under review.

**Table 3.3.2: Profile of employees whose salary positions were upgraded due to their posts being upgraded, 1 April 2015 to 31 March 2016**

Beneficiaries	African	Indian	Coloured	White	Total
Female	0	0	0	0	0
Male	0	1	3	0	4
<b>Total</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>
<b>Employees with a disability</b>					<b>0</b>

**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 2015 to 31 March 2016**

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
State Accountant	1	8	0	6 notch increase	Attraction
Senior Project Leader: Special Programmes	1	12	0	11 notch increase	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 2015 to 31 March 2016**

Beneficiaries	African	Indian	Coloured	White	Total
Female	0	0	0	1	1
Male	0	0	1	0	1
Total	0	0	1	1	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).

**Table 3.4.1: Annual turnover rates by salary band, 1 April 2015 to 31 March 2016**

Salary Band	Number of employees as at 31 March 2015	Turnover rate 2014/15	Appointments into the Department	Transfers into the Department	Terminations out of the Department	Transfers out of the Department	Turnover rate 2015/16
Lower skilled (Levels 1-2)	472	3.6	8	1	10	1	2.3
Skilled (Levels 3-5)	449	13.0	62	1	64	8	16.0
Highly skilled production (Levels 6-8)	971	12.5	63	8	69	5	7.6
Highly skilled supervision (Levels 9-12)	309	15.2	47	6	52	3	17.8

Salary Band	Number of employees as at 31 March 2015	Turnover rate 2014/15	Appoint-ments into the Department	Transfers into the Department	Termina-tions out of the Depart-ment	Transfers out of the Department	Turnover rate 2015/16
Senior Management Service Band A (Level 13)	28	11.1	1	1	2	0	7.1
Senior Management Service Band B (Level 14)	9	14.3	2	0	2	0	22.2
Senior Management Service Band C (Level 15)	4	50.0	0	0	0	0	0.0
Senior Management Service Band D (Level 16)	1	0.0	0	0	0	0	0.0
<b>Total</b>	<b>2 243</b>	<b>10.6</b>	<b>183</b>	<b>17</b>	<b>199</b>	<b>17</b>	<b>9.6</b>
			200		216		

**Note:** Transfers refer to the lateral movement of employees from one Public Service entity 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 2015).

**Table 3.4.2: Annual turnover rates by critical occupation, 1 April 2015 to 31 March 2016**

Critical Occupation	Number of employees as at 31 March 2015	Turnover rate 2014/15	Appoint-ments into the Department	Transfers into the Department	Termina-tions out of the Depart-ment	Transfers out of the Department	Turnover rate 2015/16 %
Architect	24	13.0	12	0	12	1	54.2
Architectural Technician	6	-	3	0	1	0	16.7
Engineer	30	6.9	6	0	4	0	13.3
Engineering Technician	34	-	3	0	4	0	11.8
GIS Technician	2	-	0	0	1	0	50.0
Quantity Surveyor	15	18.8	1	0	1	0	6.7
Quantity Surveyor Technician	4	-	0	0	0	0	0.0
<b>Total</b>	<b>115</b>	<b>26.4</b>	<b>25</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>20.9</b>
			25		24		

**Note:** Although the turnover rate for architects seems high, it should be noted that 8 of the 12 terminations was as a result of contract employees taking up permanent posts within the Department. Technicians have been identified as critical in the Workforce Plan (1 April 2015 – 31 March 2020, but was not indicated as such in the previous Plan. There were therefore no turnover rate calculations for technicians in the 2014/15 Annual Report. The turnover rate is determined by calculating the total exits as a percentage of the baseline (Number of employees as at 31 March 2015).

**Table 3.4.3: Staff leaving the employ of the Department, 1 April 2015 to 31 March 2016**

Exit Category	Number	% of total exits	Number of exits as a % of total number of employees as at 31 March 2015
Death	9	4.2	0.4
Resignation *	109	50.5	4.9
Expiry of contract	39	18.1	1.7
Dismissal – operational changes	0	0.0	0.0
Dismissal – misconduct	5	2.3	0.2
Dismissal – inefficiency	0	0.0	0.0
Discharged due to ill-health	5	2.3	0.2
Retirement	32	14.8	1.4
Employee initiated severance package	0	0.0	0.0
Transfers to Statutory	0	0.0	0.0
Transfers to other Public Service Departments	17	7.9	0.8
<b>Total</b>	<b>216</b>	<b>100.0</b>	<b>9.6</b>

**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 2015 to 31 March 2016**

Resignation Reasons	Number	% of total resignations
Better remuneration	11	10.1
Family/personal circumstances	7	6.4
Lack of promotional opportunities	3	2.8
Need for a career change	3	2.8
No reason provided	49	45.0
Other occupation	1	0.9
Personal grievances	1	0.9
Personal health	4	3.7
Starting own business	1	0.9
*Translation to permanent	29	26.6
<b>Total</b>	<b>109</b>	<b>100.0</b>

\* **Note:** "Translation 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 2015 to 31 March 2016**

Age group	Number	% of total resignations
Ages <19	0	0.0
Ages 20 to 24	1	0.9
Ages 25 to 29	25	22.9
Ages 30 to 34	22	20.2
Ages 35 to 39	29	26.6
Ages 40 to 44	16	14.7
Ages 45 to 49	7	6.4
Ages 50 to 54	2	1.8
Ages 55 to 59	3	2.8
Ages 60 to 64	3	2.8
Ages 65 >	1	0.9
<b>Total</b>	<b>109</b>	<b>100.0</b>

**Table 3.4.6: Employee initiated severance packages**

Total number of employee initiated severance packages offered in 2015/ 2016	None
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**Table 3.4.7: Promotions by salary band, 1 April 2015 to 31 March 2016**

Salary Band	Employees as at 31 March 2015	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)	472	0	0.0	180	38.1
Skilled (Levels 3-5)	449	7	1.6	439	97.8
Highly skilled production (Levels 6-8)	971	18	1.9	735	75.7
Highly skilled supervision (Levels 9-12)	309	19	6.1	164	53.1
Senior management (Levels 13-16)	42	9	21.4	24	57.1
<b>Total</b>	<b>2 243</b>	<b>53</b>	<b>2.4</b>	<b>1 542</b>	<b>68.7</b>

**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 Occupation Specific Dispensation (OSD) do not receive notch progressions annually.

**Table 3.4.8: Promotions by critical occupation, 1 April 2015 to 31 March 2016**

Critical Occupation	Employees as at 31 March 2015	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	24	4	16.7	5	20.8
Architectural Technician	6	0	0.0	5	83.3
Engineer	30	0	0.0	5	16.7
Engineering Technician	34	2	5.9	12	35.3
GIS Technician	2	0	0.0	1	50.0
Quantity Surveyor	15	3	20.0	6	40.0
Quantity Surveyor Technician	4	0	0.0	3	75.0
<b>Total</b>	<b>115</b>	<b>9</b>	<b>7.8</b>	<b>37</b>	<b>32.2</b>

**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 Occupation Specific Dispensation (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 2016**

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	12	2	7	0	5	0	0	43
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	29	120	7	99	23	46	1	27	0	1	353
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	113	283	1	72	111	267	5	88	0	0	940

Occupational Levels	Male				Female				Foreign Nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Semi-skilled and discretionary decision making (Levels 3-5)	156	216	1	22	56	130	2	14	0	0	597
Unskilled and defined decision making (Levels 1-2)	75	105	0	2	45	60	0	2	0	0	289
<b>Total</b>	<b>376</b>	<b>737</b>	<b>12</b>	<b>210</b>	<b>237</b>	<b>510</b>	<b>8</b>	<b>137</b>	<b>0</b>	<b>1</b>	<b>2 228</b>
Temporary employees	0	0	0	0	0	0	0	0	0	0	0
<b>Grand total</b>	<b>376</b>	<b>737</b>	<b>12</b>	<b>210</b>	<b>237</b>	<b>510</b>	<b>8</b>	<b>137</b>	<b>0</b>	<b>1</b>	<b>2 228</b>

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 2016**

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	3	0	1	0	0	0	0	0	0	4
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	0	3	0	2	0	0	0	0	0	0	5
Semi-skilled and discretionary decision making (Levels 3-5)	2	2	0	1	0	0	0	0	0	0	5

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)	0	1	0	0	0	1	0	1	0	0	3
<b>Total</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>
Temporary employees	0	0	0	0	0	0	0	0	0	0	0
<b>Grand total</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>

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 2015 to 31 March 2016**

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	2	0	0	4
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	3	13	2	12	2	7	0	13	0	1	53
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	10	16	0	3	19	20	1	2	0	0	71
Semi-skilled and discretionary decision making (Levels 3-5)	9	30	0	5	3	16	0	0	0	0	63



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)	4	4	0	0	1	0	0	0	0	0	9
<b>Total</b>	<b>26</b>	<b>64</b>	<b>2</b>	<b>21</b>	<b>25</b>	<b>43</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>200</b>
Temporary employees	0	0	0	0	0	0	0	0	0	0	0
<b>Grand total</b>	<b>26</b>	<b>64</b>	<b>2</b>	<b>21</b>	<b>25</b>	<b>43</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>200</b>

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 2015 to 31 March 2016**

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)	1	0	1	2	0	3	0	2	0	0	9
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	1	5	0	4	2	6	0	1	0	0	19
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	4	3	0	0	3	8	0	0	0	0	18
Semi-skilled and discretionary decision making (Levels 3-5)	1	1	0	0	2	3	0	0	0	0	7

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)	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>6</b>	<b>7</b>	<b>20</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>53</b>
Temporary employees	0	0	0	0	0	0	0	0	0	0	0
<b>Grand total</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>6</b>	<b>7</b>	<b>20</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>53</b>

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 2015 to 31 March 2016**

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	3	1	0	0	0	0	0	0	0	4
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	3	16	1	16	3	5	1	8	0	2	55
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	8	23	0	8	15	16	1	3	0	0	74
Semi-skilled and discretionary decision making (Levels 3-5)	17	31	0	1	7	14	0	2	0	0	72

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)	0	4	0	0	2	5	0	0	0	0	11
<b>Total</b>	<b>28</b>	<b>77</b>	<b>2</b>	<b>25</b>	<b>27</b>	<b>40</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>216</b>
Temporary employees	0	0	0	0	0	0	0	0	0	0	0
<b>Grand total</b>	<b>28</b>	<b>77</b>	<b>2</b>	<b>25</b>	<b>27</b>	<b>40</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>216</b>

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 2015 to 31 March 2016**

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	2	0	1	1	1	0	0	0	0	5
Dismissal	2	1	0	0	0	1	0	0	0	0	4
Not Guilty	0	0	0	1	0	1	0	0	0	0	2
Final Written Warning	0	0	0	0	0	2	0	0	0	0	2
Abscondment	0	1	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>

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 2015 to 31 March 2016**

Occupational Levels	Male				Female				Total
	A	C	I	W	A	C	I	W	
Top management (Levels 15-16)	0	1	0	1	0	0	0	1	3
Senior management (Levels 13-14)	0	1	1	2	0	3	0	0	7
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	9	47	3	28	12	16	1	10	126
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	46	134	0	20	42	97	1	89	429
Semi-skilled and discretionary decision making (Levels 3-5)	29	69	3	24	32	86	3	19	265
Unskilled and defined decision making (Levels 1-2)	12	35	0	0	4	23	0	0	74
<b>Total</b>	<b>96</b>	<b>287</b>	<b>7</b>	<b>75</b>	<b>90</b>	<b>225</b>	<b>5</b>	<b>119</b>	<b>904</b>
Temporary employees	5	23	0	0	9	13	1	0	51
<b>Grand total</b>	<b>101</b>	<b>310</b>	<b>7</b>	<b>75</b>	<b>99</b>	<b>238</b>	<b>6</b>	<b>119</b>	<b>955</b>

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 2015**

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 16, but not HOD	0	0	0	-
Salary Level 15	4	4	4	100.0
Salary Level 14	11	9	9	100.0

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
Salary Level 13	35	28	28	100.0
<b>Total</b>	<b>51</b>	<b>42</b>	<b>42</b>	<b>100.0</b>

**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 2015**

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 2015**

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 2015**

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 vacant per level
Head of Department	1	1	100	0	0
Salary Level 15	4	4	100	0	0
Salary Level 14	11	8	72.7	3	27.3%
Salary Level 13	36	32	88.9	4	11.1%
<b>Total</b>	<b>52</b>	<b>45</b>	<b>86.5</b>	<b>7</b>	<b>13.5%</b>

**Table 3.7.2: SMS posts information, as at 31 March 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 vacant per level
Head of Department	1	1	100	0	0
Salary Level 15	4	4	100	0	0
Salary Level 14	12	12	100	0	0
Salary Level 13	36	32	88.9	4	11.1%
<b>Total</b>	<b>53</b>	<b>49</b>	<b>92.5</b>	<b>4</b>	<b>7.5%</b>

**Table 3.7.3: Advertising and filling of SMS posts, as at 31 March 2016**

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	4	3	0
Salary Level 13	5	5	1
<b>Total</b>	<b>9</b>	<b>8</b>	<b>1</b>

**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	N/A
Salary Level 15	N/A
Salary Level 14	<p><b>CD: Transport Operations</b> This post was advertised 13/04/2015. The advert closed 30/04/2015. The shortlist was concluded by the shortlisting panel 4/11/2015. The shortlist submission was approved 13/11/2015. The interviews were conducted on 7/12/2015. The cabinet submission was drafted and cabinet noted the intention to appoint on 3/02/2016. The nomination submission was approved on 11/02/2016. The post was filled 01/03/2016.</p> <p><b>CD: Strategic Management &amp; Operational Support</b> Recruitment for this post commenced once the Head of Branch had been appointed on 1 January 2015. The post was subsequently advertised and filled on 1 October 2015.</p>
Salary Level 13	<p><b>Director: Technical Services</b> Recruitment for this post commenced once the Head of Branch had been appointed on 1 January 2015. The post was subsequently advertised and filled on 1 September 2015.</p> <p><b>Director: Project/Programme Infrastructure</b> Recruitment for this post commenced once the Head of Branch had been appointed on 1 January 2015. The post was subsequently advertised.</p> <p><b>Director: Operational Support</b> Recruitment for this post commenced once the Chief Director had been appointed. The post was subsequently advertised and filled on 1 November 2015.</p> <p><b>Director: Provincial Public Transport Registration</b> Due to mandatory COE cost containment measures, this post has been kept in abeyance.</p> <p><b>Director: Land Transport Safety Management</b> Recruitment for this post was due to commence once the Chief Director had been appointed on 1 March 2016. Due to mandatory COE cost containment measures, this post has been kept in abeyance.</p>

**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 2015 to 31 March 2016**

Salary Band	Employees as at 31 March 2015	Progressions to another notch within a salary band	Notch progressions as a % of total employees within a salary band
Lower skilled (Levels 1-2)	472	180	38.1
Skilled (Levels 3-5)	449	439	97.8
Highly skilled production (Levels 6-8)	971	735	75.7
Highly skilled supervision (Levels 9-12)	309	164	53.1
Senior management (Levels 13-16)	42	24	57.1
<b>Total</b>	<b>2 243</b>	<b>1 542</b>	<b>68.7</b>

**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 Occupation Specific Dispensation (OSD) do not receive notch progressions annually.

**Table 3.8.2: Notch progressions by critical occupation, 1 April 2015 to 31 March 2016**

Critical occupations	Employees as at 31 March 2015	Progressions to another notch within a critical occupation	Notch progressions as a % of total employees within a critical occupation
Architect	24	5	20.8
Architectural Technician	6	5	83.3
Engineer	30	5	16.7
Engineering Technician	34	12	35.3
GIS Technician	2	1	50.0
Quantity Surveyor	15	6	40.0
Quantity Surveyor Technician	4	3	75.0
<b>Total</b>	<b>115</b>	<b>37</b>	<b>32.2</b>

**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 Occupation Specific Dispensation (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 2014/15, but paid in the financial year 2015/16. Not all employees are eligible for performance rewards.

Employees who are on probation, employees who perform satisfactorily as well as poor performing employees do not qualify for performance rewards. For details of the Performance Management Framework, refer to the introduction to Part D. 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 2015 to 31 March 2016**

Race and gender	Beneficiary profile			Cost	
	Number of beneficiaries	Total number of employees in group as at March 2015	% of total within group	Cost (R'000)	Average cost per beneficiary (R)
<b>African</b>	<b>254</b>	<b>616</b>	<b>41.2</b>	<b>1 195</b>	<b>4 703</b>
Male	177	377	46.9	683	3 857
Female	77	239	32.2	512	6 648
<b>Coloured</b>	<b>444</b>	<b>1 247</b>	<b>35.6</b>	<b>4 813</b>	<b>10 841</b>
Male	256	741	34.5	2 693	10 521
Female	188	506	37.2	2 120	11 278
<b>Indian</b>	<b>9</b>	<b>21</b>	<b>42.9</b>	<b>176</b>	<b>19 446</b>
Male	4	12	33.3	117	29 128
Female	5	9	55.6	59	11 701
<b>White</b>	<b>159</b>	<b>343</b>	<b>46.4</b>	<b>3 569</b>	<b>22 446</b>
Male	93	210	44.3	2 402	25 828
Female	66	133	49.6	1 167	17 681
<b>Employees with a disability</b>	<b>6</b>	<b>16</b>	<b>38</b>	<b>29</b>	<b>4 779</b>
<b>Total</b>	<b>872</b>	<b>2 243</b>	<b>38.9</b>	<b>9 782</b>	

**Table 3.8.4: Performance rewards (cash bonus), by salary bands for personnel below Senior Management Service level, 1 April 2015 to 31 March 2016**

Salary Bands	Beneficiary profile			Cost		
	Number of beneficiaries	Total number of employees in group as at 31 March 2015	% 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)	149	472	31.6	369	2 475	0.1
Skilled (Levels 3-5)	288	449	64.1	1 396	4 847	0.2
Highly skilled production (Levels 6-8)	262	971	27.0	3 075	11 737	0.5



Salary Bands	Beneficiary profile			Cost		
	Number of beneficiaries	Total number of employees in group as at 31 March 2015	% of total within salary bands	Cost (R'000)	Average cost per beneficiary (R)	Cost as a % of the total personnel expenditure
Highly skilled supervision (Levels 9-12)	148	309	47.9	3 869	26 142	0.6
<b>Total</b>	<b>847</b>	<b>2 201</b>	<b>38.5</b>	<b>8 709</b>	<b>10 282</b>	<b>1.4</b>

**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 2015 to 31 March 2016**

Salary Bands	Beneficiary profile			Cost		
	Number of beneficiaries	Total number of employees in group as at 31 March 2015	% 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)	17	28	60.7	681	40 055	1.3
Senior Management Service Band B (Level 14)	6	9	66.7	265	44 089	0.5
Senior Management Service Band C (Level 15)	1	4	25.0	48	48 069	0.1
Senior Management Service Band D (Level 16)	1	1	100.0	79	78 513	0.2
<b>Total</b>	<b>25</b>	<b>42</b>	<b>59.5</b>	<b>1 073</b>	<b>42 882</b>	<b>2.1</b>

**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 2015 to 31 March 2016**

Critical occupation	Beneficiary profile			Cost		
	Number of beneficiaries	Total number of employees in group as at 31 March 2015	% of total within salary bands	Cost (R'000)	Average cost per beneficiary (R)	Cost as a % of total personnel expenditure
Architect	9	24	37.5	303	33 629	0.05

Critical occupation	Beneficiary profile			Cost		
	Number of benefit- ciaries	Total number of employees in group as at 31 March 2015	% of total within salary bands	Cost (R'000)	Average cost per benefi- ciary (R)	Cost as a % of total personnel expenditure
Architectural Technician	1	6	16.7	13	13 280	0.002
Engineer	18	30	60.0	800	44 420	0.1
Engineering Technician	17	34	50.0	388	22 852	0.1
GIS Technician	2	2	100.0	76	37 921	0.001
Quantity Surveyor	3	15	20.0	94	31 318	0.001
Quantity Surveyor Technician	4	4	100.0	61	15 372	0.001
<b>Total</b>	<b>54</b>	<b>115</b>	<b>47.0</b>	<b>1 735</b>	<b>32 134</b>	<b>0.3</b>

**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 2015 to 31 March 2016**

Salary Band	1 April 2015		31 March 2016		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)	1	25.0	0	0.0	-1	100.0
Highly skilled supervision (Levels 9-12)	3	75.0	1	100.0	-2	66.7
Senior management (Levels 13-16)	0	0.0	0	0.0	0	0
<b>Total</b>	<b>4</b>	<b>100.0</b>	<b>1</b>	<b>100.0</b>	<b>-3</b>	<b>75.0</b>

**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 2015 to 31 March 2016**

Major occupation	1 April 2015		31 March 2016		Change	
	Number	% of total	Number	% of total	Number	% change
Architect	3	75.0	1	100.0	-2	66.7

Major occupation	1 April 2015		31 March 2016		Change	
	Number	% of total	Number	% of total	Number	% change
Works Inspector	1	25.0	0	0.0	-1	100.0
<b>Total</b>	<b>4</b>	<b>100.0</b>	<b>1</b>	<b>100.0</b>	<b>-3</b>	<b>75.0</b>

**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 2015 to 31 December 2015

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 2015 to 31 December 2015**

Salary Band	Total days	% days with medical certification	Number of employees using sick leave	Total number of employee (excluding Interns)	% of total employees using sick leave	Average days per employee	Estimated cost (R'000)
Lower skilled (Levels 1-2)	2 212	81.8	235	301	78.1	9	728
Skilled (Levels 3-5)	3 830	76.6	499	658	75.8	8	1 844
Highly skilled production (Levels 6-8)	6 661	73.7	806	993	81.2	8	5 223
Highly skilled supervision (Levels 9-12)	1 882	74.7	279	389	71.7	7	2 840
Senior management (Levels 13-16)	181	74.6	34	52	65.4	5	463
<b>Total</b>	<b>14 766</b>	<b>75.8</b>	<b>1 853</b>	<b>2 393</b>	<b>77.4</b>	<b>8</b>	<b>11 098</b>

**Note:** The three-year sick leave cycle started in January 2013 and ended in December 2015. 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 2015 to 31 December 2015**

Salary Band	Total days	% days with medical certification	Number of employees using incapacity leave	Total number of employee (excluding Interns)	% of total employees using incapacity leave	Average days per employee	Estimated cost (R'000)
Lower skilled (Levels 1-2)	863	100.0	40	301	13.3	22	289

Salary Band	Total days	% days with medical certification	Number of employees using incapacity leave	Total number of employee (excluding Interns)	% of total employees using incapacity leave	Average days per employee	Estimated cost (R'000)
Skilled Levels 3-5)	1 280	100.0	55	658	8.4	23	569
Highly skilled production (Levels 6-8)	2 701	100.0	100	993	10.1	27	2345
Highly skilled supervision (Levels 9-12)	271	100.0	12	389	3.1	23	375
Senior management (Levels 13-16)	21	100.0	2	52	3.8	11	53
<b>Total</b>	<b>5 136</b>	<b>100.0</b>	<b>209</b>	<b>2 393</b>	<b>8.7</b>	<b>25</b>	<b>3 631</b>

