



transport

Department:

Transport

PROVINCE OF KWAZULU-NATAL

Annual Report

2011/12

"Prosperity through mobility"





transport

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Transport

PROVINCE OF KWAZULU-NATAL

Moving Forward Prosperously

Foreword

A corporate identity is more than just a design image. It is an organisation's unique character and a combination of its reputation, name, and organisational culture. It encapsulates the motto: "the way we do things around here". A corporate identity has the purpose of graphically differentiating an organisation or product in a way that is unique, appropriate and relevant.

The KwaZulu-Natal Department of Transport's corporate identity reflects the dynamic nature and innovative credo of the organisation.

The Department prides itself as one of the leading lights in the field of effective service delivery to the people of KwaZulu-Natal and the new South Africa. The identity reflects the values and vision of the Department.

It projects our creative and progressive manner in which we deliver the direly needed services to our communities.

The Zig-Zag partition

This alludes to the majestic Drakensberg Mountains, which are green in summer and snow capped in winter.

The Strelitzia flower

This flower has long been associated with the Province as a floral emblem and represents the natural beauty of the Province.

The Dove Tailed Bordure

(the green on which the Lion and Wildebeest are standing) indicates the inter-linking and inter-dependence of the inhabitants of the Province.

The White Star

Represents the star signalling the birth of Christ (Vas coda Gama, the early Portuguese explorer, named the coastal region Natalia on Christmas Day in 1497) (Natal-Birth).

The Lion Supporter

It plays an important role in African (Zulu) culture. His Majesty the King is referred to as the Ingonyama (Lion). The Lion also represents an important feature of the State Emblems of India as well as in the British Royal Arms. The Lion supporter is therefore a unifying Heraldic Component.

The Black Wildebeest Supporter

This supporter is associated in a Heraldic Context with the former Province of Natal. Together the Lion and Wildebeest represent the coming together of the former KwaZulu and the former Natal and the unity of all people of the Province (Zulu, Indian and White).

The Hemispherical Zulu Hut

It rests on the point of the shield, such a hut could form an appropriate head for the Provincial Mace thus linking the Provincial Coat of Arms and the Provincial Mace.

The Cross Assegai and Knob Kierie (Iwisa)

These are symbols of authority and are placed behind the shield.

The Motto

Masisukume Sakhe translated to English means "Let us Stand Up and Bulid".

The Head Ring (Isicoco)

This is a symbol of wisdom and of good standing in the community.





transport

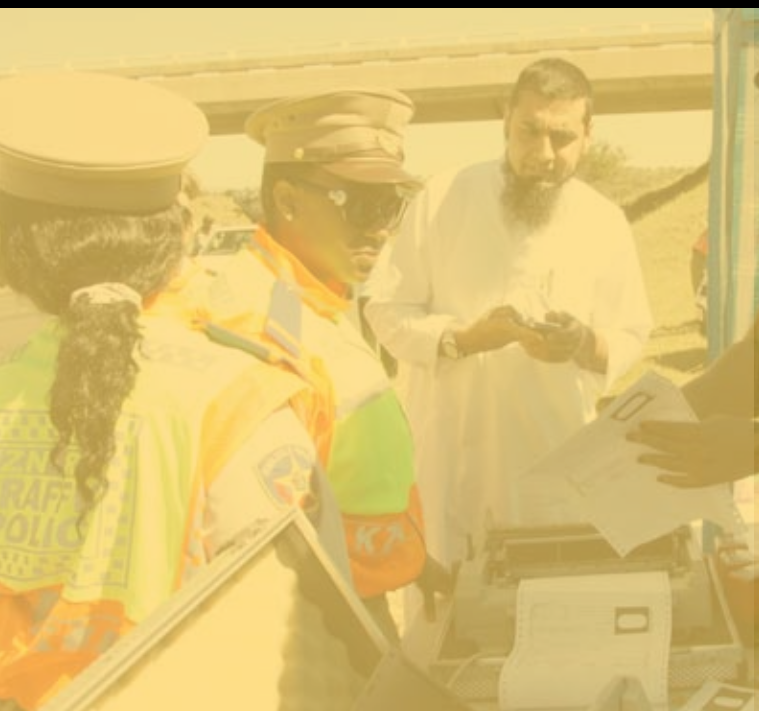
Department:

Transport

PROVINCE OF KWAZULU-NATAL



“Prosperity through mobility”



KwaZulu-Natal Department of Transport
Annual Report
2011/12

Mr T. W. Mchunu, MEC for Transport and Community Safety and Liaison

I have the honour of submitting the Annual Report of the Department of Transport for the period 1 April 2011 to 31 March 2012.



Mr T. W. Mchunu

31 March 2012

Date

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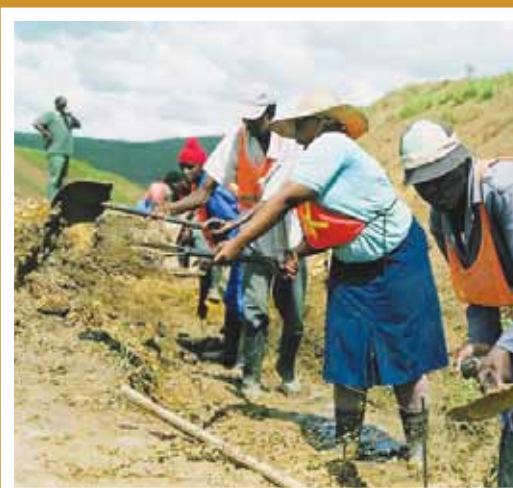
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PART 1

GENERAL INFORMATION



Vision, Mission and Values

Vision

The KwaZulu-Natal Department of Transport's vision is:

"PROSPERITY THROUGH MOBILITY".

This means that all activities of the Department, and, the manner in which the Department delivers services to communities, will increase the wealth and quality of life for all the citizens of the Province

Mission

While delivering on our mandate and addressing the developmental needs of our province, we will strive to provide the public with a road transportation system that is:

Safe,
Integrated,
Regulated,
Affordable, and
Accessible.

Values

The values of the Department emanate from the Batho Pele principles.

The Department's values are:

Teamwork,
Innovation,
People first,
Hard work, efficiency, and recognition of our staff, and
Good Governance.

CORE VALUES / PRINCIPLES

Teamwork	We will promote consultation, an open door policy and communication in our activities to ensure teamwork.
Innovation	We will continuously explore new methods to innovate, improve and fast track service delivery.
People first	We remain committed to providing the best service to our citizens in a humble and respectful manner. People will be treated without prejudice or discrimination through customer care and consultation.
Hard work, efficiency, and recognition of our staff	We will continue to motivate our staff to work hard and efficiently through recognition while providing service excellence at all times.
Good Governance	Facilitate an inclusive government and an integrated society that contributes to departmental activities and programmes while ensuring integrity and accountability, and trustworthiness.





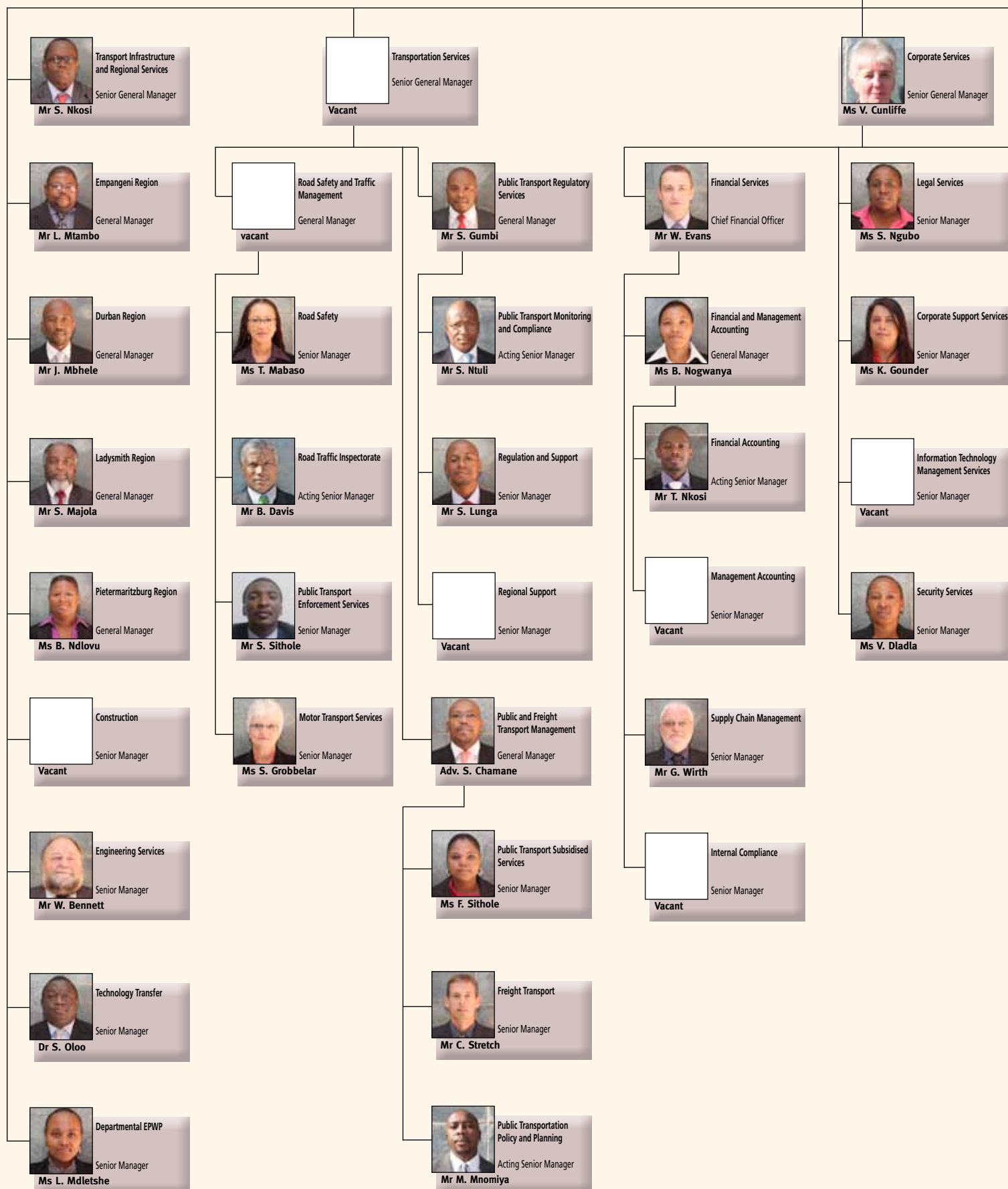
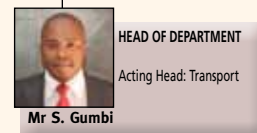
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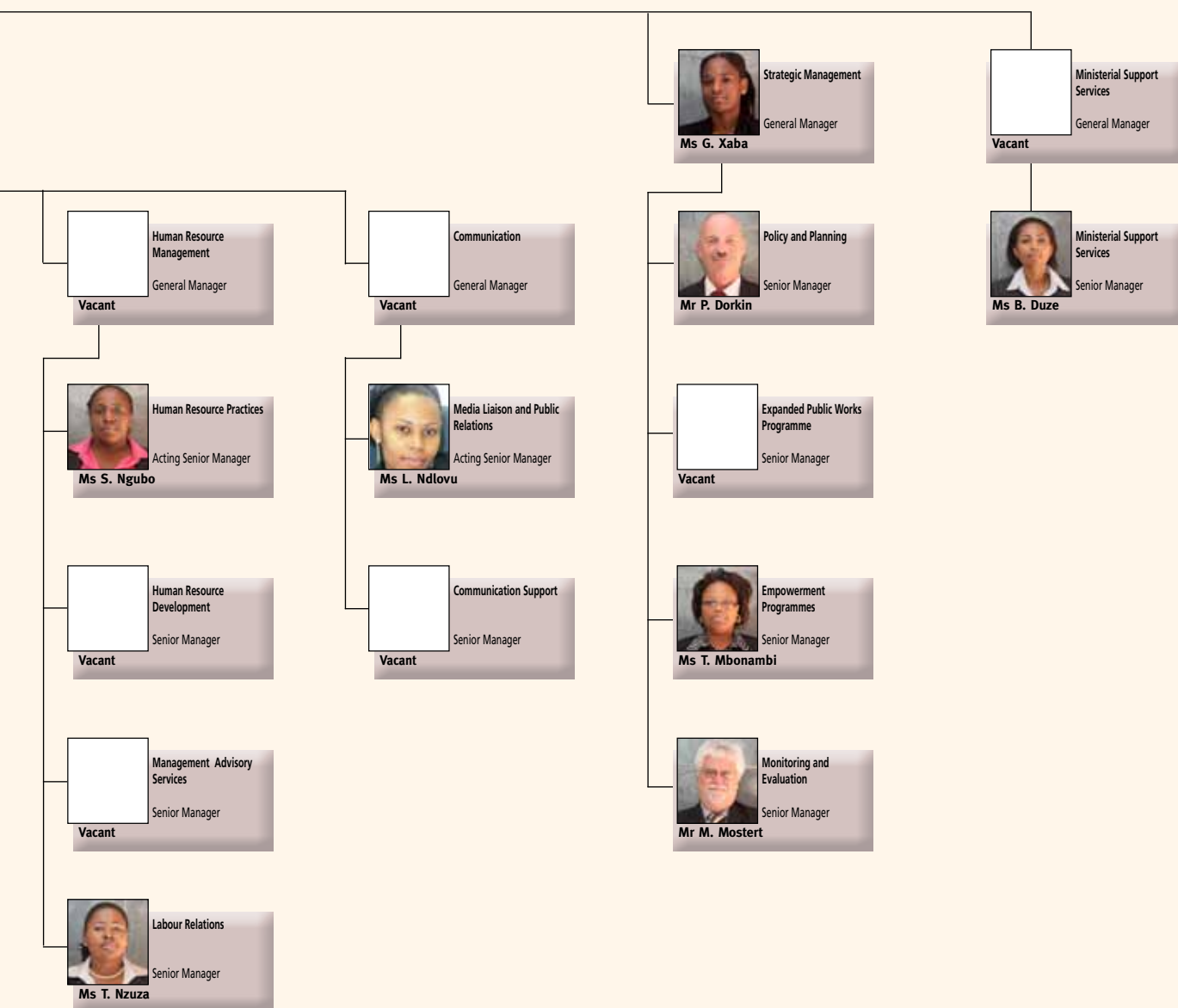
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PROVINCE OF KWAZULU-NATAL

Organogram





This organisational structure was approved by the MEC on 13/03/12. The official placement process has not been completed. The placement reflected is only a provisional placement.

Legislative Mandate

The Department's core functions are mandated by the following key legislation:

NAME OF LEGISLATION	MANDATE
Broad-Based Black Economic Empowerment Act, 2003 (Act No. 53 of 2003)	This Act allows for the establishment of a legislative framework for the promotion of black economic empowerment.
Cross-border Road Transport Act, 1998 (Act No. 4 of 1998)	This Act provides for co-operative and co-ordinated provision of advice, regulation, facilitation and law enforcement in respect of cross-border road transport by the public and private sectors.
Intergovernmental Relations Framework Act, 2005 (Act No.13 of 2005)	This Act provides for a framework for the national government, provincial governments and local governments to promote and facilitate intergovernmental relations; to provide for mechanisms and procedures to facilitate the settlement of intergovernmental disputes.
KZN Provincial Roads Act, 2001 (Act No.4 of 2001)	This Act provides for the transformation, restructuring, establishment and control of the KwaZulu-Natal provincial road network.
KZN Public Transport Act, 2005 (Act No.3 of 2005)	This Act provides for the transformation and restructuring of the public transport system in the Province of KwaZulu-Natal; to develop and implement provincial public transport policy; to provide for an effective institutional framework; to facilitate the development and provision of public transport for all communities; to enhance the quality of life of historically disadvantaged communities through improved mobility and access to transport services; to provide for transparency in the development and implementation of provincial public transport policies and practices; to bring about effective regulation and enforcement of the public transport system; to substitute provincial arrangements for matters dealt with in Chapter 3 of the National Land Transport Transition Act, 2000 (Act No. 22 of 2000), within the framework of prevailing national land transport policy;
KZN Road Traffic Act, 1997 (Act No.7 of 1997)	This Act mandates the MEC to make determinations in respect of traffic and licensing matters, where these are within provincial competence.
National Land Transport Act, 2009 (Act No. 5 of 2009)	This Act mandates the MEC to authorise the establishment of Transport Authorities and devolve functions to these authorities. It also places obligations on the Department and municipalities with regard to the planning, regulation and management of public transport.
National Land Transport Transition Act, 2000 (Act No. 2 of 2000)	This Act provides for the transformation and restructuring of the national land transport system of the Republic; and to provide for incidental matters.
National Road Traffic Act, 1996 (Act No. 93 of 1996)	This Act provides for road traffic matters which shall apply uniformly throughout the Republic.