**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 2015 to 31 December 2015**

Salary Band	Total days taken	Total number employees using annual leave	Average number of days taken per employee
Lower skilled (Levels 1-2)	7 020	294	24
Skilled (Levels 3-5)	15 226	645	24
Highly skilled production (Levels 6-8)	24 104	977	25
Highly skilled supervision (Levels 9-12)	8 330	360	23
Senior management (Levels 13-16)	1 210	49	25
<b>Total</b>	<b>55 890</b>	<b>2 325</b>	<b>24</b>

**Table 3.10.4: Capped leave, 1 January 2015 to 31 December 2015**

Salary Band	Total capped leave available as at 31 Dec 2014	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 2014	Total capped leave available as at 31 Dec 2015
Lower skilled (Levels 1-2)	198	3	2	2	26	138
Skilled (Levels 3-5)	7 806	72	17	4	239	7 449
Highly skilled production (Levels 6-8)	9 291	186	25	7	248	9 221
Highly skilled supervision (Levels 9-12)	8 448	27	10	3	120	7 885
Senior management (Levels 13-16)	1 669	27	3	9	19	1 706
<b>Total</b>	<b>27 412</b>	<b>315</b>	<b>57</b>	<b>6</b>	<b>652</b>	<b>26 400</b>

**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 2015 to 31 March 2016**

Reason	Total Amount (R'000)	Number of incidents	Average payment per employee
Leave pay-outs during 2015/16 due to non-utilisation of leave for the previous cycle	0	0	0
Capped leave pay-outs on termination of service for 2015/16	2 345	36	65 134
Current leave pay-outs on termination of service 2015/16	996	71	14 024
<b>Total</b>	<b>3 341</b>	<b>107</b>	

### 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 and AIDS. Despite the very low occupational risk, all employees have been targeted at all levels within the Department.	<p>HIV and AIDS Counselling and Testing [HCT] and Wellness screenings sessions were conducted in general. The outsourced Health and Wellness contract (Employee Health and Wellness Programme [EHWP]) provides employees with their immediate family members [it means the spouse or partner of an employee or children living with an employee] are provided with a range of services. These services include the following:</p> <ul style="list-style-type: none"> <li>• 24/7/365 Telephone counselling;</li> <li>• Face to face counselling (4 session model);</li> <li>• Trauma and critical incident counselling;</li> <li>• Advocacy on HIV&amp;AIDS awareness, including online E-Care services; and</li> <li>• Training, coaching and targeted Interventions where these were required.</li> </ul>

**Table 3.11.2: Details of health promotion including HIV and AIDS Programmes, 1 April 2015 to 31 March 2016**

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, (Department of the Premier).
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 Department of the Premier provides a transversal service to eleven (11) participating departments, including the <b>Department of Transport and Public Works</b>.</p> <p>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) departments.</p> <p>The unit consists of a Deputy Director, three (3) Assistant Directors, and four (3) team members.</p> <p>Budget 2.5 m.</p>
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 service level agreement with <b>ICAS</b> [Service Provider] to render an Employee Health and Wellness Service to the eleven departments participating within the CSC.</p> <p>The Department conducted interventions</p>

Question	Yes	No	Details, if yes
			<p>namely, Managerial Referral, Financial Management, Self-Development, Stress and Work-Life Balance, Mental Health Awareness, Stress and Resilience, Substance Abuse, Relationship Enrichment, Employee Information Session and Coaching for employees. These interventions were planned based on the trends reported quarterly through the Employee Health and Wellness Programme [EHWP] reports provided by the service provider, <b>ICAS</b>, for the period 2015/16. 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 departments in the WCG to inform employees of the EHW service, how to access the Employee Health and Wellness Programme [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>A new Health and Wellness Steering Committee has been established with members nominated by each department. The Department of Transport &amp; Public Works is represented by C Marx and Z De Monk.</p>
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 Employee Health and Wellness Programmes in the Western Government is in effect and was adopted by the Coordinating 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 Department of the Premier has developed a Transversal Employee Health and Wellness Management and HIV and AIDS and TB Management policies, which was ratified and approved on 8<sup>th</sup> March 2016.</p> <p>Further to this, the DoH has currently approved</p>

Question	Yes	No	Details, if yes
			the Transversal HIV and AIDS/STI Workplace Policy and Programme that will be applicable to all departments of the Western Government. The document is in line with the four pillars of the EHW Strategic Framework 2008.
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 and 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. 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 and 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"> <li>• Zero new HIV, STI and TB infections</li> <li>• Zero deaths associated with HIV and TB</li> <li>• Zero discrimination</li> </ul> <p>Also, the Department is conducting the HCT and Wellness screening sessions to ensure that every employee in the Department is tested for HIV and screened for TB, at least annually, The aim was to:</p> <ul style="list-style-type: none"> <li>• Reduce HIV and TB discrimination in the workplace. This included campaigns against unfair discrimination and empowerment of employees.</li> <li>• Reduce unfair discrimination in access to services. This included ensuring that Employee Relations Directorate addresses complaints or grievances and provides training to employees.</li> </ul> <p>Other key elements that addressed anti HIV and AIDS discrimination issues were: Wellness Screenings and TB Testing Sessions with specific requests from departments were conducted, posters and pamphlets were distributed, HIV and AIDS counselling [HCT] and TB Testing were conducted, condom programme and spot talks, including [HIV and AIDS speak out programme] were conducted as well.</p>



Question	Yes	No	Details, if yes
7. Does the Department encourage its employees to undergo voluntary counselling and testing (VCT)? If so, list the results that you have 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 &amp; Public Works participated in 8 HCT and Wellness screening sessions.</p> <p>312 Employees were tested and counselled for HIV, Tuberculosis and Sexually Transmitted Infections (STI's).</p> <p>There were no clinical referrals for TB, HIV or any other STIs, and 3 for Diabetes.</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 EAP service provider).</p> <p>The Employee Health and Wellness Programme (EHWP) is monitored through Quarterly and Annual reporting. This reporting is provided by the External Service Provider.</p> <p>The most recent annual health review period was 1 April 2015 – 31 March 2016.</p> <p>The quarterly and annual review provides a breakdown of the EHWP Human Capital Demographic i.e. age, gender, length of service, dependent utilisation, language utilisation, employee vs. manager utilisation, no. of cases.</p> <p>The review further provides amongst others service utilisation, problem profiling and trending, assessment of employee and organisational risk and the impact thereof on the individual functioning in the work place.</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 2015 to 31 March 2016**

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 2015 to 31 March 2016**

Outcomes of disciplinary hearings	Number of cases finalised	% of total
Dismissal	4	28.6
Desertion	1	7.1
Final Written Warning	2	14.3
Suspension without pay coupled with a Final Written Warning	5	35.7
Not Guilty	2	14.3
<b>Total</b>	<b>14</b>	<b>100.0</b>
<b>Percentage of total employment</b>		<b>0.5</b>

**Note:** Outcomes of disciplinary hearings refer to formal cases only.

**Table 3.12.3: Types of misconduct addressed at disciplinary hearings, 1 April 2015 to 31 March 2016**

Type of misconduct	Number	% of total
Unauthorised absenteeism	2	14.3
Fraud	1	7.1
Misuse of GG vehicle	3	21.4
Theft	1	7.1
Bribery	1	7.1
Financial irregularities	1	7.1
Alleged corruption	1	7.1
Alleged irregularities in respect of the procurement of stationery items	3	21.4
Alleged irregularities in the awarding of contracts to conduct green skills training sessions	1	7.1
<b>Total</b>	<b>14</b>	<b>100.0</b>

**Table 3.12.4: Grievances lodged, 1 April 2015 to 31 March 2016**

Grievances lodged	Number	% of total
Number of grievances resolved	132	83.5
Number of grievances not resolved	26	16.5
<b>Total number of grievances lodged</b>	<b>158</b>	<b>100.0</b>

**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 2015 to 31 March 2016**

Disputes lodged with councils	Number	% of total
Number of disputes upheld	4	50.0
Number of disputes dismissed	4	50.0
<b>Total number of disputes lodged</b>	<b>8</b>	<b>100.0</b>

**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 2015 to 31 March 2016**

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 2015 to 31 March 2016**

Precautionary suspensions	Number
Number of people suspended	1
Number of people whose suspension exceeded 30 days	1
Average number of days suspended	79
Cost (R'000) of suspensions	31 929.73

**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 2015 to 31 March 2016**

Occupational categories	Gender	Number of employees as at 1 April 2015	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	9	0	27	0	27
	Male	35	0	105	0	105
Professionals	Female	45	0	87	0	87
	Male	116	0	168	0	168
Technicians and associate professionals	Female	270	0	498	0	498
	Male	239	0	295	0	295
Clerks	Female	258	0	324	0	324
	Male	152	0	125	0	125
Service and sales	Female	206	0	24	0	24

Occupational categories	Gender	Number of employees as at 1 April 2015	Training needs identified at start of reporting period			
			Learnerships	Skills programmes and other short courses	Other forms of training	Total
workers	Male	309	0	20	0	20
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	0	0	0
	Male	178	0	172	0	172
Plant and machine operators and assemblers	Female	0	0	0	0	0
	Male	17	0	18	0	18
Elementary occupations	Female	134	0	185	0	185
	Male	352	0	586	0	586
<b>Sub Total</b>	<b>Female</b>	<b>933</b>	<b>0</b>	<b>1 145</b>	<b>0</b>	<b>1 145</b>
	<b>Male</b>	<b>1 412</b>	<b>0</b>	<b>1 489</b>	<b>0</b>	<b>1 489</b>
<b>Total</b>		<b>2 345</b>	<b>0</b>	<b>2 634</b>	<b>0</b>	<b>2 634</b>
Employees with disabilities	Female	2	0	0	0	2
	Male	14	0	0	0	14

**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 2015 to 31 March 2016**

Occupational categories	Gender	Number of employees as at 31 March 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	10	0	10
	Male	35	0	22	0	22
Professionals	Female	38	0	32	0	32
	Male	112	0	84	0	84
Technicians and associate professionals	Female	288	0	206	0	206
	Male	246	0	184	0	184
Clerks	Female	212	0	171	0	171
	Male	85	0	87	0	87
Service and sales workers	Female	203	0	362	0	362
	Male	311	0	381	0	381
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	3	0	3
	Male	173	0	52	0	52
Plant and machine operators and assemblers	Female	0	0	0	0	0
	Male	15	0	0	0	0

Occupational categories	Gender	Number of employees as at 31 March 2016	Training needs identified at start of reporting period			
			Learnerships	Skills programmes and other short courses	Other forms of training	Total
Elementary occupations	Female	124	0	55	0	55
	Male	343	0	99	0	99
<b>Sub Total</b>	<b>Female</b>	<b>893</b>	<b>0</b>	<b>839</b>	<b>0</b>	<b>839</b>
	<b>Male</b>	<b>1 335</b>	<b>0</b>	<b>909</b>	<b>0</b>	<b>909</b>
<b>Total</b>		<b>2 228</b>	<b>0</b>	<b>1 748</b>	<b>0</b>	<b>1 748</b>
Employees with disabilities	Female	2	0	0	0	0
	Male	15	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 2015 to 31 March 2016**

Nature of injury on duty	Number	% of total
Required basic medical attention only	44	69.8
Temporary disablement	19	30.2
Permanent disablement	0	0.0
Fatal	0	0.0
<b>Total</b>	<b>63</b>	<b>100.0</b>
		<b>2.5</b>

### 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
<b>Programme 1: Administration</b>	ECM Phase 2	1. E Registry. 2. User and Technical Application Support.	1	12 months	R4 681 352.00	2	1	2
	Biz Projects	Implementation of new project system (RPM to EPM).	3	10 months	R1 244 880.00	1	3	1
	Project office support	Continuous support on both systems.	2	12 months	R1 416 880.00	1	2	2
	Knowledge Management Initiative	To develop a Knowledge Management strategy and Implementation Plan.	4	15 months	R1 824 050.00	1	4	2
	Review the Western Cape Provincial Land Transport Framework	Professional services.	1	6 months	R5 738 184.00	1	5 project key personnel	n
	Performance Evaluation of the Provincial Roads Maintenance Conditional Grant 2015/2016	To assess the effectiveness of the 2015/16 PRMG grant expenditure in the Western Cape Province Strengthen future PRMG evaluation processes and procedures.	3	27 working days	R174 602.40	1	2	3

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
	Performance Evaluation of the Transport Operation Conditional Grant 2015/2016	Assessing the effectiveness of the 2015/16 PTOG grant expenditure in the Western Cape Province to date, in order to provide information that would improve the management of the Grant. Strengthening future PTOG evaluation processes and procedures.	3	28 working days	R193 800.00	1	2	3
	Design Evaluation of the EPWP Integrated Grant	Assess the effectiveness of the 2015/16 EPWP integrated grant expenditure in the Western Cape Province to provide information that would assist in improving the management of the EPWPIG allocation. Strengthen future EPWPIG evaluation processes and procedures.	1	27 working days	R155 000.00	1	3	3
<b>Programme 2: Public Works</b>	Two rivers urban park TRUP project, Cape Town	Provision of professional services to undertake urban planning, landscape architecture, engineering, environmental and heritage studies for the two rivers urban park TRUP	14	18 months	R12 211 843.25	1	14	3

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
		project, Cape Town.						
	Conradie Game Changer	Appointment of a Project Leader for the Conradie Game Changer.	1	36 months	R4 485 000.00	1	1	4
	WCG's Office Accommodation Portfolio	Spatially enabled accessibility analysis for the WCG's Office Accommodation Portfolio that will inform the Property Efficiency and location strategy.	1	7 months	R1 708 404.00	1	1	2
	Conradie Game Changer	Appointment of a financial and technical transaction advisor for the Conradie Game Changer.	1	21 months	R15 299 246.56	1	25	4
	Conradie Game Changer	Appointment of a financial and technical transaction advisor for the Conradie Game Changer.	1	21 months	R4 477 065.00	3	1	2
	Appointment of a Resource Efficiency Systems Manager	Appointment of a Resource Efficiency Systems Manager.	1	2 years	R1 416 000.00	1	1	n



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
	To update the property asset condition database (SPM) completed in 2015 and to support and develop an asset planning capability within the DTPW	<ul style="list-style-type: none"> <li>• Provision of SPM software services with associated hardware and data hosting.</li> <li>• On-going updating of the survey data as required by GIAMA to reflect changes due to annual capital and maintenance expenditure.</li> <li>• Training and support for the Property Planning Unit and the three Provincial Public Works' Chief Directorates i.e. General Infrastructure, Health Infrastructure and Education Infrastructure) (to be finalised).</li> <li>• Providing management reports in relation to the PGWC financial year.</li> <li>• Providing information for GIAMA reporting and compliance.</li> </ul>	3	2 years	R47 527 421.00	1	3	6
	Healthcare Facilities Specifications	Specifications guideline documents.	2	Approximately 200 hours	R200 000.00	1	2	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
	CDHI Technical Assessments	Technical assessments of health facilities: Mfuleni CDC, Mitchell's Plain 72Hr Unit, Karl Bremer EC, Delft Symphony Way CDC, George Hospital, Red Cross Radiology.	1	±9 days (73 hours) 9.5 hours spent up to date	R125 400.00	6 -7	1	4
	Property Efficiency Report	Property Efficiency Report.	1	16 months	R1 000 000.00	1	1	n
<b>Programme 4 Transport Operations</b>	Freight Research	In depth feasibility study looking into the revitalisation of the George -Knysna Rail Link.	5	6 months	R997 999.00	1	5	n
	Safety Improvement Programme	Development of an Implementable Safety Improvement Programme.	6	3 years	R3 409 971.90	1	6	n
	Non-Motorised Transport	Development of a Bicycle Distribution Framework.	5	6 months	R840 000.00	1	5	4
	Implementation of the George Integrated Public Transport Network	Support for the system planning and design, infrastructure planning, business and legal advisory services to the VOC, and operational management support during the roll-out phase of the George Integrated Public Transport Network (GIPTN).	8	3 years Budget to be determined by annual budget and agreed yearly workplan	R13 310 723.84	1	8	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 of the George Integrated Public Transport Network	Support for the Financial Management, Funding Strategy and Structuring, Budget Management, Business Planning, Structuring and Oversight, and Management and Governance support during the roll-out phase of the George Integrated Public Transport Network (GIPTN).	17	15/07/2015-30/06/2018 Budget to be determined by annual budget and agreed yearly workplan	R10 316 067.77	1	17	4
	Administration of the Public Transport Operator Grant	Effective manual monitoring of the Public Transport Operations Grant (PTOG).	6	20/05/2015 – 31/03/2018	R18 000 000.00	1	6	1
<b>Programme 5: Transport Regulations</b>	Investigate and report on a best practice model for the management of debt relating to outstanding motor vehicle licence fees	Assistance with the further development and implementation of a leading practice model for the management of debt related to outstanding motor vehicle licence fees (OLF's) for the Western Cape.	3	210	R1 700 000.00	1	3	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 6: EPWP	K091/15: Khayelitsha District Hospital K092/15: Tygerberg Hospital K103/15: Thembaletu CDC K104/15: York Hostel K105/15: Karl Bremer	EmplA & ETIR's.	1	216	R669 841.20	5	1	1
	K041/15: Bonnievale Primary School K043/15: Stofland Primary School K044/15: Worcester Secondary School K047/15: Piketberg Ambulance Station K060/15: Tulbagh Primary School K062/15: South Peninsula High School K128/15: Berg River Municipality, Cederberg Municipality and Matsikama Municipality K192/15: Overstrand Municipality and Theewaterskloof	ETIR's EmplA & ETIR's Construction industry stakeholder information.	1	460	R1 474 499.20	10	1	3

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
	Municipality K193/15: Cape Agulhas Municipality and Swellendam Municipality K194/15: Laingsberg Municipality, Prince Albert Municipality and Beaufort West							
	K126/15: Cape Metro Sub Council 1,3 &7 K185/15: Cape Metro Sub Council 2, 21 &22 K186/15: Cape Metro Sub Council 9, 12 & 23 K187/15: Cape Metro Sub Council 8, 10 & 24	Construction industry stakeholder information	1	300	R890 628.00	4	1	n
	K189/15: Cape Metro Sub Council 15, 16 & 17 K190/15: Cape Metro Sub Council 18, 19 & 20	Construction industry stakeholder information	1	150	R384 480.00	2	1	n
	K045/15: Zeekoevlei Primary School K049/15: Hillside Clinic K188/15: Cape Metro Sub Council 11, 13 & 14 K194/15: Saldanha	ETIR's Construction industry stakeholder information	1	224	R662 633.50	4	1	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
	Municipality & Swartland Municipality							
	K042/15: Eerste River Secondary School K046/15: Kuils River Primary School K048/15: Pineview Primary School K061/15: Zwelethemba Secondary School	ETIR's	1	160	R373 438.36	4	1	2
	EPWP0020 Off- and on-site mentoring	Mentoring services Eden: Mossel Bay	1	37.5	R464 200.00	3	1	2
	EPWP0026 Off- and on-site mentoring	Mentoring services Central Karoo: Beaufort West						
	TPT2381/1 Off- and on-site mentoring	Mentoring services Cape Metro: Ottery						
	EPWP0021 Off- and on-site mentoring	Mentoring services Eden: George	1	25	R185 000.00	2	1	2
	EPWP0034 Off- and on-site mentoring	Mentoring services Eden: Plettenberg Bay						

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
	EPWP00022 Off- and on-site mentoring	Mentoring services Eden: Knysna	1	25	R171 400.00	2	1	n
	EPWP00023 Off- and on-site mentoring	Mentoring services Eden: Plettenberg Bay						
	EPWP00025 Off- and on-site mentoring	Mentoring services Cape Metro: Stikland	1	37.5	R514 796.00	4	3	3
	EPWP00027 Off- and on-site mentoring	Mentoring services Cape Winelands						
	K093/15 Enterprise development	Mentoring services Central Karoo: Beaufort West						
	K096/15 Enterprise development	Mentoring services Cape Metro: Kuilsriver/ Stikland						
	TPT2377/1 Off- and on-site mentoring	Mentoring services Cape Metro: Southfield	1	50	R508 856.00	5	1	4
	K051/15 Off- and on-site mentoring	Mentoring services Cape Metro: Wynberg						
	K052/15 Off- and on-site mentoring	Mentoring services Cape Metro: Kuilsriver / Bellville						

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
	K208/15 On-site mentoring: Grabouw (Group 1)	On-site mentoring Overberg: Grabouw						
	K209/15 On-site mentoring: Grabouw (Group 2)	On-site mentoring Overberg : Grabouw						
	TPT2376/1 Off- and on-site mentoring	Mentoring services Cape Metro: Pinelands	1	25	R196 080.00	2	1	3
	TPT2376/1 Off- and on-site mentoring	Mentoring services Cape Metro: Sanddrift						
	K050/1 Off- and on-site mentoring	Mentoring services Cape Metro: Wetton	1	12.5	R79 800.00	1	1	n
	K094/15 Enterprise development	Mentoring services Cape Metro: Ottery/Wetton	1	37.5	R434 624.00	6	1	n
	K095/15 Enterprise development	Mentoring services Cape Metro: Pinelands/ Sanddrift						
	K097/15 Enterprise development	Mentoring services Eden: Plettenberg Bay						
	K098/15 Enterprise development	Mentoring services Eden: George/ Knysna						



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
	K099/15 Enterprise development	Mentoring services Eden: Mossel Bay						
	K101/15 Enterprise development	Mentoring services Cape Metro: Southfield/ Wynberg						
	K0100/15 Enterprise development	Mentoring services Cape Winelands: Paarl	2	6.25	R44 000.00	1	2	4
<b>Grand total</b>					<b>R159 508 167</b>			



## Part E: Financial information

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### 1 Report of the Auditor-General

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#### Report on the financial statements

##### *Introduction*

1. I have audited the financial statements of the Western Cape Department of Transport and Public Works set out on pages 258 to 363 which comprise the appropriation statement, the statement of financial position as at 31 March 2016, 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, comprising a summary of significant accounting policies and other explanatory information.

##### *Accounting Officer's responsibility for the financial statements*

2. The accounting officer is responsible for the preparation and fair presentation of these financial statements 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, 2015 (Act No. 1 of 2015) (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.

##### *Auditor-General's responsibility*

3. My responsibility is to express an opinion on these financial statements based on my audit. I conducted my audit in accordance with International Standards on Auditing. Those standards require that I comply with ethical requirements, and plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.
4. An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements 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 entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

5. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my audit opinion.

### Opinion

6. 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 2016 and its financial performance and cash flows for the year then ended, in accordance with the MCS prescribed by the National Treasury and the requirements of the PFMA and DoRA.

### Additional matter

7. I draw attention to the matter below. My opinion is not modified in respect of this matter.

### Unaudited supplementary schedules

8. The supplementary information set out on pages 351 to 363 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.

### Report on other legal and regulatory requirements

9. 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 findings on the reported performance information against predetermined objectives of selected programmes presented in the annual performance report, compliance with legislation and internal control. The objective of my tests was to identify reportable findings as described under each subheading but not to gather evidence to express assurance on these matters. Accordingly, I do not express an opinion or conclusion on these matters.

### Predetermined objectives

10. I performed procedures to obtain evidence about the usefulness and reliability of the reported performance information of the following selected programmes presented in the annual performance report of the department for the year ended 31 March 2016:
  - Programme 2: Public works infrastructure on pages 105 to 122
  - Programme 3: Transport infrastructure on pages 125 to 130
11. I evaluated the usefulness of the reported performance information to determine whether it was presented in accordance with the National Treasury's annual reporting principles and whether the reported performance was consistent with the planned programmes. I further performed tests to determine whether indicators and targets were well defined, verifiable, specific, measurable, time bound and relevant, as required by the National Treasury's *Framework for managing programme performance information*.

12. I assessed the reliability of the reported performance information to determine whether it was valid, accurate and complete.
13. I did not identify 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

#### *Additional matter*

14. Although I identified no material findings on the usefulness and reliability of the reported performance information for the selected programmes, I draw attention to the following matters:

#### *Achievement of planned targets*

15. Refer to the annual performance report on pages 105 to 122 and 125 to 130 for information on the achievement of the planned targets for the year.

#### *Unaudited supplementary information*

16. The supplementary information set out on pages 123 to 124 and 131 does not form part of the annual performance report and is presented as additional information. I have not audited this information and, accordingly, I do not report on it.

#### *Compliance with legislation*

17. I performed procedures to obtain evidence that the department had complied with applicable legislation regarding financial matters, financial management and other related matters. I did not identify any instances of material non-compliance with specific matters in key legislation, as set out in the general notice issued in terms of the PAA.

#### *Internal control*

18. I considered internal control relevant to my audit of the financial statements, annual performance report and compliance with legislation. I did not identify any significant deficiencies in internal control.

#### *Other reports*

19. I draw attention to the following engagements that could potentially impact on the department's financial, performance and compliance related matters. My opinion is not modified in respect of these engagements that are either in progress or have been completed.

#### *Investigations*

20. The provincial forensic services certified that there were seven cases on hand as at 31 March 2016. Six of these cases were in progress and one case was not yet started. The date for finalising and concluding on these investigations is not yet

known. The allegation categories of the six in progress cases are as follows: two cases of alleged corruption, one case of alleged fraud, one case of alleged procurement fraud and two other cases. The case not yet started as at 31 March 2016 relates to alleged corruption. Four of these cases were referred by the department to the provincial forensic services and the rest through other anti-corruption mechanisms.

21. The provincial forensic services closed 10 cases during the 2015-16 financial year. Six cases required only preliminary investigation before closure and in one of these cases recommendations were made. Four cases resulted in investigations with the following outcomes: two cases were finalised with findings of fraud and/or corruption, theft, irregularity and/or non-compliance and two cases were finalised with findings of fraud and/or corruption/irregularity and/or non-compliance. Five of these cases were referred to the provincial forensic service by the department and the remaining five by whistle-blowers. The department has adequately followed up on recommendations made by the provincial forensic services by referring five cases to the South African Police Services, recognising irregular expenditure where recommended as such, raising a debtor for irregular expenditure that could not be condoned and initiating disciplinary action. Five cases were recommended for disciplinary action upon conclusion of the investigations. This resulted in dismissal or suspension of employees. Other disciplinary cases were resolved if there was lack of evidence presented during the case or if the employee was no longer employed by the department. There was one disciplinary action case which was still pending.

*Auditor-General*

Cape Town

29 July 2016



AUDITOR - GENERAL  
SOUTH AFRICA

*Auditing to build public confidence*

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## 2 Annual Financial Statements for the year ended 31 March 2016

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**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS  
VOTE 10**

**APPROPRIATION STATEMENT  
for the year ended 31 March 2016**

Appropriation per programme									
2015/16								2014/15	
	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	197 735	-	(4 485)	193 250	181 729	11 521	94.0%	175 827	156 294
2. Public Works Infrastructure	1 711 505	-	(97 615)	1 613 890	1 565 889	48 001	97.0%	1 610 091	1 479 203
3. Transport Infrastructure	3 114 793	-	79 615	3 194 408	3 174 477	19 931	99.4%	2 614 904	2 607 862
4. Transport Operations	1 042 841	-	-	1 042 841	1 039 040	3 801	99.6%	921 212	909 204
5. Transport Regulation	634 238	-	26 485	660 723	660 675	48	100.0%	580 467	576 254
6. Community Based Programmes	58 163	-	(4 000)	54 163	46 585	7 578	86.0%	47 192	41 991
<b>TOTAL</b>	<b>6 759 275</b>	<b>-</b>	<b>-</b>	<b>6 759 275</b>	<b>6 668 395</b>	<b>90 880</b>	<b>98.7%</b>	<b>5 949 693</b>	<b>5 770 808</b>
Reconciliation with statement of financial performance									
<b>ADD</b>									
Departmental receipts				156 973				342 199	
Actual amounts per statement of financial performance (total revenue)				6 916 248				6 291 892	
Actual amounts per statement of financial performance (total expenditure)					6 668 395				5 770 808



**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS**  
**VOTE 10**

**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2016**

Appropriation per economic classification									
2015/16								2014/15	
	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
<b>Current payments</b>	<b>2 413 082</b>	<b>(33 660)</b>	<b>(23 800)</b>	<b>2 355 622</b>	<b>2 290 837</b>	<b>64 785</b>	<b>97.2%</b>	<b>2 094 089</b>	<b>2 048 380</b>
<b>Compensation of employees</b>	<b>742 411</b>	<b>(4 914)</b>	<b>-</b>	<b>737 497</b>	<b>692 452</b>	<b>45 045</b>	<b>93.9%</b>	<b>655 641</b>	<b>637 746</b>
Salaries and wages	635 224	(4 853)	-	630 371	596 654	33 717	94.7%	572 257	557 622
Social contributions	107 187	(61)	-	107 126	95 798	11 328	89.4%	83 384	80 124
<b>Goods and services</b>	<b>1 670 668</b>	<b>(28 744)</b>	<b>(23 800)</b>	<b>1 618 124</b>	<b>1 598 384</b>	<b>19 740</b>	<b>98.8%</b>	<b>1 438 445</b>	<b>1 410 631</b>
Administrative fees	256 136	6 682	20 021	282 839	282 777	62	100.0%	250 301	249 516
Advertising	9 271	9 852	761	19 884	19 556	328	98.4%	5 059	3 809
Minor assets	3 009	(771)	-	2 238	936	1 302	41.8%	1 169	802
Audit costs: External	12 000	1 852	-	13 852	13 852	-	100.0%	11 048	11 048
Bursaries: Employees	2 320	(1 201)	-	1 119	1 119	-	100.0%	1 684	1 684
Catering: Departmental activities	2 016	(433)	-	1 583	1 082	501	68.4%	1 305	1 156
Communication	6 927	(1 017)	-	5 910	5 766	144	97.6%	8 164	7 892
Computer services	30 524	4 881	-	35 405	35 405	-	100.0%	42 007	41 997
Consultants: Business and advisory services	183 254	(22 507)	(11 034)	149 713	147 386	2 327	98.4%	103 597	98 198
Infrastructure and planning services	38 561	(3 247)	-	35 314	35 314	-	100.0%	32 238	32 238
Laboratory services	11	5	-	16	16	-	100.0%	33	33
Legal services	9 994	910	-	10 904	10 904	-	100.0%	12 251	12 034
Contractors	384 016	1 963	14 661	400 640	400 636	4	100.0%	319 479	318 030
Agency and support / outsourced services	23 986	1 394	-	25 380	25 115	265	99.0%	28 163	25 605
Entertainment	234	(57)	-	177	27	150	15.3%	99	25

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS**  
**VOTE 10**

**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2016**

Fleet services (including government motor transport)	49 549	(1 225)	-	48 324	47 749	575	98.8%	49 224	49 097
Inventory: Other supplies	100	4 494	-	4 594	4 594	-	100.0%	437	437
Consumable supplies	29 462	5 758	(1 000)	34 220	33 910	310	99.1%	28 640	20 498
Consumable: Stationery, printing and office supplies	7 189	1 751	-	8 940	8 710	230	97.4%	9 703	8 679
Operating leases	193 033	(16 591)	(12 000)	164 442	162 936	1 506	99.1%	160 639	160 447
Property payments	377 868	(13 463)	(34 000)	330 405	322 503	7 902	97.6%	330 526	329 311
Transport provided: Departmental activity	-	4	-	4	4	-	100.0%	2	2
Travel and subsistence	31 169	(6 652)	(1 209)	23 308	22 286	1 022	95.6%	26 121	22 452
Training and development	14 175	(1 362)	-	12 813	10 340	2 473	80.7%	9 704	9 379
Operating payments	4 295	1 005	-	5 300	5 244	56	98.9%	5 130	5 057
Venues and facilities	1 569	(772)	-	797	214	583	26.9%	1 678	1 186
Rental and hiring	-	3	-	3	3	-	100.0%	44	19
<b>Interest and rent on land</b>	<b>3</b>	<b>(2)</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>100.0%</b>	<b>3</b>	<b>3</b>
Interest	3	(2)	-	1	1	-	100.0%	3	3
<b>Transfers and subsidies</b>	<b>1 449 330</b>	<b>18 574</b>	<b>-</b>	<b>1 467 904</b>	<b>1 466 177</b>	<b>1 727</b>	<b>99.9%</b>	<b>1 289 194</b>	<b>1 260 846</b>
Provinces and municipalities	641 273	8 079	-	649 352	647 677	1 675	99.7%	496 189	467 841
Provinces	3 128	698	-	3 826	3 826	-	100.0%	3 697	3 697
Provincial agencies and funds	3 128	698	-	3 826	3 826	-	100.0%	3 697	3 697
Municipalities	638 145	7 381	-	645 526	643 851	1 675	99.7%	492 492	464 144
Municipal bank accounts	638 145	7 381	-	645 526	643 851	1 675	99.7%	492 492	464 144
Departmental agencies and accounts	100	8 815	-	8 915	8 899	16	99.8%	115	115
Departmental agencies (non-business entities)	100	8 815	-	8 915	8 899	16	99.8%	115	115
Public corporations and private enterprises	796 775	-	-	796 775	796 775	-	100.0%	779 430	779 430
Private enterprises	796 775	-	-	796 775	796 775	-	100.0%	779 430	779 430

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS**  
**VOTE 10**

**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2016**

Other transfers to private enterprises	796 775	-	-	796 775	796 775	-	100.0%	779 430	779 430
Households	11 182	1 680	-	12 862	12 826	36	99.7%	13 460	13 460
Social benefits	2 706	1 885	-	4 591	4 590	1	100.0%	4 953	4 953
Other transfers to households	8 476	(205)	-	8 271	8 236	35	99.6%	8 507	8 507
<b>Payments for capital assets</b>	<b>2 896 475</b>	<b>14 951</b>	<b>23 800</b>	<b>2 935 226</b>	<b>2 910 858</b>	<b>24 368</b>	<b>99.2%</b>	<b>2 565 829</b>	<b>2 461 001</b>
Buildings and other fixed structures	2 706 703	3 231	123	2 710 057	2 685 851	24 206	99.1%	2 383 862	2 290 610
Buildings	397 229	(4 254)	(43 615)	349 360	325 154	24 206	93.1%	476 490	385 439
Other fixed structures	2 309 474	7 485	43 738	2 360 697	2 360 697	-	100.0%	1 907 372	1 905 171
Machinery and equipment	74 709	783	23 677	99 169	99 017	152	99.8%	92 217	90 841
Transport equipment	35 513	1 625	21 537	58 675	58 643	32	99.9%	49 076	48 542
Other machinery and equipment	39 196	(842)	2 140	40 494	40 374	120	99.7%	43 141	42 299
Land and sub-soil assets	103 253	4 226	-	107 479	107 479	-	100.0%	76 698	66 498
Software and other intangible assets	11 810	6 711	-	18 521	18 511	10	99.9%	13 052	13 052
<b>Payments for financial assets</b>	<b>388</b>	<b>135</b>	<b>-</b>	<b>523</b>	<b>523</b>	<b>-</b>	<b>100.0%</b>	<b>581</b>	<b>581</b>
<b>Total</b>	<b>6 759 275</b>	<b>-</b>	<b>-</b>	<b>6 759 275</b>	<b>6 668 395</b>	<b>90 880</b>	<b>98.7%</b>	<b>5 949 693</b>	<b>5 770 808</b>

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS  
VOTE 10**

**APPROPRIATION STATEMENT  
for the year ended 31 March 2016**

Programme 1: Administration									
2015/16								2014/15	
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	6 130	172	-	6 302	6 209	93	98.5%	7 296	6 953
1.2 Management of the Department	4 041	296	-	4 337	4 325	12	99.7%	3 782	3 782
1.3 Corporate Support	141 170	(408)	(3 500)	137 262	128 121	9 141	93.3%	125 007	111 239
1.4 Departmental Strategy	46 394	(60)	(985)	45 349	43 074	2 275	95.0%	39 742	34 320
Total for sub programmes	197 735	-	(4 485)	193 250	181 729	11 521	94.0%	175 827	156 294

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS**  
**VOTE 10**

**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2016**

Programme 1: Administration									
2015/16								2014/15	
	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	185 271	(1 379)	(4 485)	179 407	167 886	11 521	93.6%	160 935	141 403
Compensation of employees	115 362	(27)	-	115 335	104 855	10 480	90.9%	102 206	89 784
Salaries and wages	100 595	1	-	100 596	91 952	8 644	91.4%	90 423	79 824
Social contributions	14 767	(28)	-	14 739	12 903	1 836	87.5%	11 783	9 960
Goods and services	69 909	(1 352)	(4 485)	64 072	63 031	1 041	98.4%	58 729	51 619
Administrative fees	255	(14)	-	241	237	4	98.3%	325	234
Advertising	7 097	1 224	(199)	8 122	8 122	-	100.0%	4 009	2 809
Minor assets	243	(45)	-	198	193	5	97.5%	416	119
Audit costs: External	12 000	1 852	-	13 852	13 852	-	100.0%	11 048	11 048
Bursaries: Employees	2 320	(1 201)	-	1 119	1 119	-	100.0%	1 307	1 307
Catering: Departmental activities	366	(35)	-	331	307	24	92.7%	255	239
Communication	1 429	(799)	-	630	630	-	100.0%	1 462	1 462
Computer services	8 380	2 405	-	10 785	10 785	-	100.0%	10 145	10 145
Consultants: Business and advisory services	24 013	-	(4 286)	19 727	19 424	303	98.5%	15 647	13 970
Legal services	87	(85)	-	2	2	-	100.0%	29	29
Contractors	230	(180)	-	50	50	-	100.0%	539	539
Agency and support / outsourced services	459	(268)	-	191	44	147	23.0%	526	46
Entertainment	81	(22)	-	59	20	39	33.9%	82	17
Fleet services (including government motor transport)	270	448	-	718	718	-	100.0%	843	843
Consumable supplies	389	228	-	617	617	-	100.0%	174	168

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**for the year ended 31 March 2016**

Consumable: Stationery, printing and office supplies	1 404	(707)	-	697	627	70	90.0%	1 588	629
Operating leases	938	(124)	-	814	755	59	92.8%	896	836
Property payments	-	-	-	-	-	-	-	70	70
Transport provided: Departmental activity	-	4	-	4	4	-	100.0%	2	2
Travel and subsistence	5 061	(3 025)	-	2 036	1 860	176	91.4%	3 781	1 635
Training and development	3 937	(755)	-	3 182	3 182	-	100.0%	4 783	4 772
Operating payments	473	9	-	482	467	15	96.9%	654	654
Venues and facilities	477	(262)	-	215	16	199	7.4%	148	46
<b>Transfers and subsidies</b>	<b>11 276</b>	<b>(149)</b>	<b>-</b>	<b>11 127</b>	<b>11 127</b>	<b>-</b>	<b>100.0%</b>	<b>12 275</b>	<b>12 275</b>
Provinces and municipalities	3 000	-	-	3 000	3 000	-	100.0%	3 000	3 000
Municipalities	3 000	-	-	3 000	3 000	-	100.0%	3 000	3 000
Municipal bank accounts	3 000	-	-	3 000	3 000	-	100.0%	3 000	3 000
Departmental agencies and accounts	-	2	-	2	2	-	100.0%	2	2
Departmental agencies (non-business entities)	-	2	-	2	2	-	100.0%	2	2
Households	8 276	(151)	-	8 125	8 125	-	100.0%	9 273	9 273
Social benefits	-	35	-	35	35	-	100.0%	950	950
Other transfers to households	8 276	(186)	-	8 090	8 090	-	100.0%	8 323	8 323
<b>Payments for capital assets</b>	<b>1 183</b>	<b>1 524</b>	<b>-</b>	<b>2 707</b>	<b>2 707</b>	<b>-</b>	<b>100.0%</b>	<b>2 286</b>	<b>2 285</b>
Machinery and equipment	1 183	1 524	-	2 707	2 707	-	100.0%	2 286	2 285
Transport equipment	50	1 517	-	1 567	1 567	-	100.0%	1 445	1 445
Other machinery and equipment	1 133	7	-	1 140	1 140	-	100.0%	841	840
<b>Payments for financial assets</b>	<b>5</b>	<b>4</b>	<b>-</b>	<b>9</b>	<b>9</b>	<b>-</b>	<b>100.0%</b>	<b>331</b>	<b>331</b>
<b>Total</b>	<b>197 735</b>	<b>-</b>	<b>(4 485)</b>	<b>193 250</b>	<b>181 729</b>	<b>11 521</b>	<b>94.0%</b>	<b>175 827</b>	<b>156 294</b>

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**APPROPRIATION STATEMENT  
for the year ended 31 March 2016**

1.1 Office of the MEC									
	2015/16							2014/15	
	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
<b>Current payments</b>	<b>6 065</b>	<b>(135)</b>	<b>-</b>	<b>5 930</b>	<b>5 837</b>	<b>93</b>	<b>98.4%</b>	<b>6 194</b>	<b>5 852</b>
Compensation of employees	5 078	84	-	5 162	5 162	-	100.0%	5 260	4 918
Goods and services	987	(219)	-	768	675	93	87.9%	934	934
<b>Transfers and subsidies</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>100.0%</b>	<b>915</b>	<b>915</b>
Departmental agencies and accounts	-	1	-	1	1	-	100.0%	1	1
Households	-	-	-	-	-	-	-	914	914
<b>Payments for capital assets</b>	<b>65</b>	<b>306</b>	<b>-</b>	<b>371</b>	<b>371</b>	<b>-</b>	<b>100.0%</b>	<b>187</b>	<b>186</b>
Machinery and equipment	65	306	-	371	371	-	100.0%	187	186
<b>Total</b>	<b>6 130</b>	<b>172</b>	<b>-</b>	<b>6 302</b>	<b>6 209</b>	<b>93</b>	<b>98.5%</b>	<b>7 296</b>	<b>6 953</b>

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1.2 Management of the Department									
	2015/16							2014/15	
	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	4 041	182	-	4 223	4 211	12	99.7%	3 752	3 752
Compensation of employees	3 764	182	-	3 946	3 946	-	100.0%	3 478	3 478
Goods and services	277	-	-	277	265	12	95.7%	274	274
Payments for capital assets	-	114	-	114	114	-	100.0%	30	30
Machinery and equipment	-	114	-	114	114	-	100.0%	30	30
<b>Total</b>	<b>4 041</b>	<b>296</b>	<b>-</b>	<b>4 337</b>	<b>4 325</b>	<b>12</b>	<b>99.7%</b>	<b>3 782</b>	<b>3 782</b>



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1.3 Corporate Support									
	2015/16							2014/15	
	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
<b>Current payments</b>	<b>132 040</b>	<b>(1 316)</b>	<b>(3 500)</b>	<b>127 224</b>	<b>118 083</b>	<b>9 141</b>	<b>92.8%</b>	<b>114 522</b>	<b>100 754</b>
Compensation of employees	79 607	(293)	-	79 314	70 732	8 582	89.2%	68 624	61 107
Goods and services	52 433	(1 023)	(3 500)	47 910	47 351	559	98.8%	45 898	39 647
<b>Transfers and subsidies</b>	<b>8 276</b>	<b>(150)</b>	<b>-</b>	<b>8 126</b>	<b>8 126</b>	<b>-</b>	<b>100.0%</b>	<b>8 360</b>	<b>8 360</b>
Departmental agencies and accounts	-	1	-	1	1	-	100.0%	1	1
Households	8 276	(151)	-	8 125	8 125	-	100.0%	8 359	8 359
<b>Payments for capital assets</b>	<b>849</b>	<b>1 054</b>	<b>-</b>	<b>1 903</b>	<b>1 903</b>	<b>-</b>	<b>100.0%</b>	<b>1 794</b>	<b>1 794</b>
Machinery and equipment	849	1 054	-	1 903	1 903	-	100.0%	1 794	1 794
<b>Payments for financial assets</b>	<b>5</b>	<b>4</b>	<b>-</b>	<b>9</b>	<b>9</b>	<b>-</b>	<b>100.0%</b>	<b>331</b>	<b>331</b>
<b>Total</b>	<b>141 170</b>	<b>(408)</b>	<b>(3 500)</b>	<b>137 262</b>	<b>128 121</b>	<b>9 141</b>	<b>93.3%</b>	<b>125 007</b>	<b>111 239</b>

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1.4 Departmental Strategy									
	2015/16							2014/15	
	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
<b>Current payments</b>	43 125	(110)	(985)	42 030	39 755	2 275	94.6%	36 467	31 045
Compensation of employees	26 913	-	-	26 913	25 015	1 898	92.9%	24 844	20 281
Goods and services	16 212	(110)	(985)	15 117	14 740	377	97.5%	11 623	10 764
<b>Transfers and subsidies</b>	3 000	-	-	3 000	3 000	-	100.0%	3 000	3 000
Provinces and municipalities	3 000	-	-	3 000	3 000	-	100.0%	3 000	3 000
<b>Payments for capital assets</b>	269	50	-	319	319	-	100.0%	275	275
Machinery and equipment	269	50	-	319	319	-	100.0%	275	275
<b>Total</b>	<b>46 394</b>	<b>(60)</b>	<b>(985)</b>	<b>45 349</b>	<b>43 074</b>	<b>2 275</b>	<b>95.0%</b>	<b>39 742</b>	<b>34 320</b>

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Programme 2: Public Works Infrastructure									
2015/16								2014/15	
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	248 246	(18)	(8 000)	240 228	220 101	20 127	91.6%	170 297	169 735
2.2 Planning	38 656	601	(11 000)	28 257	27 710	547	98.1%	130 476	60 796
2.3 Construction	357 573	-	(31 615)	325 958	302 299	23 659	92.7%	319 572	298 419
2.4 Maintenance	152 907	-	(31 000)	121 907	121 131	776	99.4%	132 846	131 631
2.5 Immovable Asset Management	850 189	(1)	(13 000)	837 188	836 270	918	99.9%	804 891	766 613
2.6 Facility Operations	63 934	(582)	(3 000)	60 352	58 378	1 974	96.7%	52 009	52 009
Total for sub programmes	1 711 505	-	(97 615)	1 613 890	1 565 889	48 001	97.0%	1 610 091	1 479 203