Occupational Health and Safety Amendment Act, 1993 (Act No. 181 of 1993)	This Act provides 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.
Preferential Procurement Policy Framework Act, 2000 (Act No. 5 of 2000)	This Act provides a framework for the implementation / development of preferential procurement policies in order to provide for the protection or advancement of persons disadvantaged by unfair discrimination.
Promotion of Access to Information Act, 2000 (Act No. 2 of 2000)	This Act gives 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.
Promotion of Administrative Justice Act, 2000 (Act No. 3 of 2000)	This Act gives 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.
Public Finance Management Act, 1999 (Act No. 1 of 1999)	This Act allows for the regulation of financial management in the Department so as to ensure that all revenue, expenditure, assets and liabilities are managed efficiently and effectively and to provide for the responsibilities of persons entrusted with financial management in the Department.
Public Service Act, 1994 (Act No. 103 of 1994) and Regulations	This Act provides 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.
Road Traffic Act, 1989 (Act No. 29 of 1989)	This Act provides for road traffic matters which shall apply uniformly throughout the Republic
The Construction Industry Development Board Act, 2000 (Act No. 38 of 2000)	This Act provides for implementation of an integrated strategy for the reconstruction, growth and development of the construction industry.
Urban Transport Act, 1977 (Act No. 78 of 1977)	This Act promotes the planning and provision of adequate urban transport facilities; for the purpose to provide for the establishment of certain transport funds, metropolitan transport areas and metropolitan transport advisory boards and for the preparation and implementation of urban transport plans.

REPORT OF THE EXECUTIVE AUTHORITY



Mr T. W. Mchunu

MEC for Transport, Community Safety & Liaison

Foreword to the Annual Report Department of Transport, 2011/2012 Presented by Mr T. W. Mchunu, Mec for Transport, Community Safety and Liaison KwaZulu-Natal

We dedicated the year 2011/2012 to Activism Against Road Carnages and Transgressions. This was premised on the fact that we want to create safer roads for all road users by making a clarion call to one and all to play their part in fighting this scourge. To this end, we emerged with a vehicle dubbed Operation Val'ingozi.

We resolved to anchor all our road safety initiatives under this programme. Our approach is to work collaboratively with the wider society in all its formations, the Labour Union Movement, business people, public transport industry, traditional leadership, religious leaders, leadership at all levels and municipalities amongst others.

We believe that this will yield positive spinoffs in the reduction of carnages and transgressions on our roads moving forward.

Service delivery remains key in addressing the imbalances of the past thereby improving the quality of lives of the people of KwaZulu-Natal as a whole. To this end, in delivering services and fulfilling our responsibilities as this Department, we have championed an integrated service delivery approach in partnership with all spheres of Government.

This includes community consultations as well as the involvement of various role players at all levels. This has been our approach as we construct, upgrade, maintain and control the provincial road network.

We have replicated this approach as we regulate, manage and exercise overall control of public and freight transport operations

in the Province including road safety programmes as well as vehicle registration and licencing. It is our conviction that a synergistic, integrated approach to service delivery will have a positive impact in improving the quality of lives of our people.

Stability and prosperity of the taxi industry remains central to our programmes as this Department. Our engagement with the industry, are geared towards sustaining the gains made in bringing about stability whilst at the same time inculcating a culture of being fully fledged business people.

We remain confident that we will navigate the challenges we encounter as we execute our functions in the interest of a safer KwaZulu-Natal.

We remain committed to the development, correct placement and management of our Human Resources in the department so as to champion service delivery optimally. To this end we embarked on a process of organisational reviewal.

We are pleased to indicate that the top structure, level 13 upwards approved by Mr R L Padayachie, the late Minister of Public Service and Administration (DPSA) for implementation is now in place. We have since commenced with the implementation plan. Furthermore, the process of finalizing the level 12 to the bottom level posts has commenced.

We look forward to its finalization and implementation in the interest of service delivery.

We are heartened by the recognition received by the Department in respect of service delivery. The Department, represented by the Hluhluwe Cost Centre, received a Gold award in the Premier's Service Excellence Awards in the past financial year. We are furthermore, encouraged that the management of finances in the Department remains sound.

We received a clean audit for the 2011/12 financial year. We thank the entire team in the Department for the manner in which the financial, administrative and service delivery matters of the department have been managed. I urge them to sustain this good record and improve on it year on year.

The Department of Transport is committed and at the same time challenged to build a people's contract for a sustainable transport system that takes full cognizance of the fact that KwaZulu-Natal is the Gateway Province to South Africa's international trade.

I thank you



Mr T. W. Mchunu
MEC for Transport, Community
Safety and Liaison KwaZulu-Natal





Accounting Officer's Overview



Mr S. Gumbi
Acting Head Transport

Accounting Officer's Overview

Road Safety and Operation

KuShunquthuli

The financial year 2011/12 was dedicated to road safety, endeavoured through the Operation Valingozi campaign and/or the theme of Decade of Action against road carnages and Operation KuShunquthuli. Operation KuShunquthuli is a programme that focuses on transport infrastructure development, such as the building of access roads, pedestrian and vehicle bridges and the facilitation of public transport services in rural areas. The Department continued to strive to ensure that the improvements in respect of reduction of crashes and fatalities on the province's roads are maximised. Additionally, the Department introduced a Red Spot Team, which is a special task team that targets identified high accident areas around the Province in an attempt to reduce accidents on roads. This was implemented to ensure 'road safety is everybody's responsibility' through high visibility of traffic officers, road blocks, vehicle inspections, and so forth.

S'hamba Sonke

S'hamba Sonke (moving together) is a new programme introduced in 2011/12, entailing road upgrades as well as maintenance to repair and upgrade secondary road networks. The programme, which aims to create jobs for emerging contractors across KwaZulu-Natal, is implemented in the following five key areas:

- The rehabilitation of key arterial routes in support of the rural economy through labour intensive projects such as P735 from Nongoma through Maphophoma and Hlabanyathi to Hlabisa.
- Prioritising the use of labour absorptive construction methods through the use of EPWP principles.

- Reduction of potholes on the provincial road network through the pavement management study, which informs the Department of roads that need to be rehabilitated.
- Creating access roads to schools, clinics and public social infrastructure such as the L1738 access roads to Mbangweni and Bhekabantu clinic in Empangeni.
- Establishing the Road Asset Management System (RAMS) and introducing the "Know Your Network Programme", whereby regional engineers in the Province monitor daily road conditions, including any possible overnight damage.

The Department will continue with this programme throughout the 2012/13 MTEF.

Learner Transport

In 2011/12, the Department took over several of the provincial learner transport functions from Vote 5: Education, such as the planning of routes and the procurement of the required service providers. This was officially transferred on the 1st September 2011, and the Department is currently providing learner transport services to one hundred and twenty one (121) schools totalling sixteen thousand (16 000) learners. An evaluation of a tender for the design of an additional one hundred and seventy one (171) schools to service thirteen thousand (13 000) learners had also been completed.

Integrated Public Transport Networks (IPTNs)

The Department continued to work with municipalities with regard to the development of IPTNs for 2011 and beyond. The Department intends developing IPTN plans for the whole province, striving to ensure the efficient integrated movement of passengers within KZN. To date, the IPTNs

for eThekweni, Ugu and Ilembe District Municipalities have been completed.

Expanded Public Works

Programme (EPWP)

The Department continued to expand community-based, labour-intensive road construction and maintenance programmes, which align with the objectives of the EPWP. Over the 2011/12 MTEF, the Department is committed to create over five million, two hundred and forty thousand (5 240 000) person days of employment, equating to fifty seven thousand (57 000) jobs created, of which sixty per cent (60%) are for women and twenty per cent (20%) for youth. The Department created approximately four million, two hundred and forty thousand, one hundred and sixty (4 240 160) person days of employment, equating to fifty four thousand, five hundred and forty three (54 543) jobs created, by the third quarter of the 2011/12 financial year.

The Department received additional funding in 2011/12 from the EPWP Integrated Grant for Provinces to be utilised for the creation of EPWP job opportunities. The Department continued the development of a Broad-Based Black Economic Empowerment (B-BBEE) road construction and maintenance industry, through the provision of accredited business skills training for Vukuzakhe contractors.

Information on Predetermined Objectives

Aim of Vote

The Department's strategic policy is directed towards rural development support, poverty alleviation and job creation as the Department builds roads and bridges, provides safe integrated public transport systems, and manages traffic and the safety of all road users.

Core Functions

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

Construct, Maintain and Repair the Provincial Road Network

The Department's mandate is to construct and maintain a balanced road network that meets the mobility needs of the citizens of KwaZulu-Natal; while supporting the National and Provincial growth and development strategies.

Plan, Regulate and Provide an Integrated Transportation System

The Department's mandate is to regulate public transport whilst ensuring access to

Voted Funds

Main Appropriation R'000	Adjusted Appropriation R'000	Actual Amount Spent R'000	(Over)/Under Expenditure R'000
6 573 729	6 628 044	6 639 855	11 811
Responsible Minister/ MEC	Minister Mr T. W. Mchunu, MEC for Transport and Community Safety and Liaison		
Administering Department	Department of Transport		
Accounting Officer	Act. Head : Transport : Mr B. S. Gumbi		

safe, efficient and affordable public transport. The Department is further mandated to facilitate development in the freight transport industry and the minimisation of negative externalities resultant from the transport of freight.

Manage Road Traffic

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

Key Strategic Objectives

The Department has set the following goals and strategic objectives in order to achieve this:

- Provide access and mobility within the province,
- Effective management of the transport infrastructure network,
- Create an integrated land transport system,
- Promote a safe road environment.

It is well documented that poverty in KwaZulu-Natal is most severe in rural communities and that KwaZulu-Natal's rural economy has experienced decades of economic stagnation. Improved road networks result in a reduction in transaction costs, which catalyses investments and the establishment of new business enterprises. By focusing on corridor development, the African Renaissance Roads Upgrading Programme has positioned the KwaZulu-Natal Department of Transport to play a key role in facilitating and promoting integrated rural development planning.

The Department implemented pilot projects along these corridors and joint planning initiatives with Department of Agriculture and Environmental Affairs addressing issues

of gender empowerment in agricultural production and agricultural-industry. Pilot projects with respect to water supply feasibility studies, agro-hydrological models, mushroom production, banana production and macadamia nut production.

The high quality documentation and active community involvement in these successful pilot projects resulted in commitment from the KwaZulu-Natal Department of Agriculture and Environmental Affairs to support integrated development initiatives along ARRUP corridors.

These initiatives led to the ARRUP Programme being recognised for best practice under the Community-based Project category by the National South African Institution of Civil Engineering.

The Department is also proud to report its continued efforts to address the backlog in the provision of roads of an appropriate standard, to access rural areas with high development potential. Through ARRUP, the introduction of development corridors has promoted a more integrated response to the multi-dimensional and complex nature of poverty.

Roads of National Importance (RNI)

Roads of National Importance are provincial roads constructed by the Department that are main routes linking other provinces to KwaZulu-Natal. These routes are often utilised daily for the transportation of cargo and goods to other provinces in the country.

Roads for Rural Development (RRD)

The Roads for Rural Development programme was designed to achieve a more balanced road network throughout KwaZulu-Natal while concurrently creating

new work and business opportunities for disadvantaged communities.

The independent evaluation of the Department's programmes, by internationally acclaimed researchers, now provides irrefutable evidence that the Roads for Rural Development programme has had a positive impact on the daily lives of rural communities. Not only has there been a dramatic improvement in rural mobility and community access to services; the injection of cash into impoverished communities, through the Vukuzakhe and Zibambele programmes, has borne fruit for the contractors concerned as well as their families, communities and the market economy of KwaZulu-Natal.

Rural development is the main focus for the Government of the day and the Department has dedicated programmes in support thereof. Operation kuShunquthuli focuses on road infrastructure development in rural areas which are the areas of emphasis for service delivery in this term of governance. Road infrastructure development forms the backbone of not only rural development but any other developments as well.

Bridge Construction

Access and mobility are arguably the most stubborn challenges to improved service delivery in rural South Africa. The demand for bridges in the rural areas of KwaZulu-Natal is substantial.

Lack of access deprives rural people the opportunity to an improved life. Access is composed of mobility, reflecting the ease or difficulty in travelling to a service or facility, and the proximity of those services and facilities.

Access is a key element to providing an opportunity for both social and economic development, thus providing the necessary entry point for rural people to improve their lives.

The construction of bridges, pedestrian bridges and causeways are central to the provision of access and improvement of the quality of lives.

These structures provide access over rivers and impassable landscapes enabling communities' vital access to clinics, schools and other public amenities.

The Department achieved the construction of three (3) bridges, fifteen (15) pedestrian bridges and thirty eight (38) causeways in the 2011/2012 financial year.

Overview of the Service

Delivery Environment

In the 2011/12 financial year, the Department was faced with a challenge due to budget reductions, where two hundred and sixteen million, five hundred thousand rand (R216, 500m) had to be reduced from programmes with key service delivery indicators.

Due to the demand of general infrastructure projects and post the success of the 2010 Soccer World Cup Tournament, the price of materials (cement, steel, bituminous products, building materials, etc.) and labour went up by between thirty per cent (30%) and forty per cent (40%).

Added to the escalation of prices is the shortage of qualified and experienced engineers and technicians within the South African Civil Engineering Industry. Furthermore, there were severe shortages in the supply of bitumen, which delayed the completion of certain key maintenance projects.

However, the Department was pro-active in those situations and strived to achieve as many of the targeted outputs as possible, despite the delays caused by the shortage in the supply of bitumen.

Overview of the Organizational Environment

Key Policy Developments and Legislative Changes

There are no shifts in policy or programmes from the five year Strategic Plan. The Strategic Vision of the Department remains the same but was expanded upon in order to provide greater clarity of the vision and include Government's strategic posture; which will catalyse faster movement across all areas of Government to build on its current vision to:

- grow the economy to sustainably higher levels;
- eradicate poverty and unemployment; and
- promote social inclusion.

The Department had continued to function guided by the existing legislation, thus there were no major changes in respect of legislation or policies.

Departmental Revenue, Expenditure, and other Specific Topics

Collection of Departmental Revenue

Motor Vehicle Licensing

The Department continued to prioritise revenue collection which is mainly derived from motor vehicle licenses. The key to success was the correct application of relevant legislation resulting in optimal collection of revenue, including the sale of Personalised Licence Numbers. Approximately one point two billion (R1.2b) rand in motor vehicle registration and licensing fees was generated during the 2011/12 financial year. The Department expanded its service

outlets such as the appointment of agents and opening of additional outlets to perform motor vehicle registration and licensing functions.

Additionally, Post Offices and Municipalities increased in number to a total of eighty two (82) Registering Authorities throughout the Province. These comprise of seven (7) Provincial Offices, forty (40) Municipal Offices and thirty five (35) Post Offices. A portion of the total revenue generated was from the sale of specific (SLN) and personalised (PLN) numbers.

Such collections were further boosted by means of pre-determined processes and preventative measures undertaken prior to the registration and licensing of a motor vehicle.

These included the correct classification or tare weight, or the description of a vehicle on the eNaTIS, thereby ensuring the collection of the correct fees determined in existing legislation. This, coupled with on-going and effective eNaTIS debt control, has contributed to the increase in revenue.

Interest, Dividends and Rent on Land

Interest, dividends and rent on land consists, mainly, of interest on staff debts. There had been a fluctuating trend that can be attributed to the difficulty in accurately projecting for these items due to their uncertain nature.

Sales of Capital Assets

Sale of capital assets reflects the sale of redundant vehicles and departmental plant. There had been a fluctuating trend which can be attributed to the difficulty in projecting with certainty the collection of these receipts. Additionally there has been an increase over the MTEF due to inflationary increments.

Transactions in Financial Assets and Liabilities

The Department collects revenue from Transactions in financial assets and liabilities, which are made up of recoveries of staff debts and stale cheques. The fluctuations over the seven-year period can be attributed to the

difficulty in budgeting for this category due to its uncertain nature. The high collection in the 2011/12 Revised Estimate is due to improved revenue and debt collection strategies relating to recoveries from previous years.

The table below should be used to provide a breakdown of the sources of revenue:

	2008/09 Actual	2009/10 Actual	2010/11 Actual	2011/12 Target	2011/12 Actual	% deviation from target
Tax revenue	870,604	997,227	1,083,507	1,080,000	1,231,524	(12.3)
(Specify)						
Non-tax revenue	130,911	136,604	153,192	122,562	168,085	(27.0)
(Specify)						
Sales of capital assets	3,100	6,687	4,009	4,250	3,558	16.2
(specify)						
Financial transactions (Recovery of loans and advances)	4,211	1,034	5,271	1,136	6,315	-
TOTAL DEPARTMENTAL RECEIPTS	1,008,826	1,139,462	1,245,979	1,207,948	1,409,482	-

Departmental Expenditure

The services rendered by the Department are categorised under five programmes. These are aligned to the revised uniform budget and programme structure of the Transport sector, revised in 2011.