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Programme 2: Public Works Infrastructure									
2015/16								2014/15	
	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	790 241	(21 420)	(54 000)	714 821	691 026	23 795	96.7%	641 019	639 242
Compensation of employees	162 393	-	-	162 393	147 524	14 869	90.8%	138 248	137 686
Salaries and wages	139 260	-	-	139 260	131 015	8 245	94.1%	123 949	123 867
Social contributions	23 133	-	-	23 133	16 509	6 624	71.4%	14 299	13 819
Goods and services	627 848	(21 420)	(54 000)	552 428	543 502	8 926	98.4%	502 770	501 555
Administrative fees	20	25	-	45	45	-	100.0%	57	57
Advertising	550	220	-	770	770	-	100.0%	764	764
Minor assets	1 328	16	-	1 344	175	1 169	13.0%	119	119
Catering: Departmental activities	373	1	-	374	34	340	9.1%	26	26
Communication	1 144	-	-	1 144	1 108	36	96.9%	2 268	2 268
Computer services	-	806	-	806	806	-	100.0%	1 073	1 073
Consultants: Business and advisory services	65 892	(5 009)	(7 000)	53 883	52 024	1 859	96.5%	9 323	9 323
Infrastructure and planning services	-	2 158	-	2 158	2 158	-	100.0%	1 400	1 400
Legal services	-	1 926	-	1 926	1 926	-	100.0%	2 943	2 943
Contractors	-	72	-	72	72	-	100.0%	68	68
Entertainment	100	-	-	100	-	100	-	1	1
Fleet services (including government motor transport)	2 192	-	-	2 192	1 631	561	74.4%	1 878	1 878
Inventory: Other supplies	-	4 254	-	4 254	4 254	-	100.0%	-	-
Consumable supplies	1 700	945	(1 000)	1 645	1 400	245	85.1%	2 202	2 202
Consumable: Stationery, printing and office supplies	900	240	-	1 140	1 140	-	100.0%	1 185	1 185

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Operating leases	188 430	(15 882)	(12 000)	160 548	159 181	1 367	99.1%	156 657	156 657
Property payments	359 837	(12 058)	(34 000)	313 779	311 029	2 750	99.1%	316 920	315 705
Travel and subsistence	3 806	12	-	3 818	3 664	154	96.0%	3 935	3 935
Training and development	-	41	-	41	41	-	100.0%	49	49
Operating payments	1 200	813	-	2 013	2 013	-	100.0%	1 896	1 896
Venues and facilities	376	-	-	376	31	345	8.2%	6	6
<b>Interest and rent on land</b>	-	-	-	-	-	-	-	1	1
Interest	-	-	-	-	-	-	-	1	1
<b>Transfers and subsidies</b>	<b>430 860</b>	<b>8 125</b>	-	<b>438 985</b>	<b>438 985</b>	-	<b>100.0%</b>	<b>413 529</b>	<b>385 669</b>
Provinces and municipalities	430 860	7 381	-	438 241	438 241	-	100.0%	410 857	382 997
Municipalities	430 860	7 381	-	438 241	438 241	-	100.0%	410 857	382 997
Municipal bank accounts	430 860	7 381	-	438 241	438 241	-	100.0%	410 857	382 997
Departmental agencies and accounts	-	61	-	61	61	-	100.0%	1	1
Departmental agencies (non-business entities)	-	61	-	61	61	-	100.0%	1	1
Public corporations and private enterprises	-	-	-	-	-	-	-	65	65
Private enterprises	-	-	-	-	-	-	-	65	65
Other transfers to private enterprises	-	-	-	-	-	-	-	65	65
Households	-	683	-	683	683	-	100.0%	2 606	2 606
Social benefits	-	683	-	683	683	-	100.0%	2 606	2 606
<b>Payments for capital assets</b>	<b>490 392</b>	<b>13 284</b>	<b>(43 615)</b>	<b>460 061</b>	<b>435 855</b>	<b>24 206</b>	<b>94.7%</b>	<b>555 488</b>	<b>454 237</b>
Buildings and other fixed structures	397 229	(4 254)	(43 615)	349 360	325 154	24 206	93.1%	476 490	385 439
Buildings	397 229	(4 254)	(43 615)	349 360	325 154	24 206	93.1%	476 490	385 439
Machinery and equipment	4 910	(1 725)	-	3 185	3 185	-	100.0%	2 300	2 300
Transport equipment	2 211	(349)	-	1 862	1 862	-	100.0%	1 944	1 944
Other machinery and equipment	2 699	(1 376)	-	1 323	1 323	-	100.0%	356	356
Land and sub-soil assets	88 253	19 226	-	107 479	107 479	-	100.0%	76 698	66 498

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Software and other intangible assets	-	37	-	37	37	-	100.0%	-	-
Payments for financial assets	12	11	-	23	23	-	100.0%	55	55
<b>Total</b>	<b>1 711 505</b>	<b>-</b>	<b>(97 615)</b>	<b>1 613 890</b>	<b>1 565 889</b>	<b>48 001</b>	<b>97.0%</b>	<b>1 610 091</b>	<b>1 479 203</b>

2.1 Programme Support									
Economic classification	2015/16							2014/15	
	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
<b>Current payments</b>	<b>243 324</b>	<b>933</b>	<b>(8 000)</b>	<b>236 257</b>	<b>216 130</b>	<b>20 127</b>	<b>91.5%</b>	<b>165 286</b>	<b>164 724</b>
Compensation of employees	162 393	-	-	162 393	147 524	14 869	90.8%	138 248	137 686
Goods and services	80 931	933	(8 000)	73 864	68 606	5 258	92.9%	27 037	27 037
Interest and rent on land	-	-	-	-	-	-	-	1	1
<b>Transfers and subsidies</b>	<b>-</b>	<b>744</b>	<b>-</b>	<b>744</b>	<b>744</b>	<b>-</b>	<b>100.0%</b>	<b>2 672</b>	<b>2 672</b>
Departmental agencies and accounts	-	61	-	61	61	-	100.0%	1	1
Public corporations and private enterprises	-	-	-	-	-	-	-	65	65
Households	-	683	-	683	683	-	100.0%	2 606	2 606
<b>Payments for capital assets</b>	<b>4 910</b>	<b>(1 706)</b>	<b>-</b>	<b>3 204</b>	<b>3 204</b>	<b>-</b>	<b>100.0%</b>	<b>2 284</b>	<b>2 284</b>
Machinery and equipment	4 910	(1 743)	-	3 167	3 167	-	100.0%	2 284	2 284
Software and other intangible assets	-	37	-	37	37	-	100.0%	-	-
<b>Payments for financial assets</b>	<b>12</b>	<b>11</b>	<b>-</b>	<b>23</b>	<b>23</b>	<b>-</b>	<b>100.0%</b>	<b>55</b>	<b>55</b>
<b>Total</b>	<b>248 246</b>	<b>(18)</b>	<b>(8 000)</b>	<b>240 228</b>	<b>220 101</b>	<b>20 127</b>	<b>91.6%</b>	<b>170 297</b>	<b>169 735</b>

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2.2 Planning									
	2015/16							2014/15	
	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	-	601	-	601	601	-	100.0%	2 835	2 835
Goods and services	-	601	-	601	601	-	100.0%	2 835	2 835
Payments for capital assets	38 656	-	(11 000)	27 656	27 109	547	98.0%	127 641	57 961
Buildings and other fixed structures	38 656	-	(11 000)	27 656	27 109	547	98.0%	127 641	57 961
<b>Total</b>	<b>38 656</b>	<b>601</b>	<b>(11 000)</b>	<b>28 257</b>	<b>27 710</b>	<b>547</b>	<b>98.1%</b>	<b>130 476</b>	<b>60 796</b>

2.3 Construction									
	2015/16							2014/15	
	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	-	4 254	-	4 254	4 254	-	100.0%	241	241
Goods and services	-	4 254	-	4 254	4 254	-	100.0%	241	241
Payments for capital assets	357 573	(4 254)	(31 615)	321 704	298 045	23 659	92.6%	319 331	298 178
Buildings and other fixed structures	357 573	(4 254)	(31 615)	321 704	298 045	23 659	92.6%	319 331	298 178
<b>Total</b>	<b>357 573</b>	<b>-</b>	<b>(31 615)</b>	<b>325 958</b>	<b>302 299</b>	<b>23 659</b>	<b>92.7%</b>	<b>319 572</b>	<b>298 419</b>

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2.4 Maintenance									
	2015/16							2014/15	
	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	152 907	-	(31 000)	121 907	121 131	776	99.4%	132 846	131 631
Goods and services	152 907	-	(31 000)	121 907	121 131	776	99.4%	132 846	131 631
<b>Total</b>	<b>152 907</b>	<b>-</b>	<b>(31 000)</b>	<b>121 907</b>	<b>121 131</b>	<b>776</b>	<b>99.4%</b>	<b>132 846</b>	<b>131 631</b>

2.5 Immovable Asset Management									
	2015/16							2014/15	
	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	330 076	(26 608)	(12 000)	291 468	290 550	918	99.7%	287 818	287 818
Goods and services	330 076	(26 608)	(12 000)	291 468	290 550	918	99.7%	287 818	287 818
Transfers and subsidies	430 860	7 381	-	438 241	438 241	-	100.0%	410 857	382 997
Provinces and municipalities	430 860	7 381	-	438 241	438 241	-	100.0%	410 857	382 997
Payments for capital assets	89 253	19 226	(1 000)	107 479	107 479	-	100.0%	106 216	95 798
Buildings and other fixed structures	1 000	-	(1 000)	-	-	-	-	29 518	29 300
Land and subsoil assets	88 253	19 226	-	107 479	107 479	-	100.0%	76 698	66 498
<b>Total</b>	<b>850 189</b>	<b>(1)</b>	<b>(13 000)</b>	<b>837 188</b>	<b>836 270</b>	<b>918</b>	<b>99.9%</b>	<b>804 891</b>	<b>766 613</b>



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2.6 Facility Operations									
	2015/16							2014/15	
	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	63 934	(600)	(3 000)	60 334	58 360	1 974	96.7%	51 993	51 993
Goods and services	63 934	(600)	(3 000)	60 334	58 360	1 974	96.7%	51 993	51 993
Payments for capital assets	-	18	-	18	18	-	100.0%	16	16
Machinery and equipment	-	18	-	18	18	-	100.0%	16	16
<b>Total</b>	<b>63 934</b>	<b>(582)</b>	<b>(3 000)</b>	<b>60 352</b>	<b>58 378</b>	<b>1 974</b>	<b>96.7%</b>	<b>52 009</b>	<b>52 009</b>

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Programme 3: Transport Infrastructure									
2015/16								2014/15	
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	35 530	459	587	36 576	34 752	1 824	95.0%	32 849	32 362
3.2 Infrastructure Planning	85 277	(6 928)	-	78 349	78 348	1	100.0%	84 173	83 046
3.3 Infrastructure Design	229 584	(9 876)	1 101	220 809	216 085	4 724	97.9%	237 790	237 790
3.4 Construction	1 182 283	15 076	43 548	1 240 907	1 239 644	1 263	99.9%	1 128 611	1 126 385
3.5 Maintenance	1 582 119	1 269	34 379	1 617 767	1 605 648	12 119	99.3%	1 131 481	1 128 279
Total for sub programmes	3 114 793	-	79 615	3 194 408	3 174 477	19 931	99.4%	2 614 904	2 607 862

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Programme 3: Transport Infrastructure									
2015/16								2014/15	
	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
<b>Current payments</b>	<b>675 456</b>	<b>(1 419)</b>	<b>12 918</b>	<b>686 955</b>	<b>668 713</b>	<b>18 242</b>	<b>97.3%</b>	<b>584 056</b>	<b>579 703</b>
<b>Compensation of employees</b>	<b>170 929</b>	<b>-</b>	<b>-</b>	<b>170 929</b>	<b>157 839</b>	<b>13 090</b>	<b>92.3%</b>	<b>155 718</b>	<b>152 788</b>
Salaries and wages	144 993	(801)	-	144 192	132 928	11 264	92.2%	133 761	131 126
Social contributions	25 936	801	-	26 737	24 911	1 826	93.2%	21 957	21 662
<b>Goods and services</b>	<b>504 526</b>	<b>(1 419)</b>	<b>12 918</b>	<b>516 025</b>	<b>510 873</b>	<b>5 152</b>	<b>99.0%</b>	<b>428 338</b>	<b>426 915</b>
Administrative fees	64	(30)	-	34	34	-	100.0%	43	43
Advertising	372	(217)	-	155	155	-	100.0%	68	68
Minor assets	712	(438)	-	274	274	-	100.0%	319	319
Catering: Departmental activities	151	(113)	-	38	38	-	100.0%	61	61
Communication	1 432	(147)	-	1 285	1 285	-	100.0%	1 375	1 375
Computer services	16 004	1 801	-	17 805	17 805	-	100.0%	18 964	18 964
Consultants: Business and advisory services	1 009	125	-	1 134	1 134	-	100.0%	1 025	1 025
Infrastructure and planning services	38 561	(5 405)	-	33 156	33 156	-	100.0%	30 838	30 838
Laboratory services	11	5	-	16	16	-	100.0%	33	33
Legal services	1 682	413	-	2 095	2 095	-	100.0%	1 621	1 621
Contractors	383 182	1 923	12 918	398 023	398 023	-	100.0%	317 751	316 328
Agency and support / outsourced services	28	(28)	-	-	-	-	-	-	-
Entertainment	14	(9)	-	5	5	-	100.0%	4	4
Fleet services (including government motor transport)	17 049	(1 507)	-	15 542	15 542	-	100.0%	19 257	19 257
Consumable supplies	18 267	5 382	-	23 649	23 649	-	100.0%	16 153	16 153

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Consumable: Stationery, printing and office supplies	1 097	(59)	-	1 038	1 038	-	100.0%	908	908
Operating leases	739	(47)	-	692	692	-	100.0%	644	644
Property payments	16 710	(1 960)	-	14 750	9 598	5 152	65.1%	11 980	11 980
Travel and subsistence	5 588	(580)	-	5 008	5 008	-	100.0%	5 796	5 796
Training and development	863	(534)	-	329	329	-	100.0%	465	465
Operating payments	949	47	-	996	996	-	100.0%	999	999
Venues and facilities	42	(41)	-	1	1	-	100.0%	34	34
<b>Interest and rent on land</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>100.0%</b>	<b>-</b>	<b>-</b>
Interest	1	-	-	1	1	-	100.0%	-	-
<b>Transfers and subsidies</b>	<b>61 614</b>	<b>1 419</b>	<b>-</b>	<b>63 033</b>	<b>61 344</b>	<b>1 689</b>	<b>97.3%</b>	<b>45 804</b>	<b>45 316</b>
Provinces and municipalities	58 727	829	-	59 556	57 881	1 675	97.2%	44 404	43 916
Provinces	2 972	829	-	3 801	3 801	-	100.0%	3 676	3 676
Provincial agencies and funds	2 972	829	-	3 801	3 801	-	100.0%	3 676	3 676
Municipalities	55 755	-	-	55 755	54 080	1 675	97.0%	40 728	40 240
Municipal bank accounts	55 755	-	-	55 755	54 080	1 675	97.0%	40 728	40 240
Departmental agencies and accounts	96	-	-	96	83	13	86.5%	110	110
Departmental agencies (non-business entities)	96	-	-	96	83	13	86.5%	110	110
Households	2 791	590	-	3 381	3 380	1	100.0%	1 290	1 290
Social benefits	2 681	609	-	3 290	3 289	1	100.0%	1 173	1 173
Other transfers to households	110	(19)	-	91	91	-	100.0%	117	117
<b>Payments for capital assets</b>	<b>2 377 409</b>	<b>(81)</b>	<b>66 697</b>	<b>2 444 025</b>	<b>2 444 025</b>	<b>-</b>	<b>100.0%</b>	<b>1 984 955</b>	<b>1 982 754</b>
Buildings and other fixed structures	2 309 474	7 485	43 708	2 360 667	2 360 667	-	100.0%	1 907 372	1 905 171
Other fixed structures	2 309 474	7 485	43 708	2 360 667	2 360 667	-	100.0%	1 907 372	1 905 171
Machinery and equipment	43 635	542	22 989	67 166	67 166	-	100.0%	66 946	66 946
Transport equipment	13 773	176	20 815	34 764	34 764	-	100.0%	28 940	28 940
Other machinery and equipment	29 862	366	2 174	32 402	32 402	-	100.0%	38 006	38 006

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Land and sub-soil assets	15 000	(15 000)	-	-	-	-	-	-	-
Software and other intangible assets	9 300	6 892	-	16 192	16 192	-	100.0%	10 637	10 637
Payments for financial assets	314	81	-	395	395	-	100.0%	89	89
<b>Total</b>	<b>3 114 793</b>	<b>-</b>	<b>79 615</b>	<b>3 194 408</b>	<b>3 174 477</b>	<b>19 931</b>	<b>99.4%</b>	<b>2 614 904</b>	<b>2 607 862</b>

**3.1 Programme Support Infrastructure**

	2015/16							2014/15	
	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
<b>Current payments</b>	<b>33 900</b>	<b>(949)</b>	<b>-</b>	<b>32 951</b>	<b>31 140</b>	<b>1 811</b>	<b>94.5%</b>	<b>29 794</b>	<b>29 307</b>
Compensation of employees	26 562	(14)	-	26 548	24 737	1 811	93.2%	23 861	23 374
Goods and services	7 338	(935)	-	6 403	6 403	-	100.0%	5 933	5 933
<b>Transfers and subsidies</b>	<b>135</b>	<b>31</b>	<b>-</b>	<b>166</b>	<b>153</b>	<b>13</b>	<b>92.2%</b>	<b>187</b>	<b>187</b>
Departmental agencies and accounts	95	-	-	95	82	13	86.3%	109	109
Households	40	31	-	71	71	-	100.0%	78	78
<b>Payments for capital assets</b>	<b>1 491</b>	<b>1 377</b>	<b>587</b>	<b>3 455</b>	<b>3 455</b>	<b>-</b>	<b>100.0%</b>	<b>2 867</b>	<b>2 867</b>
Machinery and equipment	1 191	398	587	2 176	2 176	-	100.0%	719	719
Software and other intangible assets	300	979	-	1 279	1 279	-	100.0%	2 148	2 148
<b>Payments for financial assets</b>	<b>4</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>4</b>	<b>-</b>	<b>100.0%</b>	<b>1</b>	<b>1</b>
<b>Total</b>	<b>35 530</b>	<b>459</b>	<b>587</b>	<b>36 576</b>	<b>34 752</b>	<b>1 824</b>	<b>95.0%</b>	<b>32 849</b>	<b>32 362</b>

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3.2 Infrastructure Planning									
	2015/16							2014/15	
	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
<b>Current payments</b>	<b>11 467</b>	<b>(862)</b>	<b>-</b>	<b>10 605</b>	<b>10 605</b>	<b>-</b>	<b>100.0%</b>	<b>11 422</b>	<b>10 295</b>
Compensation of employees	7 703	14	-	7 717	7 717	-	100.0%	7 964	6 837
Goods and services	3 764	(876)	-	2 888	2 888	-	100.0%	3 458	3 458
<b>Transfers and subsidies</b>	<b>3 635</b>	<b>-</b>	<b>-</b>	<b>3 635</b>	<b>3 634</b>	<b>1</b>	<b>100.0%</b>	<b>3 124</b>	<b>3 124</b>
Provinces and municipalities	3 200	-	-	3 200	3 200	-	100.0%	3 100	3 100
Households	435	-	-	435	434	1	99.8%	24	24
<b>Payments for capital assets</b>	<b>70 175</b>	<b>(6 066)</b>	<b>-</b>	<b>64 109</b>	<b>64 109</b>	<b>-</b>	<b>100.0%</b>	<b>69 627</b>	<b>69 627</b>
Buildings and other fixed structures	70 000	(6 061)	-	63 939	63 939	-	100.0%	69 596	69 596
Machinery and equipment	175	(5)	-	170	170	-	100.0%	31	31
<b>Total</b>	<b>85 277</b>	<b>(6 928)</b>	<b>-</b>	<b>78 349</b>	<b>78 348</b>	<b>1</b>	<b>100.0%</b>	<b>84 173</b>	<b>83 046</b>

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<b>3.3 Infrastructure Design</b>									
	<b>2015/16</b>							<b>2014/15</b>	
	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
<b>Current payments</b>	<b>46 900</b>	<b>161</b>	<b>-</b>	<b>47 061</b>	<b>42 337</b>	<b>4 724</b>	<b>90.0%</b>	<b>43 388</b>	<b>43 388</b>
Compensation of employees	24 914	-	-	24 914	21 117	3 797	84.8%	20 941	20 941
Goods and services	21 986	161	-	22 147	21 220	927	95.8%	22 447	22 447
<b>Transfers and subsidies</b>	<b>792</b>	<b>431</b>	<b>-</b>	<b>1 223</b>	<b>1 223</b>	<b>-</b>	<b>100.0%</b>	<b>321</b>	<b>321</b>
Households	792	431	-	1 223	1 223	-	100.0%	321	321
<b>Payments for capital assets</b>	<b>181 892</b>	<b>(10 468)</b>	<b>1 101</b>	<b>172 525</b>	<b>172 525</b>	<b>-</b>	<b>100.0%</b>	<b>194 081</b>	<b>194 081</b>
Buildings and other fixed structures	157 000	(1 530)	-	155 470	155 470	-	100.0%	184 823	184 823
Machinery and equipment	892	149	1 101	2 142	2 142	-	100.0%	769	769
Land and subsoil assets	15 000	(15 000)	-	-	-	-	-	-	-
Software and other intangible assets	9 000	5 913	-	14 913	14 913	-	100.0%	8 489	8 489
<b>Total</b>	<b>229 584</b>	<b>(9 876)</b>	<b>1 101</b>	<b>220 809</b>	<b>216 085</b>	<b>4 724</b>	<b>97.9%</b>	<b>237 790</b>	<b>237 790</b>

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3.4 Construction									
	2015/16							2014/15	
	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	45 000	-	-	45 000	43 737	1 263	97.2%	34 042	34 017
Provinces and municipalities	45 000	-	-	45 000	43 737	1 263	97.2%	34 042	34 017
Payments for capital assets	1 137 283	15 076	43 548	1 195 907	1 195 907	-	100.0%	1 094 569	1 092 368
Buildings and other fixed structures	1 137 283	15 076	43 548	1 195 907	1 195 907	-	100.0%	1 094 569	1 092 368
<b>Total</b>	<b>1 182 283</b>	<b>15 076</b>	<b>43 548</b>	<b>1 240 907</b>	<b>1 239 644</b>	<b>1 263</b>	<b>99.9%</b>	<b>1 128 611</b>	<b>1 126 385</b>



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3.5 Maintenance									
Economic classification	2015/16							2014/15	
	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
<b>Current payments</b>	<b>583 189</b>	<b>231</b>	<b>12 918</b>	<b>596 338</b>	<b>584 631</b>	<b>11 707</b>	<b>98.0%</b>	<b>499 452</b>	<b>496 713</b>
Compensation of employees	111 750	-	-	111 750	104 268	7 482	93.3%	102 952	101 636
Goods and services	471 438	231	12 918	484 587	480 362	4 225	99.1%	396 500	395 077
Interest and rent on land	1	-	-	1	1	-	100%	-	-
<b>Transfers and subsidies</b>	<b>12 052</b>	<b>957</b>	<b>-</b>	<b>13 009</b>	<b>12 597</b>	<b>412</b>	<b>96.8%</b>	<b>8 130</b>	<b>7 667</b>
Provinces and municipalities	10 527	829	-	11 356	10 944	412	96.4%	7 262	6 799
Departmental agencies and accounts	1	-	-	1	1	-	100.0%	1	1
Households	1 524	128	-	1 652	1 652	-	100.0%	867	867
<b>Payments for capital assets</b>	<b>986 568</b>	<b>-</b>	<b>21 461</b>	<b>1 008 029</b>	<b>1 008 029</b>	<b>-</b>	<b>100.0%</b>	<b>623 811</b>	<b>623 811</b>
Buildings and other fixed structures	945 191	-	160	945 351	945 351	-	100.0%	558 384	558 384
Machinery and equipment	41 377	-	21 301	62 678	62 678	-	100.0%	65 427	65 427
<b>Payments for financial assets</b>	<b>310</b>	<b>81</b>	<b>-</b>	<b>391</b>	<b>391</b>	<b>-</b>	<b>100.0%</b>	<b>88</b>	<b>88</b>
<b>Total</b>	<b>1 582 119</b>	<b>1 269</b>	<b>34 379</b>	<b>1 617 767</b>	<b>1 605 648</b>	<b>12 119</b>	<b>99.3%</b>	<b>1 131 481</b>	<b>1 128 279</b>

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Programme 4: Transport Operations									
2015/16								2014/15	
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	3 051	-	-	3 051	1 568	1 483	51.4%	3 416	2 878
4.2 Public Transport Services	982 526	(1)	-	982 525	981 725	800	99.9%	876 296	876 102
4.3 Transport Safety & Compliance	31 518	(1 057)	-	30 461	29 960	501	98.4%	19 464	8 614
4.4 Transport Systems	25 746	1 058	-	26 804	25 787	1 017	96.2%	22 036	21 610
Total for sub programmes	1 042 841	-	-	1 042 841	1 039 040	3 801	99.6%	921 212	909 204

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Programme 4: Transport Operations									
2015/16								2014/15	
	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
<b>Current payments</b>	<b>97 013</b>	<b>(8 497)</b>	<b>-</b>	<b>88 516</b>	<b>84 867</b>	<b>3 649</b>	<b>95.9%</b>	<b>103 344</b>	<b>91 567</b>
<b>Compensation of employees</b>	<b>15 759</b>	<b>-</b>	<b>-</b>	<b>15 759</b>	<b>12 775</b>	<b>2 984</b>	<b>81.1%</b>	<b>12 689</b>	<b>12 122</b>
Salaries and wages	13 968	-	-	13 968	11 428	2 540	81.8%	11 218	10 972
Social contributions	1 791	-	-	1 791	1 347	444	75.2%	1 471	1 150
<b>Goods and services</b>	<b>81 254</b>	<b>(8 497)</b>	<b>-</b>	<b>72 757</b>	<b>72 092</b>	<b>665</b>	<b>99.1%</b>	<b>90 655</b>	<b>79 445</b>
Administrative fees	117	(19)	-	98	87	11	88.8%	111	88
Advertising	-	31	-	31	31	-	100.0%	87	87
Minor assets	95	9	-	104	52	52	50.0%	86	56
Catering: Departmental activities	64	(22)	-	42	21	21	50.0%	36	16
Communication	125	(8)	-	117	103	14	88.0%	258	227
Computer services	418	23	-	441	441	-	100.0%	901	901
Consultants: Business and advisory services	65 983	(10 315)	-	55 668	55 504	164	99.7%	64 476	64 119
Legal services	6 001	673	-	6 674	6 674	-	100.0%	6 839	6 672
Contractors	63	1	-	64	61	3	95.3%	94	68
Agency and support / outsourced services	-	-	-	-	-	-	-	1 800	-
Entertainment	8	(2)	-	6	-	6	-	10	1
Fleet services (including government motor transport)	6 134	1 240	-	7 374	7 365	9	99.9%	5 379	5 353
Consumable supplies	48	8	-	56	44	12	78.6%	8 240	105
Consumable: Stationery, printing and office supplies	93	(13)	-	80	41	39	51.3%	147	98
Operating leases	175	(6)	-	169	159	10	94.1%	256	189

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Travel and subsistence	1 700	(243)	-	1 457	1 272	185	87.3%	1 355	1 115
Training and development	111	148	-	259	148	111	57.1%	5	-
Operating payments	119	(2)	-	117	89	28	76.1%	166	107
Venues and facilities	-	-	-	-	-	-	-	384	243
Rental and hiring	-	-	-	-	-	-	-	25	-
<b>Transfers and subsidies</b>	<b>945 308</b>	<b>8 492</b>	<b>-</b>	<b>953 800</b>	<b>953 800</b>	<b>-</b>	<b>100.0%</b>	<b>817 275</b>	<b>817 275</b>
Provinces and municipalities	148 530	-	-	148 530	148 530	-	100.0%	37 907	37 907
Municipalities	148 530	-	-	148 530	148 530	-	100.0%	37 907	37 907
Municipal bank accounts	148 530	-	-	148 530	148 530	-	100.0%	37 907	37 907
Departmental agencies and accounts	-	8 480	-	8 480	8 480	-	100.0%	-	-
Departmental agencies (non-business entities)	-	8 480	-	8 480	8 480	-	100.0%	-	-
Public corporations and private enterprises	796 775	-	-	796 775	796 775	-	100.0%	779 365	779 365
Private enterprises	796 775	-	-	796 775	796 775	-	100.0%	779 365	779 365
Other transfers to private enterprises	796 775	-	-	796 775	796 775	-	100.0%	779 365	779 365
Households	3	12	-	15	15	-	100.0%	3	3
Social benefits	3	12	-	15	15	-	100.0%	3	3
<b>Payments for capital assets</b>	<b>520</b>	<b>2</b>	<b>-</b>	<b>522</b>	<b>370</b>	<b>152</b>	<b>70.9%</b>	<b>593</b>	<b>362</b>
Machinery and equipment	520	2	-	522	370	152	70.9%	593	362
Transport equipment	70	2	-	72	40	32	55.6%	32	32
Other machinery and equipment	450	-	-	450	330	120	73.3%	561	330
<b>Payments for financial assets</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>3</b>	<b>3</b>	<b>-</b>	<b>100.0%</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>1 042 841</b>	<b>-</b>	<b>-</b>	<b>1 042 841</b>	<b>1 039 040</b>	<b>3 801</b>	<b>99.6%</b>	<b>921 212</b>	<b>909 204</b>

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4.1 Programme Support Operations									
	2015/16							2014/15	
	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
<b>Current payments</b>	<b>2 949</b>	-	-	<b>2 949</b>	<b>1 490</b>	<b>1 459</b>	<b>50.5%</b>	<b>3 300</b>	<b>2 762</b>
Compensation of employees	2 181	-	-	2 181	797	1 384	36.5%	1 886	1 469
Goods and services	768	-	-	768	693	75	90.2%	1 414	1 293
<b>Payments for capital assets</b>	<b>102</b>	-	-	<b>102</b>	<b>78</b>	<b>24</b>	<b>76.5%</b>	<b>116</b>	<b>116</b>
Machinery and equipment	102	-	-	102	78	24	76.5%	116	116
<b>Total</b>	<b>3 051</b>	-	-	<b>3 051</b>	<b>1 568</b>	<b>1 483</b>	<b>51.4%</b>	<b>3 416</b>	<b>2 878</b>

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4.2 Public Transport Services									
	2015/16							2014/15	
	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
<b>Current payments</b>	<b>46 438</b>	<b>(5)</b>	<b>-</b>	<b>46 433</b>	<b>45 633</b>	<b>800</b>	<b>98.3%</b>	<b>61 822</b>	<b>61 628</b>
Compensation of employees	8 346	-	-	8 346	7 821	525	93.7%	5 770	5 770
Goods and services	38 092	(5)	-	38 087	37 812	275	99.3%	56 052	55 858
<b>Transfers and subsidies</b>	<b>936 005</b>	<b>-</b>	<b>-</b>	<b>936 005</b>	<b>936 005</b>	<b>-</b>	<b>100.0%</b>	<b>814 365</b>	<b>814 365</b>
Provinces and municipalities	139 230	-	-	139 230	139 230	-	100.0%	35 000	35 000
Public corporations and private enterprises	796 775	-	-	796 775	796 775	-	100.0%	779 365	779 365
<b>Payments for capital assets</b>	<b>83</b>	<b>1</b>	<b>-</b>	<b>84</b>	<b>84</b>	<b>-</b>	<b>100.0%</b>	<b>109</b>	<b>109</b>
Machinery and equipment	83	1	-	84	84	-	100.0%	109	109
<b>Payments for financial assets</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>3</b>	<b>3</b>	<b>-</b>	<b>100.0%</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>982 526</b>	<b>(1)</b>	<b>-</b>	<b>982 525</b>	<b>981 725</b>	<b>800</b>	<b>99.9%</b>	<b>876 296</b>	<b>876 102</b>

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4.3 Transport Safety & Compliance									
	2015/16							2014/15	
	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
<b>Current payments</b>	22 132	(9 537)	-	12 595	12 127	468	96.3%	16 423	5 573
Compensation of employees	2 318	-	-	2 318	2 165	153	93.4%	2 738	2 588
Goods and services	19 814	(9 537)	-	10 277	9 962	315	96.9%	13 685	2 985
<b>Transfers and subsidies</b>	9 301	8 480	-	17 781	17 781	-	100.0%	2 910	2 910
Provinces and municipalities	9 300	-	-	9 300	9 300	-	100.0%	2 907	2 907
Departmental agencies and accounts	-	8 480	-	8 480	8 480	-	100.0%	-	-
Households	1	-	-	1	1	-	100.0%	3	3
<b>Payments for capital assets</b>	85	-	-	85	52	33	61.2%	131	131
Machinery and equipment	85	-	-	85	52	33	61.2%	131	131
<b>Total</b>	<b>31 518</b>	<b>(1 057)</b>	<b>-</b>	<b>30 461</b>	<b>29 960</b>	<b>501</b>	<b>98.4%</b>	<b>19 464</b>	<b>8 614</b>

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4.4 Transport Systems									
	2015/16							2014/15	
	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
<b>Current payments</b>	25 494	1 045	-	26 539	25 617	922	96.5%	21 799	21 604
Compensation of employees	2 914	-	-	2 914	1 992	922	68.4%	2 295	2 295
Goods and services	22 580	1 045	-	23 625	23 625	-	100.0%	19 504	19 309
<b>Transfers and subsidies</b>	2	12	-	14	14	-	100.0%	-	-
Households	2	12	-	14	14	-	100.0%	-	-
<b>Payments for capital assets</b>	250	1	-	251	156	95	62.2%	237	6
Machinery and equipment	250	1	-	251	156	95	62.2%	237	6
<b>Total</b>	25 746	1 058	-	26 804	25 787	1 017	96.2%	22 036	21 610



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Programme 5: Transport Regulations									
2015/16								2014/15	
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	7 911	(248)	-	7 663	7 662	1	100.0%	4 872	4 835
5.2 Transport Administration & Licensing	295 916	3 703	20 021	319 640	319 629	11	100.0%	289 871	285 695
5.3 Operating Licensing & Permits	67 217	(14 571)	-	52 646	52 645	1	100.0%	52 627	52 627
5.4 Law Enforcement	263 194	11 116	6 464	280 774	280 739	35	100.0%	233 097	233 097
Total for sub programmes	634 238	-	26 485	660 723	660 675	48	100.0%	580 467	576 254

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Programme 5: Transport Regulations									
2015/16								2014/15	
	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	608 891	(882)	24 506	632 515	632 515	-	100.0%	559 463	555 250
Compensation of employees	246 483	(4 887)	-	241 596	241 596	-	100.0%	220 223	219 183
Salaries and wages	208 913	(4 053)	-	204 860	204 860	-	100.0%	189 690	188 650
Social contributions	37 570	(834)	-	36 736	36 736	-	100.0%	30 533	30 533
Goods and services	362 406	4 007	24 506	390 919	390 919	-	100.0%	339 238	336 065
Administrative fees	255 539	6 733	20 021	282 293	282 293	-	100.0%	249 609	249 009
Advertising	882	8 594	960	10 436	10 436	-	100.0%	81	81
Minor assets	538	(315)	-	223	223	-	100.0%	181	181
Bursaries: Employees	-	-	-	-	-	-	-	377	377
Catering: Departmental activities	624	(265)	-	359	359	-	100.0%	487	476
Communication	2 515	(41)	-	2 474	2 474	-	100.0%	2 149	2 137
Computer services	5 722	(154)	-	5 568	5 568	-	100.0%	10 908	10 908
Consultants: Business and advisory services	21 303	(7 308)	1 782	15 777	15 777	-	100.0%	7 919	5 383
Legal services	2 224	(2 017)	-	207	207	-	100.0%	769	769
Contractors	535	147	1 743	2 425	2 425	-	100.0%	949	949
Agency and support / outsourced services	22 742	1 690	-	24 432	24 432	-	100.0%	25 537	25 537
Entertainment	22	(20)	-	2	2	-	100.0%	1	1
Fleet services (including government motor transport)	23 010	(1 364)	-	21 646	21 646	-	100.0%	21 023	21 023
Inventory: Other Supplies	100	240	-	340	340	-	100.0%	437	437
Consumable supplies	8 956	(797)	-	8 159	8 159	-	100.0%	1 807	1 807
Consumable: Stationery, printing and office supplies	3 516	2 284	-	5 800	5 800	-	100.0%	5 782	5 782

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Operating leases	2 505	(531)	-	1 974	1 974	-	100.0%	1 900	1 900
Property payments	1 321	555	-	1 876	1 876	-	100.0%	1 556	1 556
Travel and subsistence	7 846	(2 807)	-	5 039	5 039	-	100.0%	5 941	5 941
Training and development	432	(262)	-	170	170	-	100.0%	129	129
Operating payments	1 442	115	-	1 557	1 557	-	100.0%	1 328	1 314
Venues and facilities	632	(473)	-	159	159	-	100.0%	349	349
Rental and hiring	-	3	-	3	3	-	100.0%	19	19
<b>Interest and rent on land</b>	<b>2</b>	<b>(2)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>2</b>
Interest	2	(2)	-	-	-	-	-	2	2
<b>Transfers and subsidies</b>	<b>272</b>	<b>652</b>	<b>-</b>	<b>924</b>	<b>886</b>	<b>38</b>	<b>95.9%</b>	<b>304</b>	<b>304</b>
Provinces and municipalities	156	(131)	-	25	25	-	100.0%	21	21
Provinces	156	(131)	-	25	25	-	100.0%	21	21
Provincial agencies and funds	156	(131)	-	25	25	-	100.0%	21	21
Departmental agencies and accounts	4	271	-	275	272	3	98.9%	1	1
Departmental agencies (non-business entities)	4	271	-	275	272	3	98.9%	1	1
Households	112	512	-	624	589	35	94.4%	282	282
Social benefits	22	512	-	534	534	-	100.0%	215	215
Other transfers to households	90	-	-	90	55	35	61.1%	67	67
<b>Payments for capital assets</b>	<b>25 046</b>	<b>222</b>	<b>1 979</b>	<b>27 247</b>	<b>27 237</b>	<b>10</b>	<b>100.0%</b>	<b>20 693</b>	<b>20 693</b>
Buildings and other fixed structures	-	-	30	30	30	-	100.0%	-	-
Other fixed structures	-	-	30	30	30	-	100.0%	-	-
Machinery and equipment	22 536	440	1 949	24 925	24 925	-	100.0%	18 278	18 278
Transport equipment	17 960	251	1 740	19 951	19 951	-	100.0%	15 547	15 547
Other machinery and equipment	4 576	189	209	4 974	4 974	-	100.0%	2 731	2 731
Software and other intangible assets	2 510	(218)	-	2 292	2 282	10	99.6%	2 415	2 415
<b>Payments for financial assets</b>	<b>29</b>	<b>8</b>	<b>-</b>	<b>37</b>	<b>37</b>	<b>-</b>	<b>100.0%</b>	<b>7</b>	<b>7</b>
<b>Total</b>	<b>634 238</b>	<b>-</b>	<b>26 485</b>	<b>660 723</b>	<b>660 675</b>	<b>48</b>	<b>100.0%</b>	<b>580 467</b>	<b>576 254</b>

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5.1 Programme Support Regulation									
	2015/16							2014/15	
	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
<b>Current payments</b>	7 739	(619)	-	7 120	7 120	-	100.0%	4 858	4 821
Compensation of employees	6 290	(236)	-	6 054	6 054	-	100.0%	4 363	4 363
Goods and services	1 449	(383)	-	1 066	1 066	-	100.0%	495	458
<b>Transfers and subsidies</b>	1	-	-	1	-	1	-	-	-
Departmental agencies and accounts	1	-	-	1	-	1	-	-	-
<b>Payments for capital assets</b>	171	371	-	542	542	-	100.0%	14	14
Machinery and equipment	171	371	-	542	542	-	100.0%	14	14
<b>Total</b>	<b>7 911</b>	<b>(248)</b>	<b>-</b>	<b>7 663</b>	<b>7 662</b>	<b>1</b>	<b>100.0%</b>	<b>4 872</b>	<b>4 835</b>

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5.2 Transport Administration & Licensing									
	2015/16							2014/15	
	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
<b>Current payments</b>	<b>293 004</b>	<b>3 901</b>	<b>20 021</b>	<b>316 926</b>	<b>316 926</b>	<b>-</b>	<b>100.0%</b>	<b>287 052</b>	<b>282 876</b>
Compensation of employees	29 811	(5 700)	-	24 111	24 111	-	100.0%	22 495	21 455
Goods and services	263 193	9 601	20 021	292 815	292 815	-	100.0%	264 557	261 421
<b>Transfers and subsidies</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>50.0%</b>	<b>116</b>	<b>116</b>
Departmental agencies and accounts	1	-	-	1	-	1	-	-	-
Households	1	-	-	1	1	-	100.0%	116	116
<b>Payments for capital assets</b>	<b>2 910</b>	<b>(198)</b>	<b>-</b>	<b>2 712</b>	<b>2 702</b>	<b>10</b>	<b>99.6%</b>	<b>2 701</b>	<b>2 701</b>
Machinery and equipment	400	20	-	420	420	-	100.0%	286	286
Software and other intangible assets	2 510	(218)	-	2 292	2 282	10	99.6%	2 415	2 415
<b>Payments for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>2</b>
<b>Total</b>	<b>295 916</b>	<b>3 703</b>	<b>20 021</b>	<b>319 640</b>	<b>319 629</b>	<b>11</b>	<b>100.0%</b>	<b>289 871</b>	<b>285 695</b>

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5.3 Operating Licensing & Permits									
Economic classification	2015/16							2014/15	
	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
<b>Current payments</b>	66 612	(14 704)	-	51 908	51 908	-	100.0%	52 197	52 197
Compensation of employees	38 945	(2 747)	-	36 198	36 198	-	100.0%	33 793	33 793
Goods and services	27 665	(11 955)	-	15 710	15 710	-	100.0%	18 402	18 402
Interest and rent on land	2	(2)	-	-	-	-	-	2	2
<b>Transfers and subsidies</b>	13	83	-	96	95	1	99.0%	57	57
Departmental agencies and accounts	2	-	-	2	1	1	50.0%	1	1
Households	11	83	-	94	94	-	100.0%	56	56
<b>Payments for capital assets</b>	592	49	-	641	641	-	100.0%	371	371
Machinery and equipment	592	49	-	641	641	-	100.0%	371	371
<b>Payments for financial assets</b>	-	1	-	1	1	-	100.0%	2	2
<b>Total</b>	67 217	(14 571)	-	52 646	52 645	1	100.0%	52 627	52 627

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5.4 Law Enforcement									
Economic classification	2015/16							2014/15	
	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
<b>Current payments</b>	<b>241 536</b>	<b>10 540</b>	<b>4 485</b>	<b>256 561</b>	<b>256 561</b>	<b>-</b>	<b>100.0%</b>	<b>215 356</b>	<b>215 356</b>
Compensation of employees	171 437	3 796	-	175 233	175 233	-	100.0%	159 572	159 572
Goods and services	70 099	6 744	4 485	81 328	81 328	-	100.0%	55 784	55 784
<b>Transfers and subsidies</b>	<b>256</b>	<b>569</b>	<b>-</b>	<b>825</b>	<b>790</b>	<b>35</b>	<b>95.8%</b>	<b>131</b>	<b>131</b>
Provinces and municipalities	156	(131)	-	25	25	-	100.0%	21	21
Departmental agencies and accounts	-	271	-	271	271	-	100.0%	-	-
Households	100	429	-	529	494	35	93.4%	110	110
<b>Payments for capital assets</b>	<b>21 373</b>	<b>-</b>	<b>1 979</b>	<b>23 352</b>	<b>23 352</b>	<b>-</b>	<b>100.0%</b>	<b>17 607</b>	<b>17 607</b>
Buildings and other fixed structures	-	-	30	30	30	-	100.0%	-	-
Machinery and equipment	21 373	-	1 949	23 322	23 322	-	100.0%	17 607	17 607
<b>Payments for financial assets</b>	<b>29</b>	<b>7</b>	<b>-</b>	<b>36</b>	<b>36</b>	<b>-</b>	<b>100.0%</b>	<b>3</b>	<b>3</b>
<b>Total</b>	<b>263 194</b>	<b>11 116</b>	<b>6 464</b>	<b>280 774</b>	<b>280 739</b>	<b>35</b>	<b>100.0%</b>	<b>233 097</b>	<b>233 097</b>

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS  
VOTE 10**

**APPROPRIATION STATEMENT  
for the year ended 31 March 2016**

Programme 6: Community Based Programmes									
2015/16								2014/15	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Sub programme	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
6.1 Programme Support Community Based	2 981	-	(569)	2 412	1 929	483	80.0%	3 678	2 182
6.2 Innovation and Empowerment	40 263	-	(3 422)	36 841	30 956	5 885	84.0%	28 363	26 233
6.3 EPWP Co-ordination and Compliance Monitoring	14 919	-	(9)	14 910	13 700	1 210	91.9%	15 151	13 576
Total for sub programmes	58 163	-	(4 000)	54 163	46 585	7 578	86.0%	47 192	41 991



**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS**  
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**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2016**