The Department's mission is to provide the public with an integrated, accessible road, public transport infrastructure and to promote road and public transport safety through the interaction of these five programmes. This section summarises the payments and budget estimates for the vote in terms of programmes. (Refer to table on next page).

Conditional Grants and Earmarked Funds

The Department receives a provincial allocation in the form of an equitable share,

and national conditional grant allocations; for the maintenance and construction of road infrastructure, the subsidising of bus transport in the province and in respect of EPWP projects.

The Provincial Roads Maintenance Grant (previously the Infrastructure Grant to Provinces or IGP) is aimed at accelerating the maintenance and rehabilitation of existing transport infrastructure.

This grant in Vote 12:Transport, supplements existing infrastructure budgets in transport infrastructure, and functions in a similar manner to the IGP.

In 2011/12, the Department received funding of one hundred and twenty nine million, eight hundred and thirty six thousand (R129, 836m) rand in respect of the EPWP Integrated Grant for Provinces.

Table: Departmental Expenditure

Programme	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance
	R'000	R'000	R'000	R'000	R'000	R'000
ADMINISTRATION	249,070	-	(19,926)	229,144	204,483	24,661
TRANSPORT INFRASTRUCTURE	4,779,746	-	103,300	4,883,046	4,948,311	(65,265)
TRANSPORT OPERATIONS	915,888	-	(28,707)	887,181	887,181	-
TRANSPORT REGULATIONS	609,209	-	(48,737)	560,472	559,145	1,327
COMMUNITY BASED PROGRAMME	74,131	-	(5,930)	68,201	40,735	27,466
TOTAL	6,628,044	-	-	6,628,044	6,639,855	(11,811)

However, in the 2011/12 Adjusted Appropriation, twelve million, four hundred and twenty one thousand (R12,421m) rand of this grant was suspended from the Department and re-allocated to Vote 3 Agriculture, Environmental Affairs and Rural Development, eight million, three hundred and sixteen thousand (R8,316m) rand; Vote 4: Economic Development and Tourism five hundred and thirty six thousand (R536,000) rand, Vote 5: Education, five hundred and thirty six thousand (R536,000) rand, Vote 7: Health, five hundred and thirty six thousand (R536,000) rand, Vote 8: Human Settlements, five hundred and thirty six thousand (R536,000) rand, and Vote 14: Public Works, one million, nine hundred and sixty one thousand (R1,961m) rand in line with Schedule 8 of Dora, 2011.

The Department also received thirty seven million (R37m) rand suspended from Vote 5: Education to enable the Department to undertake part of the learner transport functions, such as the planning of the routes

and procurement of the required service providers; hence the increase in the provincial allocation from the 2011/12 Main to the Adjusted Appropriation.

Public Transport Operations Grant

The purpose of this sub-program is to manage and monitor the provision of subsidized public transport services. The functions include ensuring that funds allocated to subsidise public transport service yield maximum outcome in reducing the burden of affordability, improving the standard and reliability of public transport, ensure achievement of performance standards, ensure economic transformation of the subsidized public transport sector and provide education and capacity building.

The Department provides subsidized public transport services which are funded through Public Transport Operations Grant.

The aim is to ensure that users, especially the less fortunate, enjoy affordable public transportation.

In the financial year, the Department spent the entire grant. In many respects, performance in the provision of the service has been above average. However, there were challenges where a service in Port Shepstone was not restored after the operator terminated the contract.

Although the Department appointed an operator, there was the challenge of the operator acquiring capital on time. The Department has been working closely with the appointed operator to assist in resolving problems experienced by the operator in relation to commencement of the service.

In the 2011/2012 financial year, the Department received the Public Transport Operations Grant to the amount of seven hundred and seventy three million, four hundred and seventy three thousand (R773, 473m) rand. Performance outputs achieved this financial year are outlined in the table below:

Monitoring of Subsidised Services

In order to ensure that service providers contracted to render subsidized services comply with contract provisions and

performance standards, the Department monitors the services provided through the use of a monitoring firm. Among other things, performance aspects which are monitored include departure and arrival time compliance, passengers transported, passenger perception, bus inspections, bus cleanliness and comfort. A target of at least sixty per cent (60%) of the service, per contract, was to be monitored. During the financial year, 2011/12, sixty six per cent (66 %) monitoring was achieved. When service providers failed to meet set performance standards, penalties are executed. The total penalties imposed in the financial year amount to five million, seven hundred and thirty one thousand, eight hundred and twenty two rand and ninety four cents (R5,731,822.94).

Expanded Public Works Programme Incentive Grant

The aim of the grant is to incentivise provinces to increase labour intensive employment, through dedicated programmes that maximise job creation and skills development as stipulated in guidelines. Accordingly, the Department had been dedicated in focusing on job creation and poverty alleviation. The table on the following page indicates outputs that had been achieved by the Department during 2011/12 financial year.

Performance measure	Output
Total number of kilometres subsidized	41,218,620
Total number of passengers subsidized:	879,303
Total number of trips subsidized:	1,180,373
Total penalties accumulated:	R 5,731,822.94

Table: EPWP Output

Department of Transport	Target	Actual	Target	Actual	Target	Actual
	2009/2010	2009/2010	2010/11	2010/11	2011/12	2011/12
DOT Infrastructure Budget	3,776	3,528	3,963	2,724	4,536,965	4,762,820
% of Infrastructure Budget	17	24	-	18,5	13	13
EPWP Project Budget (R '000)	643,1	842,1	-	504,1	586,181	619,166
Person days of Work	4,800,000	2,887,603	4,800,000	3,859,805	5,240,000	4,240,610
Number of Job Opportunities	54,750	41,769	54,750	48,862	57,000	45,035
Number of Fulltime Equivalent	-	-	-	-	22,782	19,843
Number of Youth Employed	8,750	6,700	8,750	8,838	11,400	34,114
Number of Women Employed	42,600	35,000	42,600	43,464	34,200	37,376
Number of People with Disabilities	13	5	13	-	8	32
Number of Learnerships	193	193	-	193	-	-
Number of Persons Trained	55,000	41,769	55,000	17,100	17,100	32,031
Number of Person-days Training	500,000	501,228	500,000	231,600	235,400	306,720

Summary of conditional grants payments and estimates by name

R Thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Actual Expenditure	Medium Term Estimates		
	2008/09	2009/10	2010/11				2012/13	2013/14	2014/15
Public Transport Operations Grant	-	593,250	714,587	773,473	773,473	773,473	808,279	852,325	895,350
EPWP Incentive Grant	-	83,900	153,562	129,836	117,415	117,415	64,290	-	-
Provincial Roads Maintenance Grant	662,702	865,080	958,390	1,236,648	1,236,684	1,236,684	1,501,171	1,516,651	1,590,923
Provincial Disaster Relief Grant	-	-	214,398	-	29,736	29,736	-	-	-
Transport Disaster Management Grant	616,773	-	-	-	-	-	-	-	-
Sani Pass	30,000	34,347	-	-	-	-	-	-	-
TOTAL	1,309,475	1,576,577	2,040,937	2,139,957	2,157,308	2,157,308	2,373,740	2,368,976	2,486,273

The previous table indicates a summary of spending of the conditional grants.

Asset Management

Immovable Assets

The road network assessment, in terms of maintenance, indicates a huge backlog and limited funding makes it difficult to deal with the backlog as quickly and expediently as possible.

However, the Department continued to be committed to its mandated obligation to ensure a balance between the adequate maintenance of the Provincial Road Network with its obligation of certifying equitable access to all areas of the province; as well as to the provision of non-motorised transport facilities within its limited funding.

Movable Assets

During the 2011/2012 financial year, the Department managed to meet the minimum requirements set out for the proper management of the Asset Register (HARDCAT) and Asset Management as a whole. A Departmental Asset Management Policy for Movable assets had been drafted. All reported losses or stolen assets were reported to the South African Police Services and Loss Control section and all documentation was submitted to the Asset Management section for disposal.

A HARDCAT User Verification submission was handed out to all Responsibilities' and Region Managers for periodic reviews on HARDCAT user access rights, to ensure the user's access rights are in line with their job responsibilities and for control measures.

This verification process serves part of the Department's performance requirements. In line with the Public Finance Management Act (PFMA), Treasury Regulations compliance was adhered to with regards to the reconciliation between BAS and

HARDCAT for the proper reporting of the Department's valued financial assets. In the process of reconciliation, discrepancies and misallocations were corrected accordingly, thus resolving them.

Programme Performance

The activities of Department of Transport are organised in the following programmes:

Programme 1:

Administration

Programme 2:

Transport Infrastructure

Programme 3:

Transport Operations

Programme 4:

Transport Regulation

Programme 5:

Community Based-Programme





PART 2

PROGRAMME PERFORMANCE:

PROGRAMME 1: ADMINISTRATION

PROGRAMME 2: ROAD INFRASTRUCTURE

PROGRAMME 3: TRANSPORT OPERATIONS

PROGRAMME 4: TRANSPORT REGULATION

PROGRAMME 5: COMMUNITY BASED



Programme 1: Administration

The purpose of the Administration programme is to provide the Department with strategic planning, financial management and corporate support services to ensure that it delivers on its mandate in an integrated, efficient, effective and sustainable manner.

Service Delivery

Achievements:

Sub-Programme: Office Of The MEC

The Office of the MEC exists in order to render support to the MEC to fully perform his executive obligations effectively and efficiently. MEC's office is also a custodian of protocol matters within the Department and works closely with Inter-Governmental Relations in the office of the Premier to ensure that Diplomacy, Protocol and Etiquettes are adhered to. The Office of the MEC is responsible to ensure synergy between the Department and Department Community Safety and Liaison in this regard. The financial year 2011/12 was declared as the year of "Activism against Road Carnages and Transgressions"; the Department implemented this theme through the introduction of the programme "Operation Valingozi". This programme is aimed at halving road carnages in our Province by the year 2012. The long term goal is to reduce deaths in the continent as a whole between 2011 and 2020 and is accordingly declared as the decade of the United Nation's commitment to safety on our roads.

Official Visits Abroad

The MEC led the delegation from the Ministry of Economic Development to Berlin, Germany, where they attended the IBT Convention from the 4th to the 11th March 2012.

Bills and Acts

KwaZulu-Natal Public Transport Act Repeal Bill, 2010, had been facilitated successfully.

Cabinet Sub-Committees under the Leadership of MEC:

- MEC is the champion MEC for Uthukela District for the term 2009-2014 to lead the team implementing Operation Sukuma Sakhe and any other service delivery initiatives in that District
- Bus Service in the Ethekwini Metro (Res. No. 27 of 17 June 2009)
- State Protocol and Order of Precedence (Res. No. 31 of 17 June 2009)
- Security Plans to deal with areas which have experienced Violence in the Province (Res. No. 25 of 17 June 2009)
- Provincial Major Events ((Res. No. 203 of 21 October 2009)
- State Protocol and Order of Precedence (Res. No. 31 of 17 June 2009)

Cabinet Decisions

Subsequent to the presentation of memorandum on blue lights, Cabinet made a decision that MEC should conduct an audit on the use of blue lights in the Province by MECs, Mayors, Councillors and Government Officials and provide findings to Cabinet.

The Executing Authorities of Health, Social Development, Transport, Community Safety and Liaison are charged with working collaboratively on the impact of Road Accidents to the Province.

Sub-Programme:

Corporate Support Services

The Corporate Support Services Directorate has been dedicated to excellent and efficient customer services and performed Occupational Health and Safety, Office Accommodation, Office Services, Information Technology Support and Departmental Transport Services.

Legal Services

Legal Services rendered legal advice to the Department on legal matters and interpreted legislation, including policies and practices. Legal Services has ensured a safe and habitable working environment within the legal confines of society.

Human Resource Management

The Human Resource Management Directorate has rendered excellent service through integrated, sound, human resource management practices.

Labour Relations

The function successfully facilitated harmonious employer-employee relations within the Department.

Management Advisory Services

Management Advisory Services (MAS) has provided a synopsis and contributed towards the Department's, in particular the MEC in achieving the Department's vision which ultimately impacts on one of the strategic priorities of the Department. In this regard, it should be highlighted that MAS has provided a pivotal role and added impetus to the expeditious culmination of the Departmental structure.

With the finalization of the top structure, MAS would be vigorously pursuing the implementation of Job Evaluation, Change Management and Business Process

Management. The Office of the Premier, provincial as well as national structures are consulted with a view to ensuring uniformity, equity and consistency and the implementation of benchmark and Job Evaluation models as well as generic organizational structures or frameworks as determined by the Department of Public Service and Administration (DPSA).

Human Resource Management

Employee Health and Wellness Programme:

Employee Health and Wellness (EHW) assistant programme is a work-site based programme designed to assist in the identification and resolution of productivity problems and increase in absenteeism associated with employees impaired by personal concerns, but not limited to: health, marital, family, financial, alcohol, drugs, HIV and Aids, emotional stress and personal concerns which may affect employee job satisfaction. Psychologists and organizations such as SANCA have been of great assistance to our officials.

EHW Programme Interventions

The guiding principle had been offering rapid responsive intervention services on an individual, group, and organizational level in acute crisis situations. Assessments to identify personal or work related problems of employees, in order to develop a plan of action and provide recommendations for a referral, had to be conducted. Counseling in a limited number of sessions and focus on the employee's own ability to resolve problems had also been the source of success in interventions; and referrals for professional help and advice had been made when necessary. The Department conducted necessary reviews and monitoring of referred employees.

Addressing HIV/Aids

The programme had successfully provided insight to the employees by conducting awareness programmes. Pre and Post voluntary counseling tests had been conducted by Medical Professionals. Future LifeWellness products had been distributed to the employees with the aim of boosting their immune system and addressing their attitude towards Chronic Illnesses. Nutritional support, education on treatment, regular check ups for blood pressure, cholesterol, etc. had been provided.

Labour Relations

During the financial period under review, skills requirements to deal with labour matters had been identified and training was conducted accordingly on presiding in disciplinary matters, investigating disciplinary matters and reporting. One hundred and fifty six (156) staff members in supervisory positions received training in presiding and investigating disciplinary matters while eighty four (84) members in supervisory positions received training on report writing.

Disciplinary Action

A total of ten (10) disciplinary actions varying from verbal warning to dismissal had been undertaken and finalised during the period of review. There had been a noticeable improvement on employee and employer relationships and collective agreements during this period. During the past period a total of one hundred and twenty eight (128) disciplinary actions had been undertaken while only ten (10) had been undertaken during the current period of reporting.

Types of Misconduct

A total number of sixty one (61) various acts of misconduct such as fraud /theft, misuse of state property, insubordination, sexual harassment and absenteeism, etc. had been committed.

Grievances and Disputes

Lodged

Sixty four (64) grievances had been lodged of which only fourteen (14) had not been resolved while six (6) disputes had been lodged however, only two (2) had been upheld, the rest had been dismissed. The Department had improved on the rate of resolving grievances, seventy eight per cent (78%) had been resolved compared to the past reporting period which only three per cent (3%) was resolved.

Strike Actions

A total of sixty (60) person working days had been lost as a result of labour strike and had not yet been recovered.

Precautionary Suspensions

Eight (8) staff members had been suspended.

Collective Bargaining

The Department participated in the following collective bargaining forums;

- General Public Service Sectoral Bargaining Council (GPSSBC)
- Public Service Co-coordinating Bargaining Council (PSCBC)
- Labour Relations Forum and
- Social Grants / Housing Task Teams, as well as providing reports after each meeting ensuring that all parties at chamber level and departmentally were always on par with matters on the agenda of these various structures.

Human Resource Development:

Career Development

The Department formed a joint partnership with the Transport Seta (TETA) in hosting a Career Roadshow on the 1st October 2011 in Ulundi. Learners from various schools in

the Empangeni Region were invited. Various exhibitors were invited to promote the careers available in the transport sector.

During the 2011/12 financial year, thirty six (36) prospective employees qualified as civil Technicians and had been appointed on a contract basis. Additionally, nine (9) serving employees successfully completed their qualifications through the bursary programme in various fields such as National Diploma in Transportation Management, National Diploma in Management Bachelor of Business Administration, BTECH in Human Resource Management and National Diploma in Human Resource Management.

Workplace Skills Plan

In terms of the Skills Development Act, 97 of 1998 the Department is mandated to compile a Workplace Skills Plan annually and submit to the relevant SETA's. Accordingly training needs analysis and Workplace Skills Plan for the 2011/12 financial year was submitted to PSETA, CETA and Office of the Premier.