Programme 6: Community Based Programmes									
2015/16								2014/15	
	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
<b>Current payments</b>	<b>56 210</b>	<b>(63)</b>	<b>(2 739)</b>	<b>53 408</b>	<b>45 830</b>	<b>7 578</b>	<b>85.8%</b>	<b>45 272</b>	<b>41 215</b>
<b>Compensation of employees</b>	<b>31 485</b>	<b>-</b>	<b>-</b>	<b>31 485</b>	<b>27 863</b>	<b>3 622</b>	<b>88.5%</b>	<b>26 557</b>	<b>26 183</b>
Salaries and wages	27 495	-	-	27 495	24 471	3 024	89.0%	23 216	23 183
Social contributions	3 990	-	-	3 990	3 392	598	85.0%	3 341	3 000
<b>Goods and services</b>	<b>24 725</b>	<b>(63)</b>	<b>(2 739)</b>	<b>21 923</b>	<b>17 967</b>	<b>3 956</b>	<b>82.0%</b>	<b>18 715</b>	<b>15 032</b>
Administrative fees	141	(13)	-	128	81	47	63.3%	156	85
Advertising	370	-	-	370	42	328	11.4%	50	-
Minor assets	93	2	-	95	19	76	20.0%	48	8
Catering: Departmental activities	438	1	-	439	323	116	73.6%	440	338
Communication	282	(22)	-	260	166	94	63.8%	652	423
Computer services	-	-	-	-	-	-	-	16	6
Consultants: Business and advisory services	5 054	-	(1 530)	3 524	3 523	1	100.0%	5 207	4 378
Legal services	-	-	-	-	-	-	-	50	-
Contractors	6	-	-	6	5	1	83.3%	78	78
Agency and support / outsourced services	757	-	-	757	639	118	84.4%	300	22
Entertainment	9	(4)	-	5	-	5	-	1	1
Fleet services (including government motor transport)	894	(42)	-	852	847	5	99.4%	844	743
Consumable supplies	102	(8)	-	94	41	53	43.6%	64	63
Consumable: Stationery, printing and office supplies	179	6	-	185	64	121	34.6%	93	77
Operating leases	246	(1)	-	245	175	70	71.4%	286	221

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS**  
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**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2016**

Travel and subsistence	7 168	(9)	(1 209)	5 950	5 443	507	91.5%	5 313	4 030
Training and development	8 832	-	-	8 832	6 470	2 362	73.3%	4 273	3 964
Operating payments	112	23	-	135	122	13	90.4%	87	87
Venues and facilities	42	4	-	46	7	39	15.2%	757	508
<b>Transfers and subsidies</b>	<b>-</b>	<b>35</b>	<b>-</b>	<b>35</b>	<b>35</b>	<b>-</b>	<b>100.0%</b>	<b>7</b>	<b>7</b>
Departmental agencies and accounts	-	1	-	1	1	-	100.0%	1	1
Departmental agencies (non-business entities)	-	1	-	1	1	-	100.0%	1	1
Households	-	34	-	34	34	-	100.0%	6	6
Social benefits	-	34	-	34	34	-	100.0%	6	6
<b>Payments for capital assets</b>	<b>1 925</b>	<b>-</b>	<b>(1 261)</b>	<b>664</b>	<b>664</b>	<b>-</b>	<b>100.0%</b>	<b>1 814</b>	<b>670</b>
Machinery and equipment	1 925	-	(1 261)	664	664	-	100.0%	1 814	670
Transport equipment	1 449	28	(1 018)	459	459	-	100.0%	1 168	634
Other machinery and equipment	476	(28)	(243)	205	205	-	100.0%	646	36
<b>Payments for financial assets</b>	<b>28</b>	<b>28</b>	<b>-</b>	<b>56</b>	<b>56</b>	<b>-</b>	<b>100.0%</b>	<b>99</b>	<b>99</b>
<b>Total</b>	<b>58 163</b>	<b>-</b>	<b>(4 000)</b>	<b>54 163</b>	<b>46 585</b>	<b>7 578</b>	<b>86.0%</b>	<b>47 192</b>	<b>41 991</b>

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS  
VOTE 10**

**APPROPRIATION STATEMENT  
for the year ended 31 March 2016**

6.1 Programme Support Community Based									
	2015/16							2014/15	
	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
<b>Current payments</b>	2 412	(25)	-	2 387	1 904	483	79.8%	3 171	2 104
Compensation of employees	1 741	-	-	1 741	1 640	101	94.2%	1 820	1 664
Goods and services	671	(25)	-	646	264	382	40.9%	1 351	440
<b>Transfers and subsidies</b>	-	25	-	25	25	-	100.0%	-	-
Households	-	25	-	25	25	-	100.0%	-	-
<b>Payments for capital assets</b>	569	-	(569)	-	-	-	-	450	21
Machinery and equipment	569	-	(569)	-	-	-	-	450	21
<b>Payments for financial assets</b>	-	-	-	-	-	-	-	57	57
<b>Total</b>	<b>2 981</b>	<b>-</b>	<b>(569)</b>	<b>2 412</b>	<b>1 929</b>	<b>483</b>	<b>80.0%</b>	<b>3 678</b>	<b>2 182</b>

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**APPROPRIATION STATEMENT  
for the year ended 31 March 2016**

6.2 Innovation and Empowerment									
	2015/16							2014/15	
	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
<b>Current payments</b>	<b>39 230</b>	<b>(13)</b>	<b>(2 739)</b>	<b>36 478</b>	<b>30 593</b>	<b>5 885</b>	<b>83.9%</b>	<b>27 285</b>	<b>25 870</b>
Compensation of employees	16 780	-	-	16 780	14 282	2 498	85.1%	12 782	12 782
Goods and services	22 450	(13)	(2 739)	19 698	16 311	3 387	82.8%	14 503	13 088
<b>Transfers and subsidies</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>2</b>	<b>2</b>	<b>-</b>	<b>100.0%</b>	<b>6</b>	<b>6</b>
Households	-	2	-	2	2	-	100.0%	6	6
<b>Payments for capital assets</b>	<b>1 006</b>	<b>-</b>	<b>(683)</b>	<b>323</b>	<b>323</b>	<b>-</b>	<b>100.0%</b>	<b>1 047</b>	<b>332</b>
Machinery and equipment	1 006	-	(683)	323	323	-	100.0%	1 047	332
<b>Payments for financial assets</b>	<b>27</b>	<b>11</b>	<b>-</b>	<b>38</b>	<b>38</b>	<b>-</b>	<b>100.0%</b>	<b>25</b>	<b>25</b>
<b>Total</b>	<b>40 263</b>	<b>-</b>	<b>(3 422)</b>	<b>36 841</b>	<b>30 956</b>	<b>5 885</b>	<b>84.0%</b>	<b>28 363</b>	<b>26 233</b>

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**APPROPRIATION STATEMENT  
for the year ended 31 March 2016**

6.3 EPWP Co-ordination and Compliance Monitoring									
	2015/16							2014/15	
	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
<b>Current payments</b>	<b>14 568</b>	<b>(25)</b>	<b>-</b>	<b>14 543</b>	<b>13 333</b>	<b>1 210</b>	<b>91.7%</b>	<b>14 816</b>	<b>13 241</b>
Compensation of employees	12 964	-	-	12 964	11 941	1 023	92.1%	11 955	11 737
Goods and services	1 604	(25)	-	1 579	1 392	187	88.2%	2 861	1 504
<b>Transfers and subsidies</b>	<b>-</b>	<b>8</b>	<b>-</b>	<b>8</b>	<b>8</b>	<b>-</b>	<b>100.0%</b>	<b>1</b>	<b>1</b>
Departmental agencies and accounts	-	1	-	1	1	-	100.0%	1	1
Households	-	7	-	7	7	-	100.0%	-	-
<b>Payments for capital assets</b>	<b>350</b>	<b>-</b>	<b>(9)</b>	<b>341</b>	<b>341</b>	<b>-</b>	<b>100.0%</b>	<b>317</b>	<b>317</b>
Machinery and equipment	350	-	(9)	341	341	-	100.0%	317	317
<b>Payments for financial assets</b>	<b>1</b>	<b>17</b>	<b>-</b>	<b>18</b>	<b>18</b>	<b>-</b>	<b>100.0%</b>	<b>17</b>	<b>17</b>
<b>Total</b>	<b>14 919</b>	<b>-</b>	<b>(9)</b>	<b>14 910</b>	<b>13 700</b>	<b>1 210</b>	<b>91.9%</b>	<b>15 151</b>	<b>13 576</b>

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS  
VOTE 10**

**NOTES TO THE APPROPRIATION STATEMENT  
for the year ended 31 March 2016**

**1. Detail of transfers and subsidies as per Appropriation Act (after Virement):**

Detail of these transactions can be viewed in note 7 (Transfers and subsidies) and Annexure 1 (A-D) 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 can be viewed in note 6 (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 1: Administration	193 250	181 729	11 521	6.0%

**Explanation of variance:** Compulsory saving target on compensation of employees instituted by Provincial Treasury in order to restore a sustainable fiscal path over the medium term, posts not filled as planned and related under spending on goods and services.

Programme 2: Public Works Infrastructure	1 613 890	1 565 889	48 001	3.0%
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**Explanation of variance:** Compulsory saving target on compensation of employees instituted by Provincial Treasury in order to restore a sustainable fiscal path over the medium term, posts not filled as planned and related under spending on goods and services.

Slower than planned capital expenditure on the modernisation programme, mainly due to insufficient decanting space and internal capacity.

Programme 6: Community Based Programmes	54 163	46 585	7 578	14.0%
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**Explanation of variance:** Compulsory saving target on compensation of employees instituted by Provincial Treasury in order to restore a sustainable fiscal path over the medium term, posts not filled as planned and related under spending on goods and services.

Under spending on goods and services due to outstanding external moderation by the SETA's as well as outstanding learner certification when the Phase 7 training programme of the National Youth Service (NYS) programme concluded.

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS**  
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**NOTES TO THE APPROPRIATION STATEMENT**  
**for the year ended 31 March 2016**

4.2 Per economic classification	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Appropriation
	R'000	R'000	R'000	%
<b>Current payments</b>				
Compensation of employees	737 497	692 452	45 045	6.1%
Goods and services	1 618 124	1 598 384	19 740	1.2%
Interest and rent on land	1	1	-	0.0%
<b>Transfers and subsidies</b>				
Provinces and municipalities	649 352	647 677	1 675	0.3%
Departmental agencies and accounts	8 915	8 899	16	0.2%
Public corporations and private enterprises	796 775	796 775	-	0.0%
Households	12 862	12 826	36	0.3%
<b>Payments for capital assets</b>				
Buildings and other fixed structures	2 710 057	2 685 851	24 206	0.9%
Machinery and equipment	99 169	99 017	152	0.2%
Land and subsoil assets	107 479	107 479	-	0.0%
Intangible assets	18 521	18 511	10	0.1%
<b>Payments for financial assets</b>	523	523	-	0.0%

<b>Explanation of variance:</b> Compensation of Employees: Compulsory saving target on compensation of employees instituted by Provincial Treasury in order to restore a sustainable fiscal path over the medium term and posts not filled as planned.
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4.3 Per conditional grant	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Appropriation
	R'000	R'000	R'000	%
<b>Public Works</b>				
Expanded Public Works Programme	9 515	9 515	-	0.0%
Integrated Grant for Province				
<b>Transport</b>				
Provincial Roads Maintenance Grant	858 962	858 962	-	0.0%
Public Transport Operations Grant	796 580	796 580	-	0.0%

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS**  
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**STATEMENT OF FINANCIAL PERFORMANCE**  
**for the year ended 31 March 2016**

	Note	2015/16 R'000	2014/15 R'000
<b>REVENUE</b>			
Annual appropriation	1	6 759 275	5 949 693
Departmental revenue	2	156 973	342 199
<b>TOTAL REVENUE</b>		<b>6 916 248</b>	<b>6 291 892</b>
<b>EXPENDITURE</b>			
<b>Current expenditure</b>			
Compensation of employees	3	692 452	637 746
Goods and services	4	1 598 384	1 410 631
Interest and rent on land	5	1	3
<b>Total current expenditure</b>		<b>2 290 837</b>	<b>2 048 380</b>
<b>Transfers and subsidies</b>			
Transfers and subsidies	7	1 466 177	1 260 846
<b>Total transfers and subsidies</b>		<b>1 466 177</b>	<b>1 260 846</b>
<b>Expenditure for capital assets</b>			
Tangible assets	8	2 892 347	2 447 949
Intangible assets	8	18 511	13 052
<b>Total expenditure for capital assets</b>		<b>2 910 858</b>	<b>2 461 001</b>
Payments for financial assets	6	523	581
<b>TOTAL EXPENDITURE</b>		<b>6 668 395</b>	<b>5 770 808</b>
<b>SURPLUS FOR THE YEAR</b>		<b>247 853</b>	<b>521 084</b>
<b>Reconciliation of Net Surplus for the year</b>			
Voted funds		90 880	178 885
Annual appropriation		90 880	177 671
Conditional grants		-	1 214
Departmental revenue	13	156 973	342 199
<b>SURPLUS FOR THE YEAR</b>		<b>247 853</b>	<b>521 084</b>



**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS**  
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**STATEMENT OF FINANCIAL POSITION**  
**as at 31 March 2016**

	Note	2015/16 R'000	2014/15 R'000
<b>ASSETS</b>			
<b>Current assets</b>		<b>164 885</b>	<b>260 316</b>
Cash and cash equivalents	9	141 407	240 260
Prepayments and advances	10	12 638	10 225
Receivables	11	10 840	9 831
<b>Non-current assets</b>		<b>344</b>	<b>295</b>
Receivables	11	344	295
<b>TOTAL ASSETS</b>		<b>165 229</b>	<b>260 611</b>
<b>LIABILITIES</b>			
<b>Current liabilities</b>		<b>161 451</b>	<b>259 577</b>
Voted funds to be surrendered to the Revenue Fund	12	90 880	178 885
Departmental revenue to be surrendered to the Revenue Fund	13	45 490	68 027
Payables	14	25 081	12 665
<b>TOTAL LIABILITIES</b>		<b>161 451</b>	<b>259 577</b>
<b>NET ASSETS</b>		<b>3 778</b>	<b>1 034</b>
<b>Represented by:</b>			
Recoverable revenue		3 778	1 034
<b>TOTAL</b>		<b>3 778</b>	<b>1 034</b>

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS**  
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**STATEMENT OF CHANGES IN NET ASSETS**  
**for the year ended 31 March 2016**

	Note	2015/16 R'000	2014/15 R'000
<b>Recoverable revenue</b>			
Opening balance		1 034	719
Transfers:		<b>2 744</b>	<b>315</b>
Irrecoverable amounts written off	6.2	-	(153)
Debts revised		(424)	(444)
Debts recovered (included in departmental receipts)		(161)	(113)
Debts raised		3 329	1 025
Closing balance		<b>3 778</b>	<b>1 034</b>
<b>TOTAL</b>		<b>3 778</b>	<b>1 034</b>

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS**  
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**CASH FLOW STATEMENT**  
**for the year ended 31 March 2016**

	Note	2015/16 R'000	2014/15 R'000
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>			
Receipts		<b>8 221 173</b>	<b>7 377 858</b>
Annual appropriated funds received	1.1	6 759 275	5 949 693
Departmental revenue received	2	1 460 419	1 426 385
Interest received	2.3	1 479	1 780
Net (increase)/decrease in working capital		8 945	(6 691)
Surrendered to Revenue Fund		(1 667 763)	(1 592 734)
Current payments		(2 290 836)	(2 048 377)
Interest paid	5	(1)	(3)
Payments for financial assets		(523)	(581)
Transfers and subsidies paid		(1 466 177)	(1 260 846)
<b>Net cash flow available from operating activities</b>	<b>15</b>	<b>2 804 818</b>	<b>2 468 626</b>
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>			
Payments for capital assets	8	(2 910 858)	(2 461 001)
Proceeds from sale of capital assets	2.4	4 443	120 536
<b>Net cash flows from investing activities</b>		<b>(2 906 415)</b>	<b>(2 340 465)</b>
<b>CASH FLOWS FROM FINANCING ACTIVITIES</b>			
Increase/(decrease) in net assets		2 744	315
<b>Net cash flows from financing activities</b>		<b>2 744</b>	<b>315</b>
Net increase/(decrease) in cash and cash equivalents		(98 853)	128 476
Cash and cash equivalents at beginning of period		240 260	111 784
<b>Cash and cash equivalents at end of period</b>	<b>16</b>	<b>141 407</b>	<b>240 260</b>

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS**  
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**ACCOUNTING POLICIES**  
**for the year ended 31 March 2016**

**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 2016**

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.

**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.

The operating lease commitments are recorded in the notes to the financial statements.

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**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)**

A financial asset is recognised initially at its cost plus transaction costs that are directly attributable to the

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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 R1 unless the fair value of the asset has been reliably estimated, in which case the fair value is used.

All assets acquired prior to 1 April 2002 (or a later date as approved by the OAG) may be recorded at R1.

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.

Biological assets are subsequently carried at fair value.

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.

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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.

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 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.



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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.

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

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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 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**

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.

**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.

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**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:

	2015/16			2014/15	
	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	193 250	193 250	-	175 827	175 827
Public Works	1 613 890	1 613 890	-	1 610 091	1 610 091
Infrastructure					
Transport	3 194 408	3 194 408	-	2 614 904	2 614 904
Infrastructure					
Transport Operations	1 042 841	1 042 841	-	921 212	921 212
Transport Regulation	660 723	660 723	-	580 467	580 467
Community Based Programmes	54 163	54 163	-	47 192	47 192
<b>Total</b>	<b>6 759 275</b>	<b>6 759 275</b>	<b>-</b>	<b>5 949 693</b>	<b>5 949 693</b>

**1.2 Conditional grants**

	Note	2015/16 R'000	2014/15 R'000
Total grants received	33	<u>1 665 057</u>	<u>1 473 691</u>

**2. Departmental revenue**

	Note	2015/16 R'000	2014/15 R'000
Tax revenue		1 342 103	1 229 487
Sales of goods and services other than capital assets	2.1	105 784	108 866
Fines, penalties and forfeits	2.2	1 103	701
Interest, dividends and rent on land	2.3	1 479	1 780
Sales of capital assets	2.4	4 443	120 536
Transactions in financial assets and liabilities	2.5	5 755	2 720
Transfer received	2.6	5 674	84 611
<b>Total revenue collected</b>		<b>1 466 341</b>	<b>1 548 701</b>
Less: Own revenue included in appropriation	13	<u>(1 309 368)</u>	<u>(1 206 502)</u>
<b>Departmental revenue collected</b>		<b>156 973</b>	<b>342 199</b>

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<b>2.1</b>	<b>Sales of goods and services other than capital assets</b>			
		Note	2015/16	2014/15
			R'000	R'000
	Sales of goods and services produced by the department	2	105 762	108 833
	Sales by market establishment		70 298	70 687
	Administrative fees		32 214	34 846
	Other sales		3 250	3 300
	Sales of scrap, waste and other used current goods		22	33
	<b>Total</b>		<b>105 784</b>	<b>108 866</b>
<b>2.2</b>	<b>Fines, penalties and forfeits</b>			
		Note	2015/16	2014/15
			R'000	R'000
	Fines - Impound fees	2	1 103	701
	<b>Total</b>		<b>1 103</b>	<b>701</b>
<b>2.3</b>	<b>Interest, dividends and rent on land</b>			
		Note	2015/16	2014/15
			R'000	R'000
	Interest	2	1 479	1 780
	<b>Total</b>		<b>1 479</b>	<b>1 780</b>
<b>2.4</b>	<b>Sale of capital assets</b>			
		Note	2015/16	2014/15
			R'000	R'000
	Tangible assets	2	4 443	120 536
	Machinery and equipment	28.2	1 856	1 172
	Buildings and other fixed structures	30.2	2 587	119 364
	<b>Total</b>		<b>4 443</b>	<b>120 536</b>
<b>2.5</b>	<b>Transactions in financial assets and liabilities</b>			
		Note	2015/16	2014/15
			R'000	R'000
	Receivables		253	677
	Other Receipts including Recoverable Revenue		5 502	2 043
	<b>Total</b>	2	<b>5 755</b>	<b>2 720</b>
<b>2.6</b>	<b>Transfers received</b>			
		Note	2015/16	2014/15
			R'000	R'000
	Other governmental units		5 638	26 868
	Public corporations and private enterprises		36	57 743
	<b>Total</b>	2	<b>5 674</b>	<b>84 611</b>

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**3. Compensation of employees**

**3.1 Salaries and Wages**

	2015/16	2014/15
	R'000	R'000
Basic salary	471 558	438 351
Performance award	9 896	7 698
Service Based	873	426
Compensative/circumstantial	19 720	21 463
Periodic payments	1 657	812
Other non-pensionable allowances	92 950	88 872
<b>Total</b>	<b>596 654</b>	<b>557 622</b>

**3.2 Social contributions**

	2015/16	2014/15
	R'000	R'000
<b>Employer contributions</b>		
Pension	57 600	49 839
Medical	38 037	30 129
Bargaining council	161	156
<b>Total</b>	<b>95 798</b>	<b>80 124</b>
 <b>Total compensation of employees</b>	 <b>692 452</b>	 <b>637 746</b>
 Average number of employees	 2 274	 2 320

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**4. Goods and services**

	Note	2015/16 R'000	2014/15 R'000
Administrative fees		282 777	249 516
Advertising		19 556	3 809
Minor Assets	4.1	936	802
Bursaries (employees)		1 119	1 684
Catering		1 082	1 156
Communication		5 766	7 892
Computer services	4.2	35 405	41 997
Consultants: Business and advisory services		147 386	98 198
Infrastructure and planning services		35 314	32 238
Laboratory services		16	33
Legal services		10 904	12 034
Contractors		400 636	318 030
Agency and support/outsourced services		25 115	25 605
Entertainment		27	25
Audit cost – external	4.3	13 852	11 048
Fleet services		47 749	49 097
Inventory	4.4	4 594	437
Consumables	4.5	42 620	29 177
Operating leases		162 936	160 447
Property payments	4.6	322 503	329 311
Rental and hiring		3	19
Transport provided as part of departmental activities		4	2
Travel and subsistence	4.7	22 286	22 452
Venues and facilities		214	1 186
Training and development		10 340	9 379
Other operating expenditure	4.8	5 244	5 057
<b>Total</b>		<b>1 598 384</b>	<b>1 410 631</b>

**4.1 Minor Assets**

	Note	2015/16 R'000	2014/15 R'000
<b>Tangible assets</b>			
Machinery and equipment		936	802
<b>Total</b>	4	<b>936</b>	<b>802</b>

**4.2 Computer services**

	Note	2015/16 R'000	2014/15 R'000
SITA computer services		1 314	1 473
External computer service providers		34 091	40 524
<b>Total</b>	4	<b>35 405</b>	<b>41 997</b>

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<b>4.3</b>	<b>Audit cost – External</b>			
		Note	2015/16	2014/15
			R'000	R'000
	Regularity audits		13 217	10 821
	Computer audits		635	227
	<b>Total</b>	<b>4</b>	<b>13 852</b>	<b>11 048</b>

<b>4.4</b>	<b>Inventory</b>			
		Note	2015/16	2014/15
			R'000	R'000
	<b>Other Supplies</b>			
	Ammunition and furniture supplies	4	4 594	437
	<b>Total</b>		<b>4 594</b>	<b>437</b>

<b>4.5</b>	<b>Consumables</b>			
		Note	2015/16	2014/15
			R'000	R'000
	Consumable supplies		33 910	20 498
	Uniform and clothing		8 785	2 854
	Household supplies		1 463	2 217
	Building material and supplies		21 337	11 835
	Communication accessories		6	9
	IT consumables		148	124
	Other consumables		2 171	3 459
	Stationery, printing and office supplies		8 710	8 679
	<b>Total</b>	<b>4</b>	<b>42 620</b>	<b>29 177</b>

<b>4.6</b>	<b>Property payments</b>			
		Note	2015/16	2014/15
			R'000	R'000
	Municipal services		97 182	107 483
	*Property management fees		5 091	7 044
	Property maintenance and repairs		163 413	166 506
	Other		56 817	48 278
	<b>Total</b>	<b>4</b>	<b>322 503</b>	<b>329 311</b>

\*Reclassified Property management fees for 2014/15. Was previously included in Other. Total Property payments expenditure remains unchanged.

<b>4.7</b>	<b>Travel and subsistence</b>			
		Note	2015/16	2014/15
			R'000	R'000
	Local		22 090	22 033
	Foreign		196	419
	<b>Total</b>	<b>4</b>	<b>22 286</b>	<b>22 452</b>

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<b>4.8</b>	<b>Other operating expenditure</b>			
		Note	2015/16	2014/15
			R'000	R'000
	Professional bodies, membership and subscription fees		146	140
	Resettlement costs		178	224
	Other		4 920	4 693
	<b>Total</b>	<b>4</b>	<b>5 244</b>	<b>5 057</b>
<b>5.</b>	<b>Interest and rent on land</b>			
			2015/16	2014/15
			R'000	R'000
	Interest paid		1	3
	<b>Total</b>		<b>1</b>	<b>3</b>
<b>6.</b>	<b>Payments for financial assets</b>			
		Note	2015/16	2014/15
			R'000	R'000
	Material losses through criminal conduct		-	4
	Theft	6.3	-	4
	Other material losses written off	6.1	391	225
	Debts written off	6.2	132	352
	<b>Total</b>		<b>523</b>	<b>581</b>
<b>6.1</b>	<b>Other material losses written off</b>			
		Note	2015/16	2014/15
			R'000	R'000
	<b>Nature of losses</b>			
	Damages and losses to Government Motor Transport vehicles (31 cases)		113	158
	Damages and losses to Road Construction and Maintenance Plant (25 cases)		257	45
	Other Losses		-	12
	Damages and Losses to hired vehicles (2 cases)		21	10
	<b>Total</b>	<b>6</b>	<b>391</b>	<b>225</b>



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<b>6.2</b>	<b>Debts written off</b>			
		Note	2015/16 R'000	2014/15 R'000
	<b>Nature of debts written off</b>			
	<b>Recoverable revenue written off</b>			
	Debts: Ex-employees/bursaries		-	153
	<b>Total</b>		-	153
	<b>Other debt written off</b>			
	*Other Debts (7 cases)	6	132	80
	Debts: Ex-employees/bursaries		-	119
	<b>Total</b>		132	199
	<b>Total debt written off</b>		132	352

\*Other debts written off, mainly comprises of damages to guard rails and bridges.

<b>6.3</b>	<b>Details of theft</b>			
		Note	2015/16 R'000	2014/15 R'000
	<b>Nature of theft</b>			
	Thefts		-	4
	<b>Total</b>	6	-	4

<b>7.</b>	<b>Transfers and subsidies</b>			
			2015/16 R'000	2014/15 R'000
	*Provinces and municipalities	Annex 1A	647 677	467 841
	Departmental agencies and accounts	Annex 1B	8 899	115
	Public corporations and private enterprises	Annex 1C	796 775	779 430
	Households	Annex 1D	12 826	13 460
	<b>Total</b>		1 466 177	1 260 846

\*Unspent transferred funds to the above beneficiaries.

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**8. Expenditure for capital assets**

	Note	2015/16 R'000	2014/15 R'000
<b>Tangible assets</b>		<b>2 892 347</b>	<b>2 447 949</b>
Buildings and other fixed structures	30.1	2 685 851	2 290 610
Machinery and equipment	28.1	99 017	90 841
Land and subsoil assets	30.1	107 479	66 498
<b>Intangible assets</b>		<b>18 511</b>	<b>13 052</b>
Software	29.1	18 511	13 052
<b>Total</b>		<b>2 910 858</b>	<b>2 461 001</b>

**8.1 Analysis of funds utilised to acquire capital assets – 2015/16**

	Voted funds R'000	Aid assistance R'000	Total R'000
<b>Tangible assets</b>	<b>2 892 347</b>	<b>-</b>	<b>2 892 347</b>
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
<b>Intangible assets</b>	<b>18 511</b>	<b>-</b>	<b>18 511</b>
Software	18 511	-	18 511
<b>Total</b>	<b>2 910 858</b>	<b>-</b>	<b>2 910 858</b>

**8.2 Analysis of funds utilised to acquire capital assets – 2014/15**

	Voted funds R'000	Aid assistance R'000	Total R'000
<b>Tangible assets</b>	<b>2 447 949</b>	<b>-</b>	<b>2 447 949</b>
Buildings and other fixed structures	2 290 610	-	2 290 610
Machinery and equipment	90 841	-	90 841
Land and subsoil assets	66 498	-	66 498
<b>Intangible assets</b>	<b>13 052</b>	<b>-</b>	<b>13 052</b>
Software	13 052	-	13 052
<b>Total</b>	<b>2 461 001</b>	<b>-</b>	<b>2 461 001</b>

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**8.3 Finance lease expenditure included in expenditure for capital assets**

	2015/16 R'000	2014/15 R'000
<b>Tangible assets</b>		
Machinery and equipment	24 755	20 176
<b>Total</b>	<u>24 755</u>	<u>20 176</u>

**9. Cash and cash equivalents**

	2015/16 R'000	2014/15 R'000
Consolidated Paymaster General Account	181 993	247 562
Disbursements	(40 591)	(7 306)
Cash on hand	5	4
<b>Total</b>	<u>141 407</u>	<u>240 260</u>

**10. Prepayments and advances**

	Note	2015/16 R'000	2014/15 R'000
Travel and subsistence		19	57
Advances paid	10.1	12 619	10 168
<b>Total</b>		<u>12 638</u>	<u>10 225</u>

**10.1 Advances paid**

	Annex 7	2015/16 R'000	2014/15 R'000
Local Authorities		12 619	10 168
<b>Total</b>		<u>12 619</u>	<u>10 168</u>

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**11. Receivables**

		2015/16			2014/15		
	Note	Current R'000	Non- current R'000	Total R'000	Current R'000	Non- current R'000	Total R'000
Claims recoverable	11.1	3 044	-	3 044	5 769	-	5 769
Recoverable expenditure	11.2	2 655	-	2 655	1 339	-	1 339
Staff debt	11.3	3 427	344	3 771	2 029	295	2 324
Other debtors	11.4	1 714	-	1 714	694	-	694
<b>Total</b>		<b>10 840</b>	<b>344</b>	<b>11 184</b>	<b>9 831</b>	<b>295</b>	<b>10 126</b>

**11.1 Claims recoverable**

	Note	2015/16 R'000	2014/15 R'000
National departments	Annex 3	30	12
Provincial departments	Annex 3	17	-
Public entities	Annex 3	2 555	20
Households and non-profit institutions		442	830
Local governments		-	4 907
<b>Total</b>	<b>11</b>	<b>3 044</b>	<b>5 769</b>

**11.2 Recoverable expenditure (disallowance accounts)**

	Note	2015/16 R'000	2014/15 R'000
Disallowance: Miscellaneous		1 285	371
Disallowance: Damages and Losses		1 296	905
Disallowance: Dishonoured Cheques		74	63
<b>Total</b>	<b>11</b>	<b>2 655</b>	<b>1 339</b>

**11.3 Staff debt**

	Note	2015/16 R'000	2014/15 R'000
Staff Debt/Ex-employees/Bursary Debt		3 763	2 317
Salary Tax Debt		-	1
Salary Med Aid Debt		1	2
Pension recoverable account		5	-
Salary Pension Fund		2	3
Salary Reversal Control		-	1
<b>Total</b>	<b>11</b>	<b>3 771</b>	<b>2 324</b>

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<b>11.4</b>	<b>Other debtors</b>			
		Note	2015/16	2014/15
			R'000	R'000
	Salary Income Tax		401	668
	Contractual Debtors		1 313	26
	<b>Total</b>	<b>11</b>	<b>1 714</b>	<b>694</b>

<b>11.5</b>	<b>Fruitless and wasteful expenditure</b>			
			2015/16	2014/15
			R'000	R'000
	Opening balance		-	1
	Less amounts recovered		-	(1)
	<b>Total</b>		<b>-</b>	<b>-</b>

<b>11.6</b>	<b>Impairment of receivables</b>			
		Note	2015/16	2014/15
			R'000	R'000
	*Estimate of impairment of receivables		2 472	1 071
	<b>Total</b>	<b>11</b>	<b>2 472</b>	<b>1 071</b>

\*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**

	2015/16	2014/15
	R'000	R'000
Opening balance	178 885	84 115
Transfer from statement of financial performance	90 880	178 885
Paid during the year	(178 885)	(84 115)
<b>Closing balance</b>	<b>90 880</b>	<b>178 885</b>

**13. Departmental revenue to be surrendered to the Revenue Fund**

	2015/16	2014/15
	R'000	R'000
Opening balance	68 027	27 945
Transfer from Statement of Financial Performance	156 973	342 199
Own revenue included in appropriation	1 309 368	1 206 502
Paid during the year	(1 488 878)	(1 508 619)
<b>Closing balance</b>	<b>45 490</b>	<b>68 027</b>

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**14. Payables – current**

	Note	2015/16 R'000	2014/15 R'000
Other payables	14.1	25 081	12 665
<b>Total</b>		<b>25 081</b>	<b>12 665</b>

**14.1 Other payables**

	Note	2015/16 R'000	2014/15 R'000
Tender Deposit		13 500	-
National Skills Fund		3 761	4 173
Guarantees for rehabilitation		4 478	4 492
Disallowance Miscellaneous		-	173
E-Natis (Administrative fees)		3 342	3 813
Salary ACB recalls		-	14
<b>Total</b>	14	<b>25 081</b>	<b>12 665</b>

**15. Net cash flow available from operating activities**

	2015/16 R'000	2014/15 R'000
Net surplus/(deficit) as per Statement of Financial Performance	247 853	521 084
Add back non cash/cash movements not deemed operating activities	2 556 965	1 947 542
(Increase)/decrease in receivables – current	(1 058)	(2 836)
(Increase)/decrease in prepayments and advances	(2 413)	(4 904)
Increase/(decrease) in payables – current	12 416	1 049
Proceeds from sale of capital assets	(4 443)	(120 536)
Expenditure on capital assets	2 910 858	2 461 001
Surrenders to Revenue Fund	(1 667 763)	(1 592 734)
Own revenue included in appropriation	1 309 368	1 206 502
<b>Net cash flow generated by operating activities</b>	<b>2 804 818</b>	<b>2 468 626</b>

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16. Reconciliation of cash and cash equivalents for cash flow purposes

	2015/16	2014/15
	R'000	R'000
Consolidated Paymaster General account	181 993	247 562
Disbursements	(40 591)	(7 306)
Cash on hand	5	4
<b>Total</b>	<b>141 407</b>	<b>240 260</b>

17. Contingent liabilities and contingent assets

17.1 Contingent liabilities

			2015/16	2014/15
			R'000	R'000
<b>Liable to</b>	<b>Nature</b>			
Housing loan guarantees	Employees	Annex 2A	75	111
Other guarantees	Borrow pit	Annex 2A	14 693	9 956
	guarantees			
Private individuals	Claims against	Annex 2B	36 206	20 097
	the department			
Various Departments	Intergovernmental	Annex 4	3 263	2 977
	payables			
	(unconfirmed			
	balances)			
<b>Total</b>			<b>54 237</b>	<b>33 141</b>

Other guarantees represent 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.

There are currently 270 PILLAR cases under investigation at the Department of the Premier.

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**18. Commitments**

	2015/16 R'000	2014/15 R'000
<b>Current expenditure</b>		
Approved and contracted	411 517	371 755
Approved but not yet contracted	-	101
	<b>411 517</b>	<b>371 856</b>
<b>Capital expenditure</b>		
Approved and contracted	3 345 711	1 869 737
Approved but not yet contracted	-	161
	<b>3 345 711</b>	<b>1 869 898</b>
<b>Total Commitments</b>	<b>3 757 228</b>	<b>2 241 754</b>

Capital expenditure: Included in commitments are 44 capital projects which will be completed after one year.

**19. Accruals and payables not recognised**

**19.1 Accruals**

			2015/16 R'000	2014/15 R'000
<b>Listed by economic classification</b>				
	<b>30 Days</b>	<b>30+ Days</b>	<b>Total</b>	<b>Total</b>
Compensation of employees	1 284	-	1 284	754
Goods and services	54 754	-	54 754	56 753
Transfers and subsidies	2 847	-	2 847	3 356
Capital assets	45 105	-	45 105	158 458
<b>Total</b>	<b>103 990</b>	<b>-</b>	<b>103 990</b>	<b>219 321</b>
			<b>2015/16 R'000</b>	<b>2014/15 R'000</b>
<b>Listed by programme level</b>				
Programme 1: Administration			6 240	6 632
Programme 2: Public Works Infrastructure			9 938	22 869
Programme 3: Transport Infrastructure			67 815	167 333
Programme 4: Transport Operations			187	150
Programme 5: Transport Regulation			18 570	21 738
Programme 6: Community Based Programmes			1 240	599
<b>Total</b>			<b>103 990</b>	<b>219 321</b>

The material accruals represent the continuation of capital projects during February 2016 and March 2016 which resulted in payments made after year end.



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**19.2 Payables not recognised**

			2015/16 R'000	2014/15 R'000
<b>Listed by economic classification</b>				
	30 Days	30+ Days	Total	Total
Compensation of employees	203	-	203	-
Goods and services	15 267	70	15 337	-
Transfers and subsidies	116	-	116	-
Capital assets	63 030	-	63 030	-
<b>Total</b>	<b>78 616</b>	<b>70</b>	<b>78 686</b>	<b>-</b>
<b>Listed by programme level</b>				
Programme 1: Administration			1 492	-
Programme 2: Public Works Infrastructure			7 895	-
Programme 3: Transport Infrastructure			67 816	-
Programme 4: Transport Operations			50	-
Programme 5: Transport Regulation			1 115	-
Programme 6: Community Based Programmes			318	-
<b>Total</b>			<b>78 686</b>	<b>-</b>
<b>Included in the above totals are the following:</b>				
Confirmed balances with the departments	Annex 4		712	-
Confirmed balances with other government units	Annex 4		4 444	-
<b>Total</b>			<b>5 156</b>	<b>-</b>

The material payables represent the continuation of capital projects during February 2016 and March 2016 which resulted 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.

**20. Employee benefits**

	2015/16 R'000	2014/15 R'000
*Leave entitlement	19 161	18 910
Service bonus (Thirteenth cheque)	18 089	16 329
Performance awards	7 098	10 926
Capped leave commitments	27 158	27 707
**Other	1 068	791
<b>Total</b>	<b>72 574</b>	<b>74 663</b>

\*Negative leave amount for 2015/16 of R1,213 million not included in leave entitlement provision.

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\*\*At this stage the Department is not able to reliably measure the long term portion of the long service award.

21. Lease commitments

21.1 Operating leases expenditure

	Buildings and other fixed structures	Machinery and equipment	Total
	R'000	R'000	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
<b>Total lease commitments</b>	<b>264 209</b>	<b>5 851</b>	<b>270 060</b>

The 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 152 facilities. Receivable listings of R0,213 million to be recovered in 2016/17.

	Buildings and other fixed structures	Machinery and equipment	Total
	R'000	R'000	R'000
2014/15			
Not later than 1 year	89 724	2 565	92 289
Later than 1 year and not later than 5 years	54 511	1 182	55 693
Later than five years	1 933	-	1 933
<b>Total lease commitments</b>	<b>146 168</b>	<b>3 747</b>	<b>149 915</b>

21.2 Finance leases commitment

	Machinery and equipment	Total
	R'000	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
<b>Total lease commitments</b>	<b>111 592</b>	<b>111 592</b>

	Machinery and equipment	Total
	R'000	R'000
2014/15		
Not later than 1 year	22 225	22 225
Later than 1 year and not later than 5 years	65 659	65 659
Later than five years	2 356	2 356
<b>Total lease commitments</b>	<b>90 240</b>	<b>90 240</b>

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The leasing of motor vehicles between the Department of Transport and Public Works and Government Motor Transport (GMT) constitutes finance leases. The obligation in respect of the finance leases are presented above.

**21.3 Operating lease revenue**

	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
<b>Total operating lease revenue receivable</b>	<b>56 863</b>	<b>56 863</b>

	Buildings and other fixed structures	Total
	R'000	R'000
2014/15		
Not later than 1 year	13 941	13 941
Later than 1 year and not later than 5 years	44 589	44 589
Later than five years	8 639	8 639
<b>Total operating lease revenue receivable</b>	<b>67 169</b>	<b>67 169</b>

Leases have an escalation of between 0% and 10%. The Department currently has 53 leases that are included in the above amount.

**22. Accrued departmental revenue**

	2015/16 R'000	2014/15 R'000
Tax revenue	36 999	53 346
Sales of goods and services other than capital assets	82 907	77 478
<b>Total</b>	<b>119 906</b>	<b>130 824</b>

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 R3,486 million rental income per year. Credit balances to the value of R2,682 million were excluded when calculating the outstanding debt.

**22.1 Analysis of accrued departmental revenue**

	2015/16 R'000	2014/15 R'000
Opening balance	130 824	100 560
Less: Amounts received	(123 623)	(99 743)
Add: Amounts recognised	112 705	130 007
<b>Closing balance</b>	<b>119 906</b>	<b>130 824</b>

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**22.2 Impairment of accrued departmental revenue**

	2015/16	2014/15
	R'000	R'000
Estimate of impairment of accrued departmental revenue	32 367	29 795
<b>Total</b>	<b>32 367</b>	<b>29 795</b>

The impairment was based on all debtors that were handed over to the state attorney and legal services for recovery.

**23. Irregular expenditure**  
**Reconciliation of irregular expenditure**

	2015/16	2014/15
	R'000	R'000
Opening balance	61 489	15 845
Prior period error	-	6 849
As restated	61 489	22 694
Add: Irregular expenditure – relating to prior year	3 407	3 575
Add: Irregular expenditure – relating to current year	-	43 055
Less: Prior year amounts condoned	(64 283)	(7001)
Less: Current year amounts condoned	-	(324)
Less: Amounts recoverable (not condoned)	(613)	(21)
Less: Amounts not condoned and not recoverable	-	(489)
<b>Irregular expenditure awaiting condonation</b>	<b>-</b>	<b>61 489</b>

	2015/16	2014/15
	R'000	R'000
<b>Analysis of awaiting condonation per age classification</b>		
Current year	-	42 731
Prior years	-	18 758
<b>Total</b>	<b>-</b>	<b>61 489</b>

**23.1 Details of irregular expenditure condoned**

Incident	Condoned by (condoning authority)	2015/16
		R'000
SCM Contract Management (5 cases)	Relevant Authority	22 070
SCM Contract Management	National Department of Public Works	41 883
Property Rental	Relevant Authority (Cabinet)	330
<b>Total</b>		<b>64 283</b>

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**23.2 Details of irregular expenditure recoverable (not condoned)**

<b>Incident</b>	<b>2015/16</b>
	<b>R'000</b>
Non-compliance (National Treasury Circular – cost containment) - Recovered	8
Non Compliance (SCM Accounting Officer System/delegations)	605
<b>Total</b>	<b>613</b>

**23.3 Prior Period Error**

	Note	2014/15
		R'000
<b>Nature of prior period error</b>		
<b>Relating to Prior Years (affecting the opening balance)</b>		<b>6 849</b>
Amendment to the closing balance of prior years, expenditure quantified and finalised (2015/16)		6 849
<b>Relating to 2014/15</b>		<b>1 006</b>
Pertaining to 2014/15, quantified in 2015/16		848
Deviation of procurement process validated in 2015/16,		158
<b>Total</b>	32.1	<b>7 855</b>

**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	2015/16 R'000	2014/15 R'000
Political office bearer	1	2 071	2 370
Officials:			
Level 15 to 16	6	8 438	7 523
Level 14	17	14 136	10 748
<b>Total</b>		<b>24 645</b>	<b>20 641</b>

**26. Public Private Partnership**

	2015/16 R'000	2014/15 R'000
<b>Other</b>	<b>14 080</b>	<b>11 441</b>
Other obligations	14 080	11 441
<b>Total</b>	<b>14 080</b>	<b>11 441</b>

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 also scrutinised.

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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. Provisions**

	2015/16 R'000	2014/15 R'000
Claims payable (previous contingent liabilities)	-	-
<b>Total</b>	<b>-</b>	<b>-</b>

**27.1 Reconciliation of movement in provisions – 2014/15**

	Provision 1 R'000	Provision 2 R'000	Provision 3 R'000	Total provisions R'000
Opening balance	45	-	-	45
Provisions raised	-	-	-	-
Unused amounts reversed	(19)	-	-	(19)
Amounts used	(26)	-	-	(26)
<b>Closing balance</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

The provision above relates to legal cases where claims have been recommended for settlement from legal services but have not yet been approved. These amounts will only be settled once approval has been obtained.



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28. Movable Tangible Capital Assets

**MOVEMENT IN MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2016**

	Opening balance R'000	Additions R'000	Disposals R'000	Closing Balance R'000
<b>HERITAGE ASSETS</b>	<b>4 894</b>	-	-	<b>4 894</b>
Heritage assets	4 894	-	-	4 894
<b>MACHINERY AND EQUIPMENT</b>	<b>628 797</b>	<b>118 976</b>	<b>(34 407)</b>	<b>713 366</b>
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
<b>TOTAL MOVABLE TANGIBLE CAPITAL ASSETS</b>	<b>633 691</b>	<b>118 976</b>	<b>(34 407)</b>	<b>718 260</b>

**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	Value R'000
Machinery and Equipment	16	206

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**28.1 Additions**

**ADDITIONS TO MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2016**

	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
<b>MACHINERY AND EQUIPMENT</b>	<b>99 017</b>	<b>44 106</b>	<b>(24 755)</b>	<b>608</b>	<b>118 976</b>
Transport assets	58 643	36 837	(24 755)	-	70 725
Computer equipment	6 048	1 504	-	514	8 066
Furniture and office equipment	345	1 649	-	-	1 994
Other machinery and equipment	33 981	4 116	-	94	38 191
<b>TOTAL ADDITIONS TO MOVABLE TANGIBLE CAPITAL ASSETS</b>	<b>99 017</b>	<b>44 106</b>	<b>(24 755)</b>	<b>608</b>	<b>118 976</b>

Finance lease payments represent all payments made to Government Motor Transport for the usage of their vehicles.