Challenges

The 2009/10 Provincial Treasury issued Circular PT eleven (11) which set out various cost-cutting measures for provincial departments to follow; to date all departments were requested not to deviate from the Cabinet resolution on these cost-cutting measures. This has to a great extent hindered the progress in the implementation of the planned training interventions for the 2011/12 financial year.

The Department depended on the Provincial Public Service Training Academy and PALAMA to schedule training for the Department. Accordingly, one thousand, nine hundred and twenty nine (1 929) employees were trained in various fields.

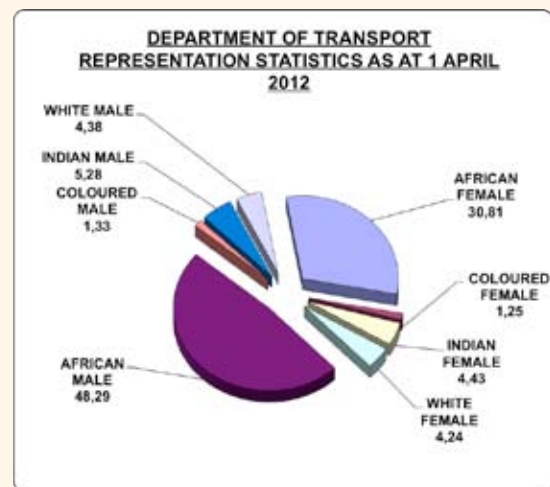
Adult Education and Training (AET)

The AET Programme in the Department is attended by all racial groups and five hundred and thirty six (536) learners had been registered on the AET Programme for various learning areas such as English, Human and Social Science, Life Orientation, Economics and Management Science, Natural Science, Numeracy, etc.

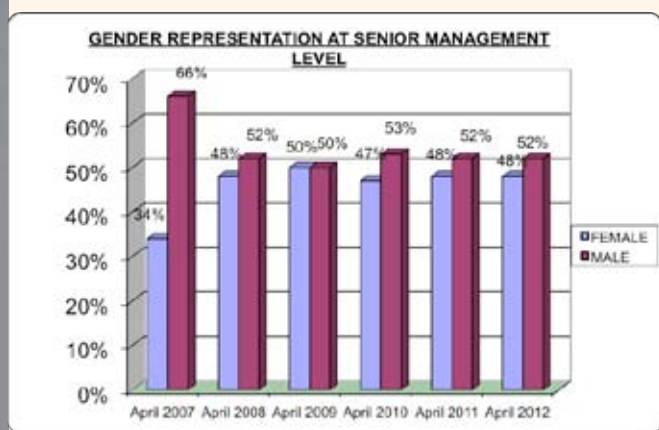
Employment Equity

It cannot be overemphasized that the success of employment equity requires commitment, dedication and the support of all employees within the Department as well as the community.

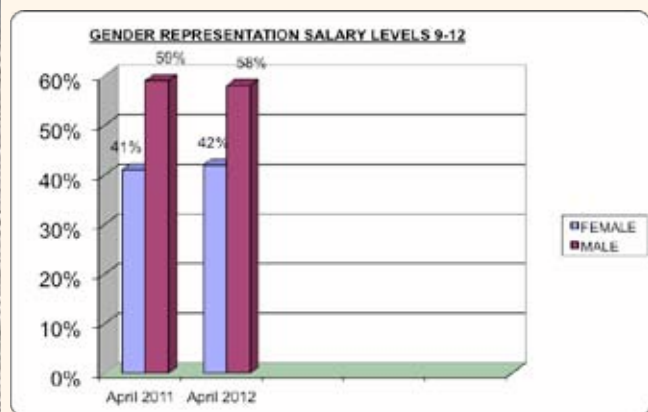
The pie chart below depicts the workforce profile of the entire Department in terms of race and gender.



The workforce profile of the Department currently (April 2012) shows that forty eight per cent (48%) of the posts at SMS level are occupied by women (all races) and men occupy the corresponding percentage. Below is a table showing a comparison between females and males at SMS level from April 2007 to April 2012.



The table below depicts the comparison between males and females at the Middle Management Level, i.e. salary levels nine (9) to twelve (12) only.



The table above shows that females at the Middle Management Levels occupy forty two per cent (42%) of posts relative to fifty eight per cent (58%) representation by males. Females are still not fully represented at these levels; however when comparing this year's data with last year's it shows a one per cent (1%) increase of women.

Progress has been made towards achieving equity with regard to People with Disabilities (PWDs) within the Department; however the development is slow. The reason for this cannot be attributed solely to one reason; a number of interlinked reasons could also be the cause. As at 01 April 2012 PWDs in all occupational categories and levels occupied zero point fifty seven per cent (0.57%) of the entire staff complement, pinpointing a deficit of one point forty three per cent (1.43%) from Cabinet's target of two per cent (2%).

Legal Services

Expropriation

The owners of seventy five (75) sites in rural areas whose sites had been inspected and assessed under roads upgrading (ARRUP) projects were compensated and seventeen (17) notices were served for main roads. Twelve (12) sites along main and district roads were also inspected for expropriation.

Conveyancing

Transfers of properties and eight (8) certificates of non affection of expropriated properties were processed with Deeds and Surveyor General Offices and eleven (11) expropriations were lodged at the Deeds Office.

Disposal

The Department is investigating one hundred and thirteen (113) possible disposal cases.

Litigation

There are eighteen (18) matters pending before Court.

Sub- Programme: Corporate Service Support Financial Services

Loss and Revenue Management

During the 2011/12 financial year, more emphasis was placed on improving communication between relevant parties and preventing the loss of departmental revenue by training transport officers and loss control sub-agents in the regions. Accordingly, there had been a significant improvement in managing and honouring claims by and claims against the Department. The following table presents progress made to resolve on reported cases.

Table: Losses and Claims

	CASES AS AT 2009/2010 FINANCIAL YEAR	CASES AS AT 2010/2011 FINANCIAL YEAR	FINALIZED AS AT 2009/2010	FINALIZED AS AT 2010/2011	CASES AS AT 2011/2012 FINANCIAL YEAR	CASES FINALISED AS AT 2011/2012	TOTAL NO. OF CASES ON HAND
CLAIMS AGAINST STATE	667	743	(43)	(47)	834	(33)	801
THEFT & LOSSES	399	86	(142)	(109)	129	(79)	50
CLAIMS BY STATE	37	50	(5)	(4)	49	(8)	41
COLLISION & ACCIDENT	336	306	(157)	(133)	377	(61)	316
REMOVAL	244	325	(5)	(11)	369	(8)	361

Debts Control

During the financial year 2011/12 the effective and appropriate steps were taken to collect all money owed to the Department in accordance with PFMA and Treasury Regulations. The Debts Section liaised with Human Resource Directorate in an effort to ensure that terminations on Persal were done effectively and timeously which subsequently decreased the volume and amount of overpaid salary debts.

Salary Related Suspense

Accounts

Balances were closely monitored and timeously cleared. Stringent efforts were implemented with the ACB Recalls Account where crucial elements of the problems were highlighted to the regions, and enforced deadlines to rectify problems ensured that this account was monitored and cleared.

Payroll and Voucher Control

Rendering an administrative support service to all directorates in the Department ensured that the payrolls and vouchers are compiled, signed, authorized by designated officials and submitted timeously and also to ensure that fruitless expenditure is curbed. Control measures have also been improved to ensure accuracy in the payments of salaries and allowances and also the validity of the vouchers.

Payments

Invoices from both internal and external customers are received by the payments section. The payment section follows proper procedure pertaining to payment of those invoices and ensured that all payments were made timeously to avoid penalties due to late payments as well as to gain discounts on early payments. Persal payments for internal employees were also done, after ensuring

that all requirements pertaining to tariffs on claims and overtime etc. were met.

Banking

Bank Reconciliations have been timeously prepared and submitted to Provincial Treasury on a monthly basis. However, despite the limited resources, the Department has closely monitored the banking related suspense accounts. Effective and fruitful communication with both the Provincial Treasury and the Provincial Banker helped to resolve the interface related problems. The installation of additional credit card machines throughout the Province has increased the volume of transactions coming through the bank interface; however the Department had managed the process.

Taxation

The section has been effectively managed and compliance with SARS requirements were achieved. The bi-annual report and annual tax reconciliation for the year under review were submitted, timeously.

Also as an employer the Department was appointed as an agent in implementing SARS garnishee orders (ITA88) to non tax compliant employees of the Department. Accordingly, Agent Appointment Reconciliation Statements were returned to SARS on a monthly basis as required.

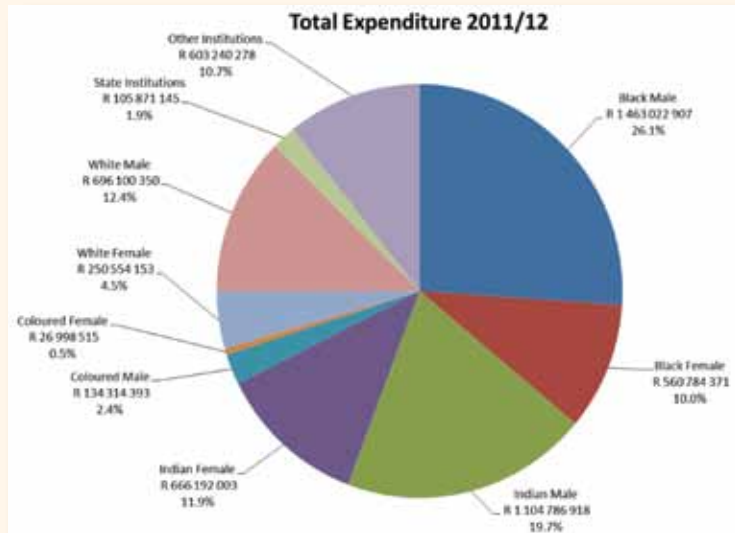
Supply Chain Management (SCM)

Supply Chain Management is implemented in the Department in terms of Treasury Regulations, appropriate legislation and relevant practice notes.

The table on the next page depicts the expenditure to BEE Suppliers in terms of SCM prescripts.

Table: BEE Awards

BEE EXPENDITURE			
Encouragement of BEE business	2009/10	2010/11	2011/12
Total value of expenditure to BEE	R 1,618b	R 2,196b	R 3,431b
% of total Expenditure to BEE by value	70.4	72.8	75.0
TOTAL value of Expenditure	R3,202b	R3,827b	R 5,612b



Sub- Programme: Communications

The communication support has made a formidable impact on the Department's area of work by providing the essential marketing back-up and communication support service.

This support service has helped the Department to be visible and, most importantly, to create awareness about its line of work and its positive impact on society, as well as being accountable to the general public.

Internal Compliance

Compliance inspection programmes were drafted for the past year, taking into account risk areas and areas of concern.

Check sheets for these inspections were verified each year, to ensure their continued relevance and correctness, prior to the inspections commencing.

The efforts of Internal Control have assisted with ensuring an unqualified audit report was received for the Department.

There has been considerable emphasis placed on anti-fraud and corruption, whistle blowing and risk management.

After consultation and various meetings with senior management of the Department a Departmental Risk Register has been drafted with the assistance of Provincial Treasury and is currently in the final stages of being considered for acceptance and approval.

Communication artifacts which have been used to maximum benefit in this respect include producing internally compiled and designed publications, videos, internet as well as branding the Department at public functions through displays.

Communication Support has sustained the visibility of the Department in the Media, including pictures and captions that are supplied to the print medium, as well as facilitating or co-ordinating television material for broadcast purposes in collaboration with relevant service providers.

There has been a communication support service, through rendering a comprehensive communication material production and publishing service, and ensuring the availability of reliable and appropriate information material.

The Department's communication support services have interacted effectively with

all stakeholders in respect of the following services:

- Identification of communication material requirements,
- Co-ordination of standardized formats of material generated,
- Assisting Departmental components with the development and generation of publicity material,
- Rendering a comprehensive desktop publishing service,
- Providing a Branding and Exhibition service for all Departmental and Interdepartmental Events,
- Provision of audio-visual support services,
- Sourcing transport-related and other relevant information material,
- Making available information packages,
- Controlling the storage and retrieval of transportation and other related information material,
- Providing a speech writing and research service for the Office of the MEC and HOD,
- Content management of both the internet and intranet sites, and
- Production of the Departmental internal and external newsletters as well as special publications or brochures and distribution thereof.

The Department has its own website page on the Intranet with various links.

Intranet

(<http://home.kzntransport.gov.za>)

The Intranet facility is successfully used for the dissemination of internal news, in order to keep internal stakeholders, and particularly staff, informed about the Department's activities, goals and achievements.

The Intranet site has been updated on an almost daily basis to enable maximum benefit of the use of up-to-date information by users.

The Electronic Information facility was created to provide a *One-Stop Shop* concept for information sources most commonly utilised and includes a variety of information sources such as Circulars, Forms, Policies and Procedures, Legislation, Manuals, Media Releases, Speeches, Reports, and so on that can be used by staff in the execution of their duties.

Other features of the Intranet include: Applications and Systems giving access to various systems of the Department such as the searchable Resource Centre catalogue; the Subsidised Vehicle Web, extensive links to related websites, Vacancy Circulars, the Departmental Photo Album, the I.T. Web and so on.



Header of the Department's Intranet site



Header of the Department's Internet site

External Communication

External communication mediums include a monthly, official external, Provincial Newspaper, Simame, where input for both Transport and Community Safety & Liaison get a page each promoting the programmes of the respective departments, and the KZN DOT Internet website.

Internet

(<http://www.kzntransport.gov.za>)

The Internet website of the Department was established in December 2003 as a means of communicating with the broader public, and allows for feedback from users of the site. During the 2011/12 Financial Year, a total of three hundred and sixty (360) enquiries, including requests for information, praise and complaints were dealt with. The site was regularly updated, and aimed at informing the wider public of the Department's activities, goals and achievements.

Table: Internet Statistics for the Departmental Website

Total Hits to the website	224,740,6
Average Hits per Day	6,123
Total Unique Visitors to website	29,463
Average per Day	80

Interestingly, August 2011 was the month that had the highest number of visitors to the website. Per day of the week, Monday's have the highest number of hits with Saturday receiving the least number of hits and sections of the website that recorded hits are as follows:

Table: Most Requested Pages

Home Page	31,729
Personalised Number Plates Query	29,792
Vacancies	9,354
Links	8,133
Supplier Information	3,673

The top ten (10) most requested/down-loaded file by visitors are as follows:

Criminal Procedure Act	203,292
NATMAP Rail Gauge Report	102,502
Road Safety Learners Licence Promotional Material	76,159
Licence Fees applicable in KwaZulu-Natal (current fees)	26,148
KZN DOT Annual Report 2009/10	23,639
KZN DOT Strategic Plan	8,681
EPWP Programme – EPWP Projects	7,396
EPWP Programme – About EPWP	6,274
KZN White Paper on Freight	5,400
CARNS Report – Chapter 8	5,020

Research, Monitoring and Speech Writing

The Communication Support Directorate also provides research and translation services for the Department. As support to the Office of the MEC and HOD, ongoing research and media monitoring tasks were undertaken and eighty four (84) speeches in both English and isiZulu for the MEC, HOD and other senior managers had been prepared.

Resource Centre

The resource center provides an information service mainly to the KwaZulu-Natal Department of Transport as well as, to a lesser extent, staff members from other Departments of the KwaZulu-Natal Provincial Administration.

It is also responsible for co-ordinating the publishing of information on the Department's Internet and Intranet websites

while the actual web-publishing is undertaken by the State Information Technology Agency (SITA).

The Resource Centre is electronically controlled using the Integrated Library and Information System (*ILIS3*), which facilitates the cataloguing and indexing of information sources within the collection and the subsequent retrieval of information within the catalogue; as well as providing for the maintenance of borrower details, issues and returns, and financial control of purchases.

The catalogue was regularly exported to the Intranet to facilitate patrons from both the Department and other provincial departments to undertake their own information search should they wish to do so.

A number of collections were maintained in the Resource Centre, i.e. book collection, report collection, journal collection, Audio-Visual collection, full-text CD-ROM collection, as well as hardcopy and electronic legislation.

Much of the more recently published technical reports from U.S.A. that previously had to be purchased are now electronically available via the Internet.

These are regularly perused for relevant information sources, downloaded and catalogued into the Resource Centre collection.

The electronic legislation, consisting of a number of *Butterworths* and *Jutastat Electronic Legislation Libraries*, is available via the local area network (LAN), whilst the Intranet serves as an electronic information repository of information sources.

The collection is constantly evaluated in order to ascertain whether new editions of heavily

used titles needs to be purchased, the type of subject matter required by Departmental staff members and the expansion of the collection into new subject areas of interest to the Department.

The inclusion of a select set of biographies and autobiographies with South African, Afro-centric, and/or human interest slant has proved to be popular with many of the staff.

A selected dissemination information service was provided whereby an alerting service was provided via email to all staff regarding changes in legislation as published in the Government Gazettes as well as the circulation of current serial publications per subject to staff.

During the period of 1st April 2011 to 31st March 2012 the Resource Centre staff catalogued one hundred and ninety two (192) information sources, both electronic and hardcopy, into the collection, and dealt with eight hundred and eight (808) information requests and in response to these requests issued books, articles, gazettes and legislation.

A total number of six hundred and five (605) items were sent for web publishing to SITA.

Desktop Publishing

The Department currently has a fully functional Desktop Publishing (DTP) Section, based on both Microsoft and Apple Mac technology.

DTP services include the provision of the design and printing of posters, pamphlets, calendars, book covers, invitations, banners, and assisting in the layout of publications as well as advertisements and branding material.



Design of a car disc holder for Operation Valingozi

Publishing

Publishing has been responsible for the compilation of feature stories for Simama and other special supplements, brochures, etc. as well as the provision of video and photographic services for Departmental events in order to profile it in the mainstream media.



Printed publications during 2011

Audio-Visual Services

A great achievement in collaboration with independent TV production house(s) had been made. Some of the key achievements include the following;

- Co-ordinating TV coverage for Department's representatives (MEC or HOD) when major accidents occur,
- Co-ordinating and upgrading *Accident Video* for the Department's community-based events,
- Co-ordinating and compiling DVD documentaries on infrastructure provision and maintenance programmes,
- Co-ordinating DOT video events coverage for archival and research purposes,
- Covering events with photography and responding to all picture requirements of the Department,
- Improving on the content material of internal and external publications i.e. decentralising picture and story coverage to represent both regional and head office activities,
- Compiling, producing, upgrading and updating the accident alert video which has been used by the MEC in the Departmental functions/events as well as road safety campaigns,
- Sustaining and improving on the Department's visibility in the print medium by supplying pictures and captions to profile the Department, particularly, the MEC, the HOD and staff,
- Improving on the branding needs of the Department, e.g. renewing displays in keeping with current industry standards,
- Sustaining and improving desktop publishing services to internal Directorates,
- Sustaining and improving on the translation and speech writing services for the Department (MEC, HOD etc.),
- Improving on the distribution of Department's internally-produced publications to regional offices, cost centers and area offices,

- Providing more direct and interactive support to directorates in internal forums like workshops and operational meetings e.g. Human Resources, Labour Relations, Operations, etc.

Media Liaison and Public Relations

Media Coverage

A series of revamped campaigns and activities embarked on by the Department during the financial year 2011/12 showed a significant increase in covering the Department. These activities were steered by a solid mobilization plan. Feedback from the citizens proved to be highly positive as people testified in radio talk shows and print media opinion columns.

Media Monitoring

Both positive and negative reporting on Departmental issues has been constantly monitored through a manual Departmental system as well as through the assistance of Newsclip media monitoring company. The monitoring was of both print and electronic. The Department ensured that it responded timeously to dismiss incorrect media reports.

Media Statements and Alerts

One hundred and thirty eight (138) media statements were released on the issues of public interest within the Department. That resulted in media requesting interviews with the MEC or the HOD upon which they would professionally avail themselves to clarify issues of concern.

Daily Media and Public Queries

Queries that were received from media houses as well as ordinary citizens on a frequent basis were channelled through to relevant directorates and tracked to determine if they were being handled in a professional manner, which strived for satisfactory correspondence.

Public Relations

Public participation was successfully achieved through Departmental Izimbizo and by permitting people to speak for themselves.

Talk shows provide a platform of communicating Departmental programmes and projects and offer a further opportunity of pushing Departmental information. During this financial year we had three talk shows per month aired on Ukhozi FM twice a month



seventeen (17) slots and on iGagasi FM once a month eleven (11) slots.

Traffic Sponsorship – Traffic Sponsorship is a vehicle used to push forward the message of road safety and position the Department accordingly in the fight against changing mind-set, behaviour and attitudes on the roads.

They are aired during peak seasons i.e. Festive season (December); Back to School (January); Easter month (April) and Transport Month (October).

Outside Broadcasting Facilities – The purpose of (OB) is to disseminate information to local radio stations and mainstream profile-raising service delivery projects.

Outside broadcast focusing on community radio stations have been broadcasting specifically to communities where the event is taking place. UKhozi FM has broadcasted live in at least two (2) of the Departmental events.

Cross Overs linking live interviews through mainstream and community radio stations took place on numerous occasions affording the Department the opportunity to inform the public of the service delivery while it's garden-fresh.

Pamphlets were development and proved to be one of the more viable tools of mobilising communities to attend service delivery projects handovers.

The purpose of programme 2 is to promote accessibility and the safe and affordable movement of people and/or goods as well as services through the delivery and maintenance of transport infrastructure that is sustainable, integrated and environmentally sensitive, while supporting and facilitating social empowerment and economic growth.

Programme 2 is aimed at determining the needs for the development of road, freight and public transport infrastructure, implementing maintenance programmes, providing access roads for communities to unlock economic potential, and promoting community development and eco-tourism.

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



Outside Broadcast Facility

Programme 2: Transport Infrastructure

Sub-Programme: Programme Support Office

Assistance Programme

Training, mentorship and hands on experience was given to young trainee engineers and technicians in order to become competent in their fields of expertise.

Training courses were provided and individuals were assisted on a person to person basis.

However, there are still challenges which include wide succession gaps in terms of experience, skills, age, scarcity of experienced staff and specific employment equity challenges.

An intense programme is currently formulated to deal with the skills transfer and making sure the young graduates are involved in the relevant work which allows them to qualify as professionals and equip them for continuous professional development thereafter.

One of the training modules given to field managers was the Mission Directed Work Teams programme where all field and head office managers were trained on the following:

- Set goals for each deliverable,
- Measure performance daily,
- In the event of shortfalls to take immediate remedial steps,
- Monitor staff competency with the view to train as required,
- Display results visually so all staff monitor progress,
- Monitor vehicle and staff safety,
- Monitor expenditure and unit rates of production to counter fraud and corruption.

The programme also encouraged staff to be innovative in order to improve productivity and staff morale.

These innovations were recorded and individuals were rewarded and recognized accordingly.

Technical Support

In order to ensure that standards were maintained in the construction of roads and bridges, as well as all road maintenance activities, assistance was provided to field technical staff.

This training was also given to emerging contractors in the Vukuzakhe programme.

Standards for design, construction and maintenance were recorded in manuals and distributed to all field offices, consultants and contractors where required.

This also applied to all materials specifications, mechanical advice and good governance programmes.

Sub-Programme: Infrastructure Planning

Training

Training by the Department's Technology Transfer (T²) centre continued to be provided during the 2011/2012 financial year. There had been various other courses including computer programme, ICDL.

Infrastructure Management Systems

Bridge Management System

Bridge and major culvert inspections in four (4) districts have been completed.

Regravelling and Betterment

The harsh weather conditions coupled with the increase in high traffic volumes have impacted negatively on the overall condition of the road network. The Department has nevertheless ensured that the road network is serviceable and accessible.

Pavement Management

The rehabilitation process is one of the most expensive maintenance operations as it is capital intensive.

In the 2011/12 financial year, despite the severe shortage in the supply of bitumen, a total of one hundred and fifty one (151) kilometres were rehabilitated.

Traffic Counting System

With the adoption of the new traffic counting strategy, more focus has been placed on manual traffic counts to yield information on the number of public transport vehicles which cannot be obtained from traditional electronic traffic counts.

Manual counts are presenting many logistical challenges around our inability to adequately monitor counting teams. GIS based solutions are being considered to overcome these challenges.

Accident Management System

The updating of the accident management system has continued to face major challenges. Foremost is the limited IT bandwidth available between the server based in Pinetown and the capturing set-up in Pietermaritzburg.

The capturing backlog will continue to grow until a more efficient data capturing strategy is implemented. Road Traffic Management Cooperation is in the process of reviewing a new system in this regard.

Sub-Programme: Infrastructure Design

All plans for new projects were checked and evaluated before construction commenced. As part of the planning and design process, standards for road construction were evaluated and tested to ensure value for money.

Input from communities through Rural Road Transport Forums (RRTFs) and local land owners were also obtained in order to ensure appropriate design standards were maintained. Similarly, trends in road usage with regard to heavy vehicle use continued to be monitored to ensure road design standards remained appropriate.

Survey and Road Information

Survey

The planning, design, construction and maintenance process was supported by the Survey Section in the following manner:

- Survey Contract specifications, adjudications, appointments, checking and archiving had been provided,
- Relevant staff had been trained in the completing of Service Delivery Records and audits have been performed on data supplied,
- Land Surveyors were appointed to survey expropriated land and to lodge the diagrams at the Surveyor-Generals Office, in order for the Province to take title to the land under the road and dispose of unused land,
- Engineering Software packages had been evolved,
- A Road Logging service had been supplied to assist in capturing assets on the Departmental GIS system,
- The Road & Structure Asset Register had been updated for audit purposes.

Road Information

Road Information Services had conducted the following services:

- Geographical Information System (GIS) had been maintained and upgraded,
- Core data, classified in terms of RIFSA, was expanded to include the full network of national, provincial, municipal and private roads within the GIS,
- The Internet Map Server had been upgraded to give a new front end and feel,
- The declaration of roads in terms of the Roads Act continued and public right of ways identified in the regions have been added to the register,
- The document and plan libraries had been scanned and images of the Structural, Road and Expropriation Plans are now available to users on the server.

The Department managed to do the required expropriation of land for road purposes, and had completed investigations to protect the road corridors from developments and encroachment through the following activities:

- Manage expropriation of land for road purposes,
- Check and approve expropriations compiled in-house and by consultants,
- Investigate and compile reports on the legal ownership of road corridors,
- Investigate and compile reports for developments and encroachments.

Transportation Engineering

Road Control

There was a continuous increase in the number of various applications in terms of all aspects of road control on development,

basic assessment environmental reports, access, subdivisions, signposting, re-zoning, relaxation, upgrading, construction, etc.

A total number of four thousand, six hundred and nine (4609) applications had been received and regardless of capacity constraint, the Department attended to those applications.

Structural Design

A total number of fifteen (15) pedestrian bridges had been designed and built.

Designs are underway for a further twenty four (24) pedestrian bridges and forty seven (47) vehicle bridges are in various stages of design.

The Department is, wherever possible, providing dual purpose structures at pedestrian bridge sites, if there is any chance of a road being constructed at the site in the future.

A Web2Project computer package to track progress on bridges from inception to completion of construction had been piloted.

This pilot has proved so successful that it has been extended to include geometric design. The recording of this data is proceeding.

Geometric Design

The table on the next page demonstrates output in respect of geometric designs that had been conducted.

Two (2) young technicians have been mentored in the Geometric Design Section and registered as Candidate Engineering Technicians through the Engineering Council of South Africa (ECSA).

ECSA registration is a requirement to obtain professional registration.

Table: The Geometric Design

Design Type	Checked Drawings	Approved Drawings
Roads	31	12
Accesses	8	6
Interchange	1	-
Traffic Signals	2	2

After many years of using InXpress as a design tool and Microstation as a CAD draughting tool, the Section is in a transition period in changing to Civil Designer and AutoCAD.

Traffic Engineering Design

Traffic surveys for the twelve (12) traffic signal applications received, have been conducted and the design for six (6) traffic signals have been completed and approved.

Furthermore, numerous requests for various traffic calming measures, throughout the province, have been dealt with.

Sub-Programme: Construction

New Gravel Roads Upgraded to Blacktop Roads

The projects highlighted in this section are some of the multi-year upgrades projects that were implemented and are still under construction.



Despite severe budget reductions in the previous financial years, which affected the budget allocations in the 2011/12 financial year, the target of eighty five (85) kilometers was successfully achieved as eighty five point seventy four (85.74) kilometers were upgraded to blacktop.

Thirteen (13) kilometres of Main Road P50-2 that is located from Entumeni to Komo, in the Uthungul District, Empangeni was one of the upgrade projects from gravel road to a blacktop surface.

Another twenty four point seventy five (24.75) kilometres of road that was upgraded from gravel to blacktop was Main Road P15-2 that is located from Hlabisa to Nongoma, in DC27 the Uthungulu District Council.



P50-2 Sub-Base, Double Seal surfacing & completed



P15-2 Cut to fill & completed double at KM 11

Main Road P318, Sani Pass that links KwaZulu-Natal and Lesotho through the Ukhahlamba Drakensberg Park, which is a proclaimed World Heritage Site and Main Road P435 in the Umkhanyakude District, Empangeni region, under the Jozini Local Municipality are also under construction, being upgraded to blacktop standards.



Layer works, Asphalt and Road marking KM 3.400 Widening for final layers & completed intersection of P435 with P522

Other roads that were upgraded include D877/P130 located in Ntambanana in the Uthungulu District, Main Road P127 from Impendle to Himeville, falling within the jurisdiction of District Council 22, Umgungundlovu, and Main Road P749 from Umzimkhulu to Riverside in the Umzimkhulu Local Municipality, etc.



During earthworks & Boulder Excavation & completed sections of D877, P127&P749

New Gravel Roads Constructed

The Department's commitment to overcoming the challenge to remedy the road network inequalities is evidenced by some of the projects listed below, which provide isolated rural communities with access to facilities. In the 2011/12 financial year two hundred and ninety seven point eight (297.8) kilometers of new gravel road was constructed.

Bhekabantu Road in Umkhanyakude District, Gedlasi Local Road in eDumbe Local Municipality and Embongolweni Local Road serving the Emondlo community are new constructed gravel roads.



Bhekabantu, Gedlasi & Embongolweni Roads before, during & after construction

Some other new local gravel roads that were constructed include Nhlansi in Umlalazi Local Municipality, Mbabe Local Road in the Mbonambi Local Municipality, Mlazi and D820.



Nhlansi, Mbabe, Mlazi & D820 Local Roads before & after construction

River Bridges Constructed

The Kelso uMzinto, KwaHlongwa KwaMalukaka River Bridges both in Ugu District Municipality were also constructed.



Kelso uMzinto & Kwahlongwa Kwamalukaka River Bridge – before & after construction

New Pedestrian River Bridges Constructed

The Mpumalanga Thonyelana Pedestrian Bridge in the Bergville area, Bhekabantu Phongola Pedestrian Bridge and Nsuze Pedestrian Bridge over the Nsuze River in Nkandla, Empangeni, are some of the new river pedestrian bridges that were constructed.



Mpumalanga Thonyelana Bhekabantu Phongola & Nsuze River Bridge Site before and after construction

New Causeways Constructed

The Gwembeshe Causeway on the Gwembeshe Access Road in Umzimkhulu, Masundwini Causeway in the Uphongolo Local Municipality, Ntimbankulu culvert on P68 main road from Assisi through St. Faiths to Port Shepstone were constructed during the financial year, 2011/12.



Construction of the Ntimbankulu P68-2 before & after construction at km 4.100



Gwembeshe, Masundwini Causeways before, during & after construction, D2406 and D2418 Completed causeways with Gabions

Sub-Programme: Maintenance

Rehabilitation

Main Road P82 between Pinetown and Queensburgh to Durban Outer Ring Road, in the Ethekwini District was rehabilitated to serve as an important urban feeder between Durban, Pinetown and Pietermaritzburg to the Durban Harbour carrying a large percentage of heavies to the Clairwood, Bluff and Jacobs Industrial areas.



P82 West Bound Carriageway Km 8.7: before, during & after rehabilitation

Main Road P47/4 between Melmoth and Eshowe in the Uthungulu District in Empangeni was also constructed.



P47-4 Asphalt Paving Northbound Fast lane at $\pm 22\text{km}$

Main Road P211 between Newcastle and Botha's Pass in the Amajuba District Council and Main Road P356/2 is located between Wasbank and By-Products in the Umzinyathi District Council had been rehabilitated.



P211 Placing Premix and Constructing Transversal Joint&P356-2 placing, rolling premix KM7.54 & subsoil drainage

Main Roads P400 between Emberton and Assagay, in the Ethekwini Region and P522/1 from Jozini Dam to the Bambanana T-junction.



P400 before, during & after rehabilitation at KM3.3 & P522-1 before & after rehabilitation

Blacktop Reseals

Main Road P453 that is located south west of Hluhluwe, off the N2 link to the Hluhluwe Game Reserve and Main Road P235-1 located between Mtubatuba and Hlabisa and Main Road P6/4 between Greytown and Tugela Ferry in the Umzinyathi District Council had been resealed.



P453 Completed Section & P235 patching in operation, P6/4 Drainage & Gabions & P37 Spreading 19mm stone KM5.56

Blacktop Patching

Main Road P416 that is located in Umzimkhulu was patched and among other Main Roads that were patched were P380 and P2-8, located in the Mtubatuba Local Municipality.



Blacktop patching on P416 & P380 & P2-8 during patching

Betterment and Regravelling

Roads D2416 and Magcakini Access Road that are located in the Umzimkhulu Local Municipality and P129 in Impendle Municipality area were regavelled.



D2416, P129 before & after Betterment and Regravelling Completed on Magcakini Road

Regravelling was also undertaken on Roads D2421, D2420, Main Road P601 and District Road 2409, in Umzimkhulu



D2421: Processing of the gravel wearing course & D2420: Compaction of gravel wearing course



Betterment and regravelling in progress on P601 / 2& D2409

Blading

Headwall Construction

Construction of Headwalls in Zululand District Municipalities and Uthungulu District Municipality was also undertaken.



Before & after construction

Guardrail Installation

Guardrail Installation in the Umkhanyakude and Zululand District Municipalities were commenced.



Guardrail Installation

Handrail Installation and Grass Cutting

Handrail Installation in the Zululand District Municipality was undertaken. Grass cutting also took place on various roads in the Province and at various stages contractors were utilised for this service.



Handrail Installation & Before & After Grass Cutting on P750 and P416

Labour based Construction (EPWP)

Drain cleaning, pothole patching, sign erecting, etc. were also carried out on various roads across the Province and labour based construction was utilised.



P36-2 Cleaning of inlet & outlet drains & P218 / P710 clearing and grubbing for sidewalks.



P69 Brick layer roller course 5.8 km & P69 Grade 1 Contractor patching the pothole & erecting Road Signs

Performance Measure	Unit of Measure	Annual Target Outputs 2011/12	Actual Total Output 2011/12
Region 1: Empangeni			
New Blacktop roads (excluding highways)	km	-	-
Upgrade from Gravel to Blacktop	km	-	-
New Gravel roads	km	115.20	99.00
New Gravel roads (Labour based)	km	-	-
Pedestrian bridge	no.	-	-
Causeways	no.	11.00	3.00
Bridges with span > 2 meter	no.	-	-
Rehabilitation	m ²	-	-
Reseal tarred roads	m ²	-	-
Perform blacktop patching	m ²	52,047.50	63,686.50
Maintain Gravel Roads (Zibambele)	no. of workers	14,122.00	13,942.00
Blade gravel roads	km	46,646.00	51,217.00
Re-gravel roads	km	348.60	524.20
Region 2: Ladysmith			
New Blacktop roads (excluding highways)	km	-	-
Upgrade from Gravel to Blacktop	km	-	-
New Gravel roads	km	47.00	33.70
New Gravel roads (Labour based)	km	-	-
Pedestrian bridge	no.	-	-
Causeways	no.	19.00	16.00
Bridges with span > 2 meter	no.	-	-
Rehabilitation	m ²	-	-
Reseal tarred roads	m ²	100,000.00	352,379.00
Perform blacktop patching	m ²	25,760.00	47,271.90
Maintain Gravel Roads (Zibambele)	no. of workers	10,489.00	10,489.00
Blade gravel roads	km	25,567.00	21,573.60
Re-gravel roads	km	242.80	763.80
Region 3: Pietermaritzburg			
New Blacktop roads (excluding highways)	km	-	-
Upgrade from Gravel to Blacktop	km	-	-
New Gravel roads	km	53.16	43.50
New Gravel roads (Labour based)	km	-	-

Pedestrian bridge	no.	-	-
Causeways	no.	3.00	1.00
Bridges with span > 2 meter	no.	-	-
Rehabilitation	m²	-	-
Reseal tarred roads	m²	-	-
Perform blacktop patching	m²	33,806.00	32,985.35
Maintain Gravel Roads (Zibambele)	no. of workers	7,425.00	7,313.00
Blade gravel roads	km	8,750.00	7,919.86
Re-gravel roads	km	362.08	656.50
Region 4: Durban			
New Blacktop roads (excluding highways)	km	-	-
Upgrade from Gravel to Blacktop	km	-	-
New Gravel roads	km	39.80	50.60
New Gravel roads (Labour based)	km	-	-
Pedestrian bridge	no.	-	-
Causeways	no.	8.00	5.00
Bridges with span > 2 meter	no.	-	-
Rehabilitation	m²	-	-
Reseal tarred roads	m²	-	-
Perform blacktop patching	m²	53,386.50	78,417.97
Maintain Gravel Roads (Zibambele)	no. of workers	7,773.00	7,769.00
Blade gravel roads	km	18,256.00	18,709.70
Re-gravel roads	km	125.50	353.00
Total Outputs for KZN DoT (including Head Office)			
New Blacktop roads (excluding highways)	km	3.00	-
Upgrade from Gravel to Blacktop	km	85.00	85.70
New Gravel roads	km	285.00	298.00
Pedestrian bridge	no.	15.00	15.00
Causeways	no.	35.00	38.00
Bridges with span > 2 meter	no.	5.00	3.00
Rehabilitation	km	149.00	151.80
Reseal tarred roads	m²	1,900,000.00	1,846,802.00
Perform blacktop patching	m²	165,000.00	241,011.72
Maintain Gravel Roads (Zibambele)	no. of workers	28,350.00	28,350.00
Blade gravel roads	km	100,000.00	100,520.16
Re-gravel roads	km	1,100.00	2,702.50

Outputs for KZN DoT (including Head Office)								
Programme Performance Indicator	Performance Measure	Unit of Measure	Baseline (Actual Output) 2010/2011	Annual Target Total Outputs 2011/12	Annual Actual Total Output 2011/12	% Achieved 2011/2012	Comments	
A BALANCED AND EQUITABLE ROAD NETWORK THROUGH INFRASTRUCTURE DEVELOPMENT	New Blacktop roads (excluding highways)	km	-	3	-			
	Upgrade from Gravel to Blacktop	km	78	85	85	100.82		
	New Gravel roads	km	365	285	297	104.56		
	Pedestrian bridge	no.	10	15	15	100.00		
	Causeways	no.	41	35	35	108.57		
	Bridges with span > 2 meter	no.	2	5	3	60.00		
	Rehabilitation	km	162	149	151	101.88		
PROVINCIAL ROAD NETWORK MAINTENANCE	Reseal tarred roads	m ²	1,549,464	1,900,000	1,682,017	97.20		
	Perform blacktop patching	m ²	190,697.00	165,000.00	241,012	146.07		
	Maintain Gravel Roads (Zibambele)	no. of workers	24,293	28,350	27,621	100.00		
	Blade gravel roads	km	104,449	100,000	100,520	100.52		
	Re-gravel roads	km	2,250.00	1,100.00	2,702.50	245.68		

Programme 3: Transport Operations

Transportation

The purpose of this programme is to plan, regulate, enforce and develop public transport and freight transport in order to ensure balanced, equitable, safe and sustainable public and freight transport services.

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

The programme consists of the following sub-programmes that are in line with the sector specific budget format.

Sub Programme: Planning

Integrated Rapid Public Transport Networks

The Department has provided affordable, safe, accessible, reliable and sustainable public transport services to ensure that the ultimate beneficiaries of any public transport investment are the commuters.

The Department also supported transformation, re-engineering and demand driven, rather than supply driven, public transport systems.

The approval of the National Transport Policy, Public Transport Strategy, Action Plan and National Passenger Road Plan has been a ground breaking initiative towards the re-engineering of the public transport system both nationally and provincially.

The above mentioned polices mandate Planning Authorities to develop and implement Integrated Rapid Public Transport Networks (IRPTN) and Integrated Public Transport Networks (IPTN).

The Province is mandated to assist Planning Authorities that lack capacity in developing and implementing IRPTN/IPTN. Hence, the Department was instrumental in the development and implementation of infrastructure that emanated from the planning process.

The progress to the development of IRPTN/IPTN in the Province can be summarised in the table on the next page.

Sub Programme: Public Transport Infrastructure Projects

Weighbridges

The weighbridges are calibrated bi-annually as determined by legislation. During the 2011/12 financial year, one hundred and sixty seven thousand two hundred and fifteen (167,215) vehicles were weighed on the fifteen (15) provincial weighbridges. The average overloading of trucks has been eighteen per cent (18%) of which four per cent (4%) were over the given tolerances and were charged.

To control the extent of overloading, the Department implemented a strategy to improve existing weighbridges and to construct additional weighbridges at identified locations. An annual audit of improvements at the weighbridge offices was conducted and a priority list was made in-line with budget.

Table: Development of IRPTN/IPTN

No.	Name of District/ Local Municipality	Public Transport Plans (PTP) Integrated Transport Plans (ITP's)	Integrated Public Transport Networks/Integrated Rapid Public Transport Networks
1	Ethekwini Metro	ITP	Completed, have commenced implementation
2	Umsunduzi	PTP	Completed
3	Umgungundlovu	ITP	Completed high level plan
4	Uthukela	PTP	Out for Tender
5	Amajuba	PTP	Out for Tender
6	Umzinyathi	PTP	Out for Tender
7	Zululand	PTP	Out for Tender
8	Umkhanyakude	PTP	Completed
9	Uthungulu	ITP	Completed
10	Ilembe	PTP	Completed
11	Ugu	PTP	Completed
12	Sisonke	PTP	To commence in 2014/15

A stand alone weighing system has been installed at Groutville and Midway sites, as a result of repeated theft of Telkom cables at these sites, to ensure overloading control continued. Investigations are currently underway for the proposed construction of weighbridges in Teza (North Coast, N2), Camperdown (N3), and Kokstad (N2-21).

To enable determination of the extent of overloading in the province, other control measures were utilized on roads where there were no static weighbridges (mainly on provincial roads). Statistics from high speed weigh-in-motions (HSWIM), low speed weigh-in motions (LSWIM), and mobile weighbridge mats known as vehicle load monitoring (VLM) to control overloading were utilized.

Weigh-In-Motion (WIM) Sites

A WIM is a sensor pan installed into the road surface which resembles a steel pan. It is a permanent traffic monitoring site and used together with a traffic counting station to determine axle loads of vehicles while in motion. It is a scanning device which cannot be used for prosecution purposes.

The Department has installed twelve (12) WIM at various locations on the provincial

road network to improve traffic information, thereby enabling the Department to make informed decisions on controlling overloading, driving enforcement and for general design purposes using the E80's that are available.



Typical Weigh-in-Motion pan

Traffic Signal Controlled WIM

Due to the high cost and time frames to construct a weighbridge, the concept of a signalised weigh-in-motion was initiated, especially on alternative provincial roads. This entailed the erection of traffic signals in the road reserve thirty (30) to forty (40) meters after the WIM pan was constructed. As a vehicle passes over, the pan signal then indicates green for a legal weighed vehicle and red for an overloaded vehicle. The traffic officer then pulls off the overloaded

vehicle which is then escorted to the static weighbridge for prosecution purposes.

Two sites had been constructed with permanent devices thus far, one on the M13 (P1) near the Pinetown interchange, and the other on the M4 (P398) in both directions near the Umdloti interchange.

Public Transport Facility

The Departmental Programme of Action is currently focusing on the construction and designs of public transport intermodal facilities and shelters.

The detailed Integrated Public Transport Networks and Operational Plans that are developed by various planning authorities on completion lead to other elements of Public Transport Infrastructure being implemented in strategic corridors.

The Department is instrumental in the development of strategic plans and implementing projects that promote improvements to the public transport system. The progress to the implementation of public transport infrastructure projects can be summarised through the following sections:

Public Transport Shelters

Facilities at boarding points are still a major point of dissatisfaction with public transport users. The CPTR's and Public Transport Plans indicate that transport users are exposed to rain and sun while waiting for Public Transport. The designs of shelters consist of a paved area, kerb separation, shelters, seats and dust bins.

In the 2011/12 financial year, the Department implemented forty (40) public transport shelters within uMtshezi and Abaqulusi municipalities; twenty (20) public transport shelters respectively.



Public Transport Shelter before & after Construction

Ulundi Public Transport Facility

In the 2007/08 financial year, the Department in partnership with Ulundi Municipality initiated Ulundi Public Transport Facility Feasibility Study which was completed in April 2008. Findings of the study recommended development of a new facility. In line with the above mentioned legislation and policy, the Department initiated a process of implementation.

The Department committed to making funding available for design and construction of the facility and the municipality provided land and committed itself to manage and maintain the facility in its completion.

The new facility was completed in April 2011 and it was officially opened by the MEC: Mr T.W. Mchunu on the 17th May 2011.



Opening of Ulundi Public Transport Facility

Escourt Public Transport Facility

The municipality has made land available in the form of an existing taxi rank and further committed to the management and maintenance of the facility through the Council Resolution. The Department committed to provide funding for upgrading the existing rank to a world class facility that will promote economic growth and invite investments to the municipalities.

A feasibility study, preliminary and detailed designs for the facility had been commissioned and completed. The Department is currently engaging in the actual construction of the facility. The process is currently at a tender process stage and the appointment will be finalized shortly and construction will begin.

Mzimkhulu Public Transport Facility

Two pieces of land have been made available by the municipality and the Department is responsible for providing funding for such development. A feasibility study and preliminary designs have been commissioned and completed while preparations of detailed designs are in progress. It is envisaged that the actual construction of the facility will commence in the 2014/2015 financial year.

Mondlo Public Transport Facility

The municipality has made land available in the form of vacant land and further committed to the management and maintenance of the facility through the Council Resolution.

The Department also committed to provide funding to develop a facility of international standards that will promote economic growth and offer investments to the municipalities. A feasibility study, preliminary and detailed designs for the facility has been commissioned and completed as a result the Department is now engaged in the process of constructing the facility.

Sub Programme: Empowerment and Institutional Management

Training and Capacity Building

The Department embarked on capacity building for the leadership of the KwaZulu-Natal Bus Council. They were provided with training on leadership, conflict resolution and management.

Consultative Structures

South African National Taxi Council KwaZulu-Natal (Santaco-KZN)

The Department continued to provide financial support to SANTACO-KZN. Both Departments continued to work together on different programmes agreed on the business plan and the Memorandum of Understanding (MOU) between SANTACO-KZN and the Member of the Executive Council (MEC) for Transport, Community Safety and Liaison.

KwaZulu-Natal Bus Council (KwaNABUCO)

The Department continued to provide financial support to KwaNABUCO. An Annual General meeting was held during February 2012.

Provincial Public Transport Passenger Association

The Department is committed to a safe, affordable, sustainable, accessible public transport system in the Province. To ensure full participation of end users, the Department's establishment of Provincial Public Transport Passenger Associations (PTPA) was developed to serve as their mouth piece. The PTPA have continued

to assist the Department and played an important and critical role in the endeavours to harmonise the public transport system. The PTPA also continued to engage in an attempt to address tension and/or conflict between public transport operators and passengers. A number of unwanted situations have been reported and PTPA have managed to deal with various situations successfully.

Learner Transport Design

The function was formally transferred to the Department in September 2011. A memorandum of agreement was signed by the two Heads of Departments i.e. Department of Transport and the Department of Education. The services to specific identified schools were planned through a detailed service design and in December service providers were appointed to provide such services. The Department is providing transport to one hundred and sixty four (164) schools in the province and thirteen thousand (13,000) learners are benefiting from the programme.

Conversion Process

The Department is currently engaged in phase one (1) of converting permits to operating licenses. This process aims at ensuring that the Department is in line with the National Land Transport Act. Concurrently the Department, together with the Taxi Industry, initiated phase two (2) in 2008 which aims to legalize illegal operators within the Taxi Industry. This project aims to empower the mini bus taxi operators ensuring they operate legally with the relevant licensing documentation, namely operating licenses. The statistics are outlined in a table below.

The Department embarked on a project to assist operators to uplift their operating licenses that have been issued in line with the Turnaround Strategy of Operating Licensing Boards. With the changes in legislation from National Land Transport Transition Act to National Land Transport Act, a number of challenges were identified in the Department and taxi industry. These challenges posed a major hurdle towards the movement from the Operating Licensing Boards to full implementation of the Provincial Regulatory Entity (PRE) as required by the National Land Transport Act. Some of the challenges identified include the following:

- Backlogs in the issuing of licenses,
- Conflict in the taxi industry due to poor governance and conflict over routes,
- Fraud and Corruption.

The aim of this project was to ensure that all the operators within the province uplift their operating licenses. Additionally, the conversion of permits to operating licenses was also included in the program as a large number of permits needed to be converted to operating licenses, including indefinite permits which the office had ceased to convert due to challenges of fraud but a window period was also granted for those in possession of such permits.

Phase two (2) was a project that was mutually agreed upon with the industry in 2007 and was closed in 2009. The challenge was that most of the operators operated without operating licenses due to the growth in the industry. This office noted with great concern that even though this project was finalized, non-upliftment of operating licenses was a problem and hence the purpose of the

Table: Conversion Process

Total no. of applicants	Total no. of vehicles	Total no. of OL's issued	Total no. of OL's uplifted	Total no. of OL's not uplifted
8,629	10,373	6,277	4,235	1,992

regional visit aimed to notify operators that their licenses are ready and a timeframe has been placed as to when these licenses can be collected before they are destroyed.

Output Achieved

- Operating licenses issued: 4,265
- Permits issued: 3,140
- Temporary Permits: 4,092
- Radius/ Indefinite Permits received: 568

Conflict Matters

Due to the rapid growth of the taxi industry both formal and informal public transport facilities, operations have been implemented without proper planning, integration and consultation with the relevant stakeholders, hence, the instability within the public transport system. The Department is statutorily obligated to ensure a stabile, sustainable, efficient and effective public transport system.

Consequently, it was the responsibility of the Department to intervene and deal with conflict and violence within the public transport industry. In the 2011/12 financial year, the Department successfully dealt with and resolved a number of conflicts; however, there are some unresolved cases that are still to be dealt with. The progress made with regard to conflicts can be summarised per region as follows in the table.

It is important to note that whilst the Department is ordinarily appointed as the

custodian of conflict resolution within Public Transport, other role players are also crucial in ensuring that acts of conflict within the industry are dealt with decisively. The stakeholders that are crucial to dealing with public transport include, without limitations to, the following:

- The South African Police Services (SAPS),
- The Municipalities within which conflicts occur,
- Municipal Police within conflict areas,
- The Road Transport Inspectorate,
- The leadership of the Transportation Industry.

SMME Development and Empowerment

The Department supports Black Economic Empowerment and accordingly had implemented strategies that are compliant with the Broad Based Economic Empowerment Act.

In June 2011, the Department started negotiations with Osho Coal to assist small operators in securing transport contracts in the coal mines. Osho is a company whose origin is India; they hold contracts with the mines in KwaZulu-Natal to clear old waste dumps and export the so called discarded coal to the Asian market. According to Osho, their annual exports had risen from two hundred thousand (200,000) tons in the 2009/10 financial year to seven hundred thousand (700,000) tons a year later. Osho expressed the idea of acquiring their own

Table: Conflict Matters

Region	Number of matters Resolved	Number of Matters Outstanding
Durban	39	14
Empangeni	15	6
Ladysmith	6	2
Pietermaritzburg	7	2
Totals	67	24

transport fleet but quickly realised the value of working with small-haulage contractors. On the 8th June 2011, the Department met with Osho where a presentation of the Department's SMME Development was conducted. Osho agreed to help small transporters and welcomed the initiative. On the 21st June 2011, Osho signed a contract with SMTT Transport for three trucks with an estimated value of over one million (R1m) a month. On the 22nd June 2011, Osho signed another contract for Vuyantando Transport which they committed ten trucks to start operations.

Sub Programme: Regulation and Control

Abnormal Loads

The National Road Traffic Act, Act No. 93 of 1996, allows for the movement of loads and vehicles which cannot be moved on public roads, without exceeding the limitations in terms of the dimensions and/or mass as prescribed in the Regulations pertaining to the said act under section 81. Section 81 of The National Road Traffic Act (Act 93 of 1996) stipulates:

“81.Vehicle and load may be exempted from provisions of Act

(1) The Minister may, after the applicant has paid the fees or charges referred to in section 7(3) and subject to such conditions as he or she may determine, authorise in writing, either generally or specifically, the operation on a public road of a vehicle which, due to such vehicle's original design cannot comply with this Act.

(2) The MEC may, after the applicant has paid the fees or charges referred to in section 7 (3) and subject to such conditions as he or she may determine, authorise in writing, either generally or specifically, the conveyance in a safe manner on a public road of passengers or any load otherwise than in accordance with this Act.

(3) An MEC shall determine the fees or charges payable for a vehicle or load that does not comply with this Act.”

Vehicles and Loads which by virtue of their size and mass fall outside the National Road Traffic Act are permitted to operate on a public road so as to support the economic and/or social interests of the country.

An Abnormal Load Exemption Permit is obtained for vehicles and loads of this nature.

The Abnormal Load Exemption Permits legalises the operation of these vehicles and loads on a public road while recovering road damage, congestion and CO2 emission costs.

In the 2011/12 financial year, seventeen thousand, one hundred and sixty seven (17,167) permits were granted. This is an increase in the number of permits issued in the 2010/11 financial year which is largely attributed to various restraints that were introduced by the Department to better control the movement of Abnormal Loads on the Road Network and the slow recovery of the global recession during this period.

The picture below depicts a large Abnormal Load being transported in Kwazulu-Natal. The load moved between Richards Bay and the Comondale Border near Paulpietersberg. The loaded vehicle weighed one thousand and ninety six (1,096) tons.



Abnormal Load

Vehicle Load Monitoring (VLM) Surveys

Overloading control efforts are predominantly focused on National Road Corridors resulting in the Provincial Road Network being somewhat neglected. The increased overloading on the Provincial Road Network is leading to the fast deterioration of some of the major routes and drastic measures had to be taken to prevent premature failure.

To aid in the monitoring of heavy loads VLM surveys were used, which are basic mobile weighbridge mats from which vehicle axle loads can be measured and recorded and if found to be overloaded the offender is directed to a static weighbridge for prosecution purposes.

These VLM surveys were used to control overloading on the roads where there are no weighbridges. Seventy five (75) Vehicle Load Monitoring (VLM) surveys were conducted in the financial year and found to be of great benefit in controlling overloading on alternative routes.



2 VLM survey

Road Transport Management System (RTMS)

The RTMS is an initiative to introduce self-regulation in the heavy vehicle industry which encourages consignees, consignors and hauliers to engage in road logistics value chain, to implement a vehicle management system that preserves the road

infrastructure, improves road safety and increases productivity. This concept has the full support from the National Minister of Transport and is part of the Government's National Overload Control Strategy (NOCS).

Fifty one (51) depots have so far been accredited as RTMS which amounts to approximately one thousand six hundred (1600) trucks. The coal industry, especially Eskom, is presently ensuring compliance of their transporters when transporting their cargo. Currently, the timber and sugar industries are participating and monthly meetings are held to discuss weighbridge statistics at the respective mills while measures are being taken to deter overloading.

A set of RTMS rules of compliance has been drawn up by both the timber and sugar industries and all mills and vehicle operators have committed to enforce these rules of not accepting overloaded vehicles into their premises. This is a very positive step and is of great benefit to all stakeholders.

From 2006 to 2011 there has been a significant reduction in the extent of overloading at both the sugar and timber mills in KwaZulu-Natal. RTMS is proving incredibly efficient and beneficial to all stakeholders.

Smart Trucks (ST)

As an incentive to the timber and sugar industries, the Smart Truck vehicle design concept was extended to them. This is a new approach to vehicle design that has been pioneered in Australia, Canada and New Zealand and has significant potential for improving safety and vehicle efficiency without compromising on road infrastructure protection standards. Two (2) ST pilot project vehicles from the timber industry were initially authorised and have been used by Sappi and Mondi to demonstrate and evaluate the ST strategy. The transporters have to be accredited with RTMS before they

can contemplate moving over to ST. This has proved very successful and other ST vehicles have since been authorised.

As at December 2011, thirty six (36) Smart Trucks in the timber industry had been utilised and the reports of these vehicles have been very positive. This has resulted in a fleet reduction of thirty per cent (30%) for a particular route. There has also been a significant improvement in productivity, a reduction in road incidents and a reduction in road damage when compared to a base line vehicle. These vehicles are restricted to specific routes to ensure the safety of all road users.

Sub Programme: Public Transport Operations

Non Motorised Transport (NMT)

In supplementing the Learner Transport, the Department has continued support and promoted other non-motorised transport. In the 2011/12 financial year, the Department purchased three thousand five hundred (3500) bicycles, safety helmets, locks and pumps which were donated to one hundred and fifty one (151) schools in the province. This process was done in association with the Department of Education in the Province who were responsible for identifying needy learners in province. Learners that had been identified were forwarded to the Department which there after procure bicycles and donate bicycles and accessories as per the list supplied by Department of Education.



Bicycles Distributed at Enzimane Intermediate School

Sub Programme: Public Transport Monitoring and Compliance

The Public Transport Monitoring and Compliance section is charged with the responsibility of intervening when there is conflict, for the purpose of investigating and analysing the causes of conflict. Depending on the findings, they seek to resolve the conflict or alternatively refer the matter to the appropriate structure, within or outside the Department to ensure that it is properly attended to.

Sub-Programme: Road Safety Education

Road Safety

The purpose of road safety education is to contribute to the provision of a safe road environment, through the implementation of road safety campaigns and awareness programmes.

A major challenge to be addressed within the province is the alarmingly high crash rate. The Department undertakes public education and awareness interventions, in accordance with road safety improvement policies, Education, Enforcement, Engineering and Evaluation. The implementation strategy is both needs based and community driven.

Learner Education Projects

Scholar Patrol

The Scholar Patrol program is implemented in terms of the Road Traffic Act (Act 93 of 1996), section 57.5. This project uses school learners to assist other learners in crossing the road safely to and from school. Currently, there are one hundred and fifteen (115) operational scholar patrols within the province.

Scholar Patrols are implemented in partnership with the relevant local traffic department. The traffic department assists with the training of the scholar patrol team. Once learners are trained to operate the crossing point, they are under the supervision of an educator. A National insurance policy is in place that provides insurance cover for the learners and supervisors that are involved in the operation of a scholar patrol.

Scholar patrol is an important part of road safety education and essential to enhancing the safety of learners at schools. Not only does this project assist with the regulation of traffic and the improvement of speed calming measures, it also instils in the minds of our young road users an awareness of road safety rules.



A scholar Patrol in operation at Sandfields Primary

Participatory Education Techniques

The project's main aim is to provide an opportunity for high school learners to propose solutions to identified road safety problems within their school vicinity. The project team undertakes research on the problem and presents the identified problems with proposed solutions to a panel of judges. The identified road safety problems and solutions are presented to the judges in terms of a thirty (30) minute oral presentation and a fifteen (15) minute visual presentation that involves the building

of models to represent the problem and the proposed solution. Utilising this participative education technique not only creates an awareness of road safety issues, but also equips the learner with research skills, project management skills as well as developing their ability to think innovatively and creatively.

During the 2011/12 financial year, a total number of one hundred and twenty five (125) high schools participated in this project. The top eight (8) schools were then selected to participate in a Provincial competition which was held in October 2011. The Provincial competition was won by Cabangokuhle High School within the Ladysmith region that represented KwaZulu-Natal at the National competition. Cabangokuhle High School emerged as the winners at the National competition and was awarded an amount of thirty thousand (R30 000) to purchase resources for their school information centre.



The team of learners from Cabangokuhle High that represented the Province of KwaZulu-Natal in the national competition on road safety projects

The Department has a dedicated truck that is utilised to undertake road safety talks at primary schools and high schools. The truck converts into a mobile stage and is furnished with sound equipment from which road safety officials can interact with learners to undertake road safety talks.

The talks are structured in such a manner that at primary schools they are focused on interaction with learners by means of conveying basic road safety rules through the assistance of the road safety mascot – Robbie Robot. At high schools, the talks are focused on educating high school learners on the dangers of abusing substances (illegal drugs and alcohol) and the impact of this abuse on decision making when utilising the road. High school learners are further provided with information that is essential for them to become safe drivers.

Through the utilisation of the dedicated truck three hundred and eighty nine (389) talks were carried out at primary and high schools.



Learners from Mampunga Primary that participated in our “Road Safety Talks” initiative at schools

Road Safety Debates

The main purpose of this project is to educate learners about road safety issues that affect the country and the world as a whole. High school learners are provided with topical road safety subjects and are required to research the topics and look at both the positives and negatives of each topic. Schools

debate against each other in the role of the proposition and opposition team. Outcomes of the debating project include instilling a culture of safe traffic participation and to create an awareness of the underlying problems to the causes of crashes and the importance of obeying road rules. Debating also provides the debater with the following skills:

- The creation of confidence in presenting speeches,
- Researching of content related directly to road safety issues,
- Ensuring an increase in general knowledge,
- Logical thinking in the presentation of an argument,
- Originality in presenting content,
- Quick thinking skills to be able to respond appropriately and logically to any counter argument,
- Present appropriate examples to support their argument.

The learners present their road safety arguments in accordance to the “World Style of Debating”. A total number of twenty seven (27) high schools participated in this project during the 2011/12 financial year. Kokstad College represented KwaZulu-Natal in the National competition which was held from 3-6 October 2011.



The Provincial Champions-Kokstad College

Road Safety Education for Educators

The Road Safety Education for Educators Project is undertaken in partnership with the National Department of Education and

the Road Traffic Management Corporation (RTMC). The project aims to provide educators with additional resource material relating to road safety for the integration of road safety into the school curriculum. The resource package for educator workshops consists of an educator workbook, learner workbook, posters and a storybook. For the financial year 2011/12, a total number of one hundred and seventy (170) schools were reached.

Student Driver Education Project

The objectives of this project are:

- To prepare high school learners to obtain their drivers licenses by providing them with the opportunity to acquire their learner's license,
- To create an opportunity for high school learners to be trained in the K53 system of vehicle control through the provision of driving lessons,
- To inculcate road safety skills in young adults to ensure a future generation of drivers that are conscious in road safety.

A total number of thirty four (34) schools representing one hundred and sixty four (164) learners participated in the Student Driver Education project during the 2011/12 financial year.

Adult Education

Driver Development: Thuthukisa Abashayeli

A larger percentage of accidents on the Province's roads can be attributed to poor driver behaviour/attitude, fatigue and long distance drivers. In an attempt to correct the deficiencies that exist within the driving fraternity, the Driver of the Year project was revamped from the focus being on a competition to the focus on enhancing the skills of drivers through the provision of road safety education.

It is envisaged that by providing drivers with knowledge and understanding the consequences of their behaviour they would then attempt to drive more safely. The drivers are only allowed to participate in the competition if they have undertaken road safety education.

Developing drivers also serves as an incentive for the business sector to invest in advanced driver training of their heavy motor vehicle drivers because skilled drivers contribute to the saving of lives and economic savings for the company.

During the financial year 2011/12, four (4) Regional Competitions were held with a total of three hundred and forty five (345) drivers and sixty two (62) companies participating.

Drivers from KwaZulu-Natal participated in the Best of the Best Competition. This competition provided the platform for drivers from all nine Provinces to compete against each other for a place in the International Competition.

The International Competition is scheduled to take place in South Africa from 9-10 August 2012 at Sun City and hosted by the RTMC. To date, twenty eight (28) countries have registered to participate in the International Competition.

During the Best of the Best Competition five (5) drivers from KwaZulu-Natal were selected to form part of the South African Team that will represent the country.

NAME OF DRIVER	CATEGORY FOR PARTICIPATION
Mr I Khan	Rigid Truck Trailer and Four wheel trailer
Mr A Naidoo	Rigid
Mr V Naidoo	Rigid
Ms L Mtshali	Light Delivery vehicle
Mr S Bunsee	Articulated

Driver Development: Freight Education

Road Safety Education is also conducted within the freight industry. During workshops drivers are provided with information on basic road safety rules to educate them on the dangers of unsafe driving. A road safety education handbook for drivers in the freight industry has been developed by the Road Safety Directorate. A total number of eighty seven (87) companies were reached during the 2011/12 financial year.

This initiative is a further enhancement to the Truck Drivers Wellness programme. The programme aims to promote health and wellness amongst truck drivers through the offering of the following services by health care professionals: eye testing, blood sugar reading, blood pressure reading and TB screening. A healthy driver is a safe driver. A total number of nine (9) wellness clinics in partnership with N3TCToll were held in the 2011/12 financial year.

Brandhouse Number 1 Taxi Competition

It is a well-known fact that more than sixty five per cent (65%) of people in South Africa use taxis as their mode of transport. It is also a well known fact that the taxi industry has been characterized by chaos and violence. However, it is also true that lack of education and training have been identified as major hindrances to economic development and a contributory factor to the high taxi related road crashes and disputes. In view thereof, the Department partnered with the National Department of Transport and Brandhouse embarked on the Brandhouse Number 1 Taxi Competition which is aimed at recognizing the integral role taxi driver's play in our society as well as the further development and empowerment of taxi drivers with proper training.

Taxi drivers are invited by Brandhouse to participate in the competition. A total number of one hundred and fifty six (156) drivers participated in this initiative.



Drivers from KwaZulu-Natal with their certificates of participation

Public Transport Education

In an attempt to curb the high fatality rate within the public transport industry, road safety education is provided to drivers/operators and owners with the intention of them taking ownership for the lives of the people that they are transporting on a daily basis. During the financial year 2011/12, three hundred (300) drivers/owners were reached within the public transport sector through the provision of educational talks at taxi ranks.

School Crossing Patrol Service

This project is one of the flagship poverty alleviation projects for the Road Safety Directorate. It currently capacitates one hundred (100) persons with the majority being women headed or single income households. The aim of this project is to ensure that children cross the road safely and under the supervision of an adult to and from school. The school crossing patrol service is not merely an empowerment project which is focused on providing job opportunities but also strengthens the partnership between the Department of Transport and Local Authorities who assist with the training and monitoring of the project. A memorandum

of understanding is signed between the two stakeholders which clearly set out the roles and responsibilities. This project allows community members to take responsibility for the safety of school learners and enriches the employees with skills closely aligned to traffic wardens.

Adult Pedestrian

The main objective of the adult pedestrian education project is to provide adults with information on the dangers of drinking and walking as well as basic road safety rules. The provision of information is given in an attempt to change pedestrian attitudes so that they learn to distinguish between wrong behaviour and correct behaviour, therefore being able to accept responsibility for their own decisions regarding road usage.

In the “Walk Alert – KZN” project a total of one hundred and sixty four (164) Community Road Safety Council members were capacitated through training workshops to undertake education and awareness campaigns to adult pedestrians. A total of one thousand, nine hundred and sixty eight (1,968) structured road safety education campaigns took place reaching twenty thousand and twenty eight (20,028) pedestrians throughout the Province.

Community Outreach

Community Road Safety Councils

The Department contributes to poverty alleviation by investing in community members special skills, thus enabling them to be part of the community road safety councils. Community road safety councils assist the Department to achieve its objectives of saving lives by being the ears and the eyes in the communities they serve, which in turn assists in prioritizing road safety needs in these communities. Currently, there are forty one (41) councils, thirty four (34)

rural councils and seven (7) urban councils, each council operating on a three-year term. Community road safety councils are trained on capacity building, e.g.: good governance, conducting meetings, preparation of business plans and the implementation and identification of hazardous locations. During the financial year 2011/12, eight hundred and twenty (820) community road safety council members were trained accordingly.

Interfaith Project

Churches and religious denominations are a critical pillar of civil society in South Africa. The majority of KwaZulu-Natal's population are active members of various churches and religious institutions. Members of these structures meet regularly allowing for consistent, cost efficient and cost effective dissemination of information and communications. The Department entered into a partnership with various religious bodies to promote road safety within their respective organisations.

Four (4) Interfaith Ambassadors have been appointed to assist in securing buy-ins from fraternals for the implementation of road safety projects, as well as twenty seven (27) buy-ins for the Interfaith Project were secured in the 2011/12 financial year. Three thousand, six hundred and ninety (3,690) presentations were accordingly undertaken by Community Road Safety Council Members within religious organizations.

Mpimpa Call Centre

A total of seven thousand, seven hundred and eighty eight (7,788) traffic related complaints were logged and attended to by the Mpimpa call centre operators during the 2011/12 financial year. The majority of the complaints concerned un-roadworthy vehicles, public transport overloading, speeding, reckless/negligent driving, passenger abuse, operating without a disc, unlicensed driving as well as bribery and corruption.

Road Safety Displays/ Awareness Campaigns

Road safety displays and awareness campaigns provide opportunities for members of the public to interact with road safety officials on road safety related issues. During the displays and awareness campaigns road safety information is disseminated and the public is addressed on safe road usage practices. The total number of campaigns that were undertaken during the 2011/12 financial year was one hundred and twenty six (126). Some of the major events held were Healing of the Wounds, Dakota Beach Festival, Richards Bay Beach Festival, Hazelmere Jazz

Festival, AMCO Festival, Midmar Music Festival, Easter Launch, Umlazi Ministers Fraternal, World Remembrance Day, ECC Bundu Mix and the Summer Holiday Launch.



Dakota Beach Festival: 2011

ROAD SAFETY				
PERFORMANCE INDICATOR	BASELINE OUTPUT 2010-2011	ACTUAL PERFORMANCE AGAINST TARGET		REASON FOR VARIANCE
		TARGET 2011/2012	ACTUAL 2011/2012	
Number of schools involved in road safety education	350	350	960	Combined reporting between Head Office and the Regions
Number of school children trained	125,000	131,250	356,630	Combined reporting between Head Office and the Regions
Number of adults trained	35,000	35,000	150,940	Combined reporting between Head Office and the Regions
Number of crossing patrols provided	123	123	100	Onsite inspections were conducted and some Municipalities were not operating the crossings as per reports provided.
Number of awareness campaigns	33	33	126	Combined reporting between Head Office and the Regions

Programme / Sub programme / Performance Measures	#VALUE!	Maximum potential target (MPT)	% of MPT achieved to date	Actual output for 2010/11 as per Annual Report	Target for 2011/12 as per Annual Performance Plan (APP)	Preliminary outputs for 2011/12
Programme 3: Transport Operations						
Public Transport Services						
Kilometres of Public Transport trips subsidised	-	-	-	-	60,000	61,103
Kilometres of subsidised Public Transport trips monitored	-	-	-	-	36,000	41,400
Number of Public Transport Infrastructure projects implemented	-	-	-	-	1	-
Transport Safety and Compliance						
Undertake goal directed enforcement of public transport (Operation Shanela)	-	-	-	535	400	637
Number of schools involved in road safety education	-	-	-	405	350	960
Number of school children trained	-	-	-	112,347	131,250	356,630
Number of adults trained	-	-	-	41,785	35,000	150,940
Number of crossing patrols provided	-	-	-	103	123	100

Programme: 4: Transport Regulation

The purpose of this programme is to ensure the provision of a safe road environment through the regulation of traffic on public infrastructure, law enforcement and the registration and licensing of vehicles and drivers. The programme consists of four sub-programmes in the 2012/13 MTEF, in line with the sector specific budget format, namely: Programme Support Regulation, Operator Licence and Permits, Transport Administration and Licensing, and Law Enforcement.

Sub- Programme: Programme Support Office

Flagship Projects(s)

Commissioning of vehicles

During the financial year, 2011/12, the Traffic Training College commissioned one hundred and thirteen (113) pool and subsidized motor vehicles under challenging circumstances to assist in ensuring operational law enforcement requirements were met.



Average Speed over Distance Project

Average speed over distance project had been rolled out at the following areas;

- N3 northbound between Cedara and Tweedie
- N3 northbound Hidcote and Roosboom
- R103 between Nottingham Road and Mooi River

Intelligent Roadblock Technology

The Intelligent Roadblock Technology was introduced during the 2011/12 financial year. The technology has been developed in such a way that only vehicles that have some form of traffic violation get pulled off the road for prosecution purposes.

The technology functions through two fundamental components:

- The automatic number plate recognition (ANPR) cameras used for average speed determination (ASD), and
- Specially designed "black box".

Three (3) additional ANPR vehicles were deployed to Empangeni, Ladysmith and Pietermaritzburg with advanced Micro Dot technology which will support legislation taking effect on the 1st September 2012.



Automatic Number Plate Recognition Cameras

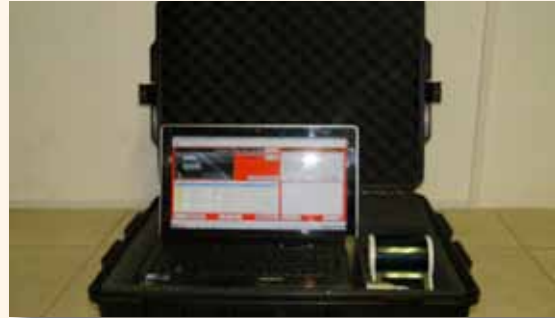
Automatic number recognition cameras are strategically located for average speed determination. The number plates of all vehicles are read into a central database, and then forwarded to a Joint Information System (JIS) where other databases are queried to detect the following transgressions:



Automatic Number Plate Recognition Camera

- Vehicle classification
- Unlicensed Vehicles
- Un-roadworthy Vehicles
- Vehicles requiring COR
- Licence conflicts and fraudulent activities
- Stolen vehicle database
- Outstanding warrants

Once the query has been done through the JIS and the vehicle comes back as positive, the relevant information is sent to the “black box”. Thus, only vehicles with outstanding violations are transmitted through to the “black Box”. When the vehicle passes the ANPR camera, the registration number gets transmitted to the central database, then it is queried with the JIS and if positive goes to the “black box”; this process takes approximately four (4) seconds.



Using this technology, the Traffic Officials only pull off vehicles that have some form of violation. The system operates live 24/7.

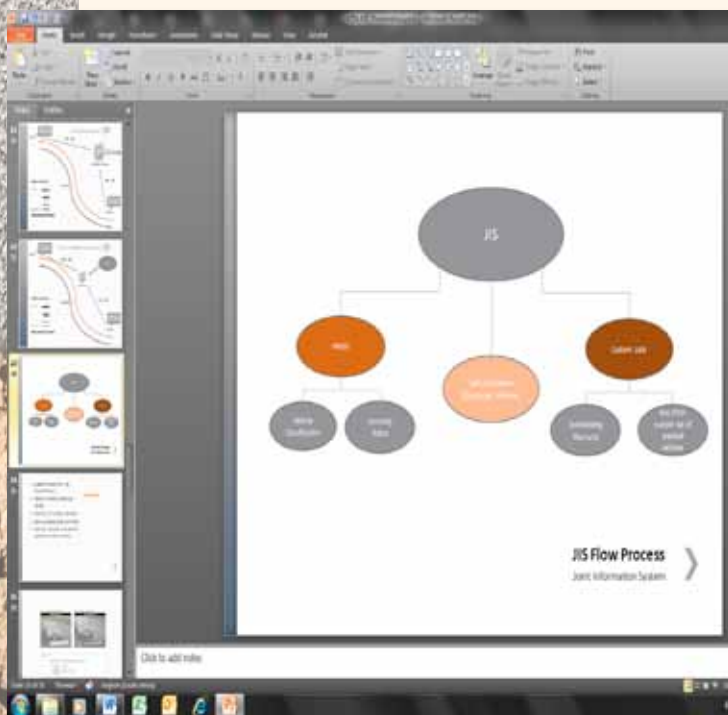


Table: Resources for Traffic Management by Region

Regions of Province	Number		
	2009/10	2010/11	2011/12
Region 1			
Traffic officers	225	210	204
Administrative staff	19	21	26
Highway patrol vehicles	41	73	78
Region 2			
Traffic officers	192	193	185
Administrative staff	18	22	34
Highway patrol vehicles	73	109	117
Region 3			
Traffic officers	153	152	143
Administrative staff	38	29	34
Highway patrol vehicles	34	89	89
Region 4			
Traffic officers	225	202	211
Administrative staff	60	87	127
Highway patrol vehicles	104	97	136
Special Ops			
Traffic officers	90	88	86
Administrative staff	14	13	13
Highway patrol vehicles	92	71	84
Traffic Training College			
Traffic officers	17	17	16
Administrative staff	10	6	7
Highway patrol vehicles	22	14	20
Head Office			
Traffic officers	5	5	5
Administrative staff	15	16	29
Highway patrol vehicles	7	7	10
Whole Province			
Traffic officers	907	867	850
Administrative staff	174	194	270
Highway patrol vehicles	373	460	534

Table: Traffic Law Enforcement

Measurable Objective	Performance Measure	Actual Outputs 2010/11	Target Outputs 2011/12	Actual Outputs 2011/12	Deviation from Target	
Input					Unit	%
Number of traffic officials per km of surfaced road in province	Ratio	1:33	1:31	1:57	(26)	(25)
Number of officers per highway patrol vehicle	Ratio	2:1	2:1	2:1	-	-
Process						
Number of hours speed-traps operated		149,352	100,00	309,236	209,236	109
Number of roadblocks held	Actual number	78,419	36,000	68,976	32,976	90.67
Output						
Number of un-roadworthy vehicles impounded	Actual number	7,189	7,548	8,354	806	10.67
Number of licenses suspended	Actual number	128	134	85	(49)	(36.56)
Number of licenses cancelled	Actual number	3	4	5	1	25
Efficiency						
Number of registered vehicles per traffic officer	Ratio	1:406	1:386	1:393	(7)	(1.8)
Ratio of fines issued paid	Ratio	10:1	10:1	12:1	(2)	(20)

Sub- Programme: Transport Administration & Licensing

National Traffic Information System (eNaTIS)

The National Traffic Information System, commonly known as the eNaTIS, is a Nationally appointed, on-line, real-time system. During the 2011/12 reporting period, over and above dealing with the hardware, software and network aspect of the eNaTIS, the Department conducted site visits to ascertain the equipment needs and, to date, eNaTIS equipment has been installed at thirty eight (38) sites.

Technical Compliance

A total of four hundred and forty (440) applications for special classifications, in terms of Regulation 21 to the National Road Traffic Act, 93 of 1996, were dealt with, thereby ensuring that correct license fees are recovered and that vehicles not allowed on a public road are not issued with normal license discs. Additionally, three hundred and fifty four (354) applications for tare mass changes were dealt with; each was verified to ensure that the correct technical or legislative processes regarding the modifications were followed to ultimately ensure road safety.

In respect of the motor industry, seventy two (72) applications for motor dealerships were received and only three (3) were not recommended for approval. Furthermore, during this reporting period, two hundred and four (204) motor dealer sites were inspected for continued compliance, which resulted in twenty four (24) notices of intention to cancel or suspend being delivered for non-compliance. In addition, twenty three (23) cases of incorrect date of liability for registration were rectified resulting from these inspections.

A total of two hundred and thirteen (213) manufacturers, importers and builders were audited for compliance during this period. This was to ensure that the end product supplied is indeed the same as what the SABS homologated, which facilitates compliance with road safety requirements and specifications set for this country.

An annual Provincial fleet verification exercise was conducted and eighty three per cent (83%) of the fleet was inspected and verified, for compliance/non-compliance, thus ensuring delivery of the Department's mandate in terms of Cabinet Resolution No. 485 dated 11th December 1996.

Monitoring activities at the eighty two (82) Registering Authorities has been instrumental in ensuring administrative compliance and curbing fraud and corruption. The Department concentrated on irregularities conducted and detected during scheduled inspections, such as archived records that were re-introduced on the eNaTIS, missing face value documents, financial irregularities such as under banking, removal of outstanding licence fees, permits issued without fees being collected, etc.

Sub- Programme: Overload Control

Overloading Control

During the 2011/12 financial year, a total of one hundred and fifty four thousand, seven hundred and twenty one (154,721) vehicles were weighed at the fifteen (15) operational provincial weighbridges, of which one hundred and six thousand, nine hundred and sixty (106,960) were weighed on the N3 corridor. There was an approximate three per cent (3%) decrease in the extent of overloading on the N3 corridor from approximately twenty one per cent (21%) to eighteen per cent (18%).

Programme 4: Transport Regulation				Actual output for 2010/11 as per Annual Report	Target for 2011/12 as per Annual performance Plan (APP)	Final outputs for 2011/12
Transport Administration and Licensing						
			Number of license compliance inspections executed	5,281	259,887	260,029
			Number of new vehicles registered	-	78,000	97,531
Operator Licence and Permits						
			Number of operator permits still to be converted to licences	-	3,300	681
			Number of abnormal load permits issued	-	12,000	17,167
Traffic law enforcement						
			Number of vehicles exceeding the speed limit	332,637	295,576	232,499
			Number of vehicles checked in roadblocks	2,409,783	2,040,000	2,383,291
			Number of roadblocks held	78,419	36,000	68,976
			Number of vehicles screened	-	6,000,000	3,400,131
			Number of vehicles weighed	202,702	145,000	154,827
			Number of vehicles which are overloaded	-	28,700	28,149
			Number of vehicles detained	-	7,820	6,723
			Number of hours that weighbridges are operated	-	27,000	17,924
			Number of kilometres patrolled	6,772,468	6,300,000	7,044,234
			Number of law enforcement officers trained: Diploma courses	35	50	13
			Number of law enforcement officers employed	793	970	849
			Hours of manual speed timing activities	57,810	58,000	51,575
			Hours of overloading control enforcement	22,184	26,000	62,244

Programme 5: Community Based Programme

The purpose of this programme is to direct and manage the implementation of programmes and strategies that lead to the development and empowerment of communities. These include the following:

- The strategic planning and monitoring of programmes to further B-BBEE,
- Programmes to bring about the development and empowerment of impoverished communities,

The co-ordination of EPWP in the province. The programme consists of four sub-programmes in line with the sector specific budget format, namely: Programme Support Community Based, Community Development, Innovation and Empowerment and EPWP Co-ordination and Monitoring.

Sub- Programme: Programme Support Office

Development

Enterprise Development

- The Department had advanced Black Economic Empowerment through targeted procurement policies, which are supported by training and other programmes, designed to remove barriers to entry and performance. Formulate and implement BEE policies in relation to all Departmental BEE and
- B- BBEE initiatives,
- Develop and manage organisational development capacity,
- Manage the development of BEE policies,
- Manage economic empowerment registers, Review of Vukuzakhe Programme.

Extended Public Works

Programme (EPWP