**28.2 Disposals**

**DISPOSALS OF MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2016**

	Sold for cash	Non-cash disposals	Total disposals	Cash Received Actual
	R'000	R'000	R'000	R'000
<b>MACHINERY AND EQUIPMENT</b>	<b>8 067</b>	<b>26 340</b>	<b>34 407</b>	<b>1 856</b>
Transport assets	4 669	20 471	25 140	-
Computer equipment	-	3 591	3 591	-
Furniture and office equipment	-	1 027	1 027	-
Other machinery and equipment	3 398	1 251	4 649	1 856
<b>TOTAL DISPOSAL OF MOVABLE TANGIBLE CAPITAL ASSETS</b>	<b>8 067</b>	<b>26 340</b>	<b>34 407</b>	<b>1 856</b>

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**28.3 Movement for 2014/15**

**MOVEMENT IN MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2015**

	Opening balance R'000	Prior period error R'000	Additions R'000	Disposals R'000	Closing Balance R'000
<b>HERITAGE ASSETS</b>	<b>4 894</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4 894</b>
Heritage assets	4 894	-	-	-	4 894
<b>MACHINERY AND EQUIPMENT</b>	<b>514 427</b>		<b>131 021</b>	<b>(16 651)</b>	<b>628 797</b>
Transport assets	207 411	-	84 182	(8 269)	283 324
Computer equipment	31 918	-	5 198	(3 501)	33 615
Furniture and office equipment	4 963	-	1 128	(11)	6 080
Other machinery and equipment	270 135	-	40 513	(4 870)	305 778
<b>TOTAL MOVABLE TANGIBLE CAPITAL ASSETS</b>	<b>519 321</b>	<b>-</b>	<b>131 021</b>	<b>(16 651)</b>	<b>633 691</b>

**28.4 Minor assets**

**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	545	20 905	21 450
Value adjustments	(6)	897	891
Additions	-	3 355	3 355
Disposals	(1)	(1 651)	1 652
<b>TOTAL MINOR ASSETS</b>	<b>538</b>	<b>23 506</b>	<b>24 044</b>
	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
<b>TOTAL NUMBER OF MINOR ASSETS</b>	<b>589</b>	<b>18 606</b>	<b>19 195</b>

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**Minor Capital Assets under investigation**

Included in the above total of the minor capital assets per the asset register are assets that are under investigation:

	Number	Value R'000
Machinery and Equipment	14	28

**MOVEMENT IN MINOR ASSETS PER THE ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2015**

	Heritage assets  R'000	Machinery and equipment  R'000	Total  R'000
Opening balance	545	20 858	21 403
Additions	-	865	865
Disposals	-	(818)	(818)
<b>TOTAL MINOR ASSETS</b>	<b>545</b>	<b>20 905</b>	<b>21 450</b>

	Heritage assets	Machinery and equipment	Total
Number of R1 minor assets	215	1 647	1 862
Number of minor assets at cost	346	15 659	16 005
<b>TOTAL NUMBER OF MINOR ASSETS</b>	<b>561</b>	<b>17 306</b>	<b>17 867</b>

**28.5 S42 Movable capital assets**

**MAJOR ASSETS SUBJECTED TO TRANSFER IN TERMS OF S42 OF THE PFMA - 31 MARCH 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 31 MARCH 2016**

	Machinery and equipment	Total
No. of Assets	2 268	2 268
Value of the assets (R'000)	2 424	2 424

With the transfer of functions in 2014/15 from Department of Community Safety, major assets transferred in equated to R6,851 million and minor assets equated to R1,550 million.

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29. Intangible Capital Assets

MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2016

	Opening balance 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

29.1 Additions

ADDITIONS TO INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED  
31 MARCH 2016

	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	18 511	-	-	-	18 511
TOTAL ADDITIONS TO INTANGIBLE CAPITAL ASSETS	18 511	-	-	-	18 511

29.2 Movement for 2014/15

MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2015

	Opening balance R'000	Prior period error R'000	Additions R'000	Disposals R'000	Closing Balance R'000
SOFTWARE	110 703	-	13 052	-	123 755
TOTAL INTANGIBLE CAPITAL ASSETS	110 703	-	13 052	-	123 755

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30. Immovable Tangible Capital Assets

**MOVEMENT IN IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2016**

	Opening balance R'000	Additions R'000	Disposals R'000	Closing Balance R'000
<b>BUILDINGS AND OTHER FIXED STRUCTURES</b>	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
<b>HERITAGE ASSETS</b>	240 790	-	-	240 790
Heritage assets	240 790	-	-	240 790
<b>LAND AND SUBSOIL ASSETS</b>	195 744	107 479	-	303 223
Land	195 744	107 479	-	303 223
<b>TOTAL IMMOVABLE TANGIBLE CAPITAL ASSETS</b>	<b>53 232 865</b>	<b>1 856 303</b>	<b>(129 882)</b>	<b>54 959 286</b>

30.1 Additions

**ADDITIONS TO IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2016**

	Cash R'000	Non-cash R'000	(Capital Work in Progress current costs and finance lease payments) R'000	Received current, not paid (Paid current year, received prior year) R'000	Total R'000
<b>BUILDING AND OTHER FIXED STRUCTURES</b>	2 685 851	1 589 607	(2 526 634)	-	1 748 824
Non-residential buildings	325 154	681 461	(325 154)	-	681 461
Other fixed structures	2 360 697	908 146	(2 201 480)	-	1 067 363
<b>LAND AND SUBSOIL ASSETS</b>	107 479	-	-	-	107 479
Land	107 479	-	-	-	107 479
<b>TOTAL ADDITIONS TO IMMOVABLE TANGIBLE CAPITAL ASSETS</b>	<b>2 793 330</b>	<b>1 589 607</b>	<b>(2 526 634)</b>	<b>-</b>	<b>1 856 303</b>

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Non cash additions for non-residential buildings and investment property relates to section 42 transfers from Department of Health, Department of Agriculture and Department of Education.

**30.2 Disposals**

**DISPOSALS OF IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2016**

	Sold for cash	Non-cash disposal	Total disposals	Cash Received Actual
	R'000	R'000	R'000	R'000
<b>BUILDINGS AND OTHER FIXED STRUCTURES</b>	18 609	111 273	129 882	2 587
Non-residential buildings	18 609	111 273	129 882	2 587
<b>TOTAL DISPOSALS OF IMMOVABLE TANGIBLE CAPITAL ASSETS</b>	18 609	111 273	129 882	2 587

The non-cash disposal is properties transferred to City of Cape Town and forms part of the Non-Cash exchange Transaction.

**30.3 Movement for 2014/15**

**MOVEMENT IN IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2015**

	Opening balance	Prior period error	Additions	Disposals	Closing Balance
	R'000	R'000	R'000	R'000	R'000
<b>BUILDINGS AND OTHER FIXED STRUCTURES</b>	52 326 785	-	606 425	(136 879)	52 796 331
Non-residential buildings	25 256 163	-	161 897	(136 879)	25 281 181
Other fixed structures	27 070 622	-	444 528	-	27 515 150
<b>HERITAGE ASSETS</b>	240 790	-	-	-	240 790
Heritage assets	240 790	-	-	-	240 790
<b>LAND AND SUBSOIL ASSETS</b>	129 265	-	66 498	(19)	195 744
Land	129 265	-	66 498	(19)	195 744
<b>TOTAL IMMOVABLE TANGIBLE CAPITAL ASSETS</b>	52 696 840	-	672 923	(136 898)	53 232 865

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**30.4 Immovable assets valued at R1**

**IMMOVABLE ASSETS VALUED AT R1 IN THE ASSET REGISTER AS AT 31 MARCH 2016**

	Buildings and other fixed structures	Heritage assets	Land and subsoil assets	Total
	R	R	R	R
R1 Immovable assets	3 090	80	127	3 297
<b>TOTAL</b>	<b>3 090</b>	<b>80</b>	<b>127</b>	<b>3 297</b>

**IMMOVABLE ASSETS VALUED AT R1 IN THE ASSET REGISTER AS AT 31 MARCH 2015**

	Buildings and other fixed structures	Heritage assets	Land and subsoil assets	Total
	R	R	R	R
R1 Immovable assets	5 122	195	70	5 387
<b>TOTAL</b>	<b>5 122</b>	<b>195</b>	<b>70</b>	<b>5 387</b>

**30.5 S42 Immovable assets**

Assets subjected to transfer in terms of S42 of the PFMA – 2015/16

	Number of assets	Value of assets R'000
<b>BUILDINGS AND OTHER FIXED STRUCTURES</b>		
Non-residential buildings	16	681 461
<b>TOTAL</b>	<b>16</b>	<b>681 461</b>

Assets subjected to transfer in terms of S42 of the PFMA – 2014/15

	Number of assets	Value of assets R'000
<b>BUILDINGS AND OTHER FIXED STRUCTURES</b>		
Non-residential buildings	9	89 528
<b>TOTAL</b>	<b>9</b>	<b>89 528</b>



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**30.6 Immovable assets additional information**

			2015/16	2014/15
<b>a) Un-surveyed land</b>	<b>Estimated completion date</b>	<b>Annex 8</b>	<b>Area</b>	<b>Area</b>
Western Cape	2017/18		-	-
<b>b) Properties deemed vested</b>		<b>Annex 8</b>	<b>Number</b>	<b>Number</b>
<b>Land parcels</b>			<b>364</b>	<b>445</b>
<b>Facilities</b>				
Schools			140	149
Clinics			18	29
Hospitals			1	-
Office buildings			2	2
Dwellings			4	6
Other			142	259

**31. Principal-agent arrangements**

**31.1 Department acting as the principal**

	2015/16	2014/15
	<b>R'000</b>	<b>R'000</b>
Berg River Municipality	2 290	2 257
Cederberg Municipality	1 852	1 615
Matzikama Municipality	2 793	2 622
Saldanha Bay Municipality	5 031	4 647
Swartland Municipality	5 405	5 133
Breede Valley Municipality	7 036	6 508
Drakenstein Municipality	12 497	12 104
Langeberg Municipality	3 137	3 221
Stellenbosch Municipality	5 990	6 152
Witzenberg Municipality	3 189	2 902
Cape Agulhas Municipality	1 718	1 607
Overstrand Municipality	4 090	3 735
Swellendam Municipality	1 559	1 451
Theewaterskloof Municipality	3 754	3 622
Bitou Municipality	1 483	1 431
George Municipality	9 634	9 203
Hessequa Municipality	2 218	2 123
Kannaland Municipality	788	844
Knysna Municipality	3 078	2 966
Mossel Bay Municipality	5 241	5 028

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Oudtshoorn Municipality	3 028	2 604
Beaufort West Municipality	838	839
Laingsburg Municipality	150	141
Prince Albert Municipality	218	214
City Of Cape Town	195 114	165 876
<b>Total</b>	<b>282 131</b>	<b>248 845</b>

- Municipalities within the province collect motor vehicle license and renewal fees on behalf of the Department as per 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 sets 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 sets 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.
- The Department sets 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.

**31.2 Department acting as the agent**

**Reconciliation of carrying amount of receivables and payables – 2015/16**

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	3 813	68 543	(69 014)	3 342
<b>Total</b>	<b>3 813</b>	<b>68 543</b>	<b>(69 014)</b>	<b>3 342</b>

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- 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 constitute 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 monitors 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 signs 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 R595 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 monitors 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 R696 million worth of commitments against these contracts.

**32. Prior period errors**

**32.1 Correction of prior period errors**

	Note	2014/15 R'000
Irregular Expenditure	23.3	7 855
<b>Net effect</b>		<b><u>7 855</u></b>

**Irregular Expenditure (Note 23)**

Irregular Expenditure quantified and validated in 2015/16 affecting the opening balance and the prior year disclosure.

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**33. STATEMENT OF CONDITIONAL GRANTS RECEIVED**

NAME OF DEPARTMENT	GRANT ALLOCATION					Amount received by department	SPENT			2014/15	
	Division of Revenue Act/ Provincial Grants	Roll Overs	DORA Adjust ments	Other Adjust ments	Total Available		Amount spent by department	Under / (Over spending)	% of available funds spent by department	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	858 962	-	-	-	858 962	858 962	858 962	-	100%	685 849	685 849
Expanded Public Works Programme Integrated Grant for Province	8 301	1 214	-	-	9 515	9 515	9 515	-	100%	8 477	7 263
Public Transport Operations Grant	796 580	-	-	-	796 580	796 580	796 580	-	100%	779 365	779 365
<b>Total</b>	<b>1 663 843</b>	<b>1 214</b>	<b>-</b>	<b>-</b>	<b>1 665 057</b>	<b>1 665 057</b>	<b>1 665 057</b>	<b>-</b>		<b>1 473 691</b>	<b>1 472 477</b>

All transfers in terms of this Act were deposited into the primary bank account of the Province.

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**ANNEXURE 1A (Note 7)  
STATEMENT OF TRANSFERS TO MUNICIPALITIES**

NAME OF MUNICIPALITY	TRANSFER ALLOCATION				TRANSFER			SPENT			2014/15
	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	%	R'000
<b>Municipalities of the Western Cape</b>											
Equitable Share	125 985	-	116 557	242 542	240 867	-	-	240 867	122 179	51%	81 147
Rates and Taxes	384 682	10 921	7 381	402 984	402 984	-	-	402 984	402 984	100%	382 997
PD: Vehicle Licences	3 128	-	698	3 826	3 826	-	-	3 826	3 826	100%	3 697
<b>TOTAL</b>	<b>513 795</b>	<b>10 921</b>	<b>124 636</b>	<b>649 352</b>	<b>647 677</b>	<b>-</b>	<b>-</b>	<b>647 677</b>	<b>528 989</b>		<b>467 841</b>

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**ANNEXURE 1B (Note 7)**

**STATEMENT OF TRANSFERS TO DEPARTMENTAL AGENCIES AND ACCOUNTS**

DEPARTMENT/ AGENCY/ ACCOUNT	TRANSFER ALLOCATION				TRANSFER		2014/15
	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
Com Licences (Radio & TV)	100	-	48	148	148	100%	115
Government Motor Transport	-	-	8 767	8 767	8 751	100%	-
<b>Total</b>	<b>100</b>	<b>-</b>	<b>8 815</b>	<b>8 915</b>	<b>8 899</b>		<b>115</b>

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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				2014/15
	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
<b>Private Enterprises</b>									
<b>Transfers</b>									
Claims against the State	-	-	-	-	-	-	-	-	65
George Mobility Trust	195	-	-	195	195	100.0%	-	195	-
Bus Operator Service	796 580	-	-	796 580	796 580	100.0%	-	796 580	779 365
<b>Total</b>	<b>796 775</b>	<b>-</b>	<b>-</b>	<b>796 775</b>	<b>796 775</b>		<b>-</b>	<b>796 775</b>	<b>779 430</b>

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**ANNEXURE 1D (Note 7)  
STATEMENT OF TRANSFERS TO HOUSEHOLDS**

	TRANSFER ALLOCATION				EXPENDITURE		2014/15
	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
<b>HOUSEHOLDS</b>							
<b>Transfers</b>							
*Social Benefits	2 706	-	1 885	4 591	4 590	100%	4 953
Bursaries (non-employees)	8 276	-	(186)	8 090	8 090	100%	8 323
Claims against the State	110	-	(19)	91	91	100%	119
Donations and gifts (cash)	90	-	-	90	55	61%	65
<b>Total</b>	<b>11 182</b>	<b>-</b>	<b>1 680</b>	<b>12 862</b>	<b>12 826</b>		<b>13 460</b>
 *Injury on duty	 169	 -	 122	 291	 291	 100%	 204
*Leave Gratuity	2 486	-	1 419	3 905	3 904	100%	2 533
*Post-retirement benefits	-	-	-	-	-	-	850
*Severance package	51	-	344	395	395	100%	1 366
	<b>2 706</b>	<b>-</b>	<b>1 885</b>	<b>4 591</b>	<b>4 590</b>		<b>4 953</b>



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**ANNEXURE 1E  
STATEMENT OF GIFTS, DONATIONS AND SPONSORSHIPS MADE**

NATURE OF GIFT, DONATION OR SPONSORSHIP	2015/16	2014/15
	R'000	R'000
<b>Made in kind</b>		
United Nations Remembrance Day: Laying of Wreaths - Political leaders	4	-
Gift – MEC retirement	-	12
Gifts – Awareness of Enterprise Content Management (ECM) – Departmental officials	-	9
Trophies for excellent performance –Traffic officials	-	7
Gifts Walk4life – Departmental officials	-	7
Other small gifts and flowers – Departmental officials and /or close family (illness/death/other)	-	3
<b>Total</b>	<b>4</b>	<b>38</b>

**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 2016 – LOCAL**

Guarantor institution	Guarantee in respect of	Original guaranteed capital amount R'000	Opening balance 1 April 2015 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 2016 R'000	Guaranteed interest for year ended 31 March 2016 R'000	Realised losses not recoverable i.e. claims paid out R'000
Standard Bank	Housing	111	111	-	(111)	-	-	-	-
ABSA	Housing	75	-	75	-	-	75	-	-
<b>Sub total</b>		<b>186</b>	<b>111</b>	<b>75</b>	<b>(111)</b>	<b>-</b>	<b>75</b>	<b>-</b>	<b>-</b>
Transport and Public Works	Rehabilitation of Land	9 956	9 956	4 813	(76)	-	14 693	-	-
<b>Sub total</b>		<b>9 956</b>	<b>9 956</b>	<b>4 813</b>	<b>(76)</b>	<b>-</b>	<b>14 693</b>	<b>-</b>	<b>-</b>
<b>Total</b>		<b>10 142</b>	<b>10 067</b>	<b>4 888</b>	<b>(187)</b>	<b>-</b>	<b>14 768</b>	<b>-</b>	<b>-</b>

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS  
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**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS  
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**ANNEXURE 2B**

**STATEMENT OF CONTINGENT LIABILITIES AS AT 31 MARCH 2016**

Nature of Liability	Opening Balance	Liabilities incurred during the year	Liabilities paid/cancelled/re duced during the year	Liabilities recoverable (Provide details hereunder)	Closing Balance
	1 April 2015 R'000	R'000	R'000	R'000	31 March 2016 R'000
Claims against the department					
Road accidents and damages claims (52 cases)	20 097	20 273	(4 164)	-	36 206
<b>Total</b>	<b>20 097</b>	<b>20 273</b>	<b>(4 164)</b>	<b>-</b>	<b>36 206</b>

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS  
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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	
	31/03/2016	31/03/2015	31/03/2016	31/03/2015	31/03/2016	31/03/2015
	R'000	R'000	R'000	R'000	R'000	R'000
Provincial Government Western Cape						
Social Services	17	-	-	-	17	-
National Departments						-
Agriculture and Rural Development	30	12	-	-	30	12
<b>Sub total</b>	<b>47</b>	<b>12</b>	<b>-</b>	<b>-</b>	<b>47</b>	<b>12</b>
Other Government Entities						
Government Motor Transport	2 555	-	-	20	2 555	20
<b>Sub total</b>	<b>2 555</b>	<b>-</b>	<b>-</b>	<b>20</b>	<b>2 555</b>	<b>20</b>
<b>Total</b>	<b>2 602</b>	<b>12</b>	<b>-</b>	<b>20</b>	<b>2 602</b>	<b>32</b>

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS  
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**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS  
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**ANNEXURE 4  
INTER-GOVERNMENT PAYABLES**

Government Entity	Confirmed balance outstanding		Unconfirmed balance outstanding		Total	
	31/03/2016	31/03/2015	31/03/2016	31/03/2015	31/03/2016	31/03/2015
	R'000	R'000	R'000	R'000	R'000	R'000
<b>Provincial Government Western Cape</b>						
Premier	358	73	-	-	358	73
Health	222	-	2 445	2 048	2 667	2 048
Community Safety	-	260	-	162	-	422
Local Government	92	-	-	-	92	-
<b>National Departments</b>						
Justice & Constitutional Development	40	154	818	767	858	921
<b>Total Departments</b>	<b>712</b>	<b>487</b>	<b>3 263</b>	<b>2 977</b>	<b>3 975</b>	<b>3 464</b>
<b>Other Government Entity</b>						
Government Motor Transport	4 737	-	-	-	4 737	-
<b>Total Other Government Entities</b>	<b>4 737</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4 737</b>	<b>-</b>
<b>Total Inter – Government payables</b>	<b>5 449</b>	<b>487</b>	<b>3 263</b>	<b>2 977</b>	<b>8 712</b>	<b>3 464</b>

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS  
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**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS  
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**ANNEXURE 5  
INVENTORY**

Inventory	2015/16		2014/15	
	Quantity	R'000	Quantity	R'000
Opening balance	58 274	465	-	-
Add: Additions/Purchases – Cash	52 468	4 594	50 000	437
Add: Additions Non – Cash	-	-	47 417	341
(Less): Issues	(32 785)	(262)	(39 143)	(313)
Add: Adjustments	7 898	63	-	-
Closing balance	<b>85 855</b>	<b>4 860</b>	<b>58 274</b>	<b>465</b>

**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS  
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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 2016**

	Opening balance R'000	Current Year Capital WIP R'000	Completed Assets R'000	Closing balance R'000
<b>BUILDINGS AND OTHER FIXED STRUCTURES</b>	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
<b>TOTAL</b>	<b>3 309 019</b>	<b>2 526 634</b>	<b>(1 067 363)</b>	<b>4 768 290</b>

**MOVEMENT IN CAPITAL WORK IN PROGRESS FOR THE YEAR ENDED 31 MARCH 2015**

	Opening balance R'000	Prior period error R'000	Current Year Capital WIP R'000	Completed Assets R'000	Closing balance R'000
<b>BUILDINGS AND OTHER FIXED STRUCTURES</b>	1 755 321	-	2 070 596	(516 898)	3 309 019
Non-residential buildings	688 860	-	322 765	(72 369)	939 256
Other fixed structures	1 066 461	-	1 747 831	(444 529)	2 369 763
<b>TOTAL</b>	<b>1 755 321</b>	<b>-</b>	<b>2 070 596</b>	<b>(516 898)</b>	<b>3 309 019</b>

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**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
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**ANNEXURE 7**

**INTER-ENTITY ADVANCE PAID (Note 10)**

ENTITY	Confirmed balance outstanding		Unconfirmed balance outstanding		TOTAL	
	31/03/2016	31/03/2015	31/03/2016	31/03/2015	31/03/2016	31/03/2015
	R'000	R'000	R'000	R'000	R'000	R'000
<b>Local Authorities</b>						
Eden District Municipality	-	-	5 719	4 704	5 719	4 704
Cape Winelands District Municipality	-	-	1 541	262	1 541	262
West Coast District Municipality	-	-	4 999	4 999	4 999	4 999
Overberg District Municipality	-	-	143	-	143	-
Central Karoo District Municipality	-	-	217	203	217	203
<b>TOTAL</b>	-	-	<b>12 619</b>	<b>10 168</b>	<b>12 619</b>	<b>10 168</b>



**DEPARTMENT OF TRANSPORT AND PUBLIC WORKS  
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**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS  
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**ANNEXURE 8 (Note 30)**

**IMMOVABLE ASSETS ADDITIONAL DISCLOSURE 2015/16**

		2015/16	2014/15
Un-surveyed land	Estimated completion date	Area	Area
Western Cape	2017/18	-	-
Properties deemed vested		Number	Number
Land parcels		364	445
Facilities			
Schools		140	149
Clinics		18	29
Hospitals		1	-
Office buildings		2	2
Dwellings		4	6
Other		142	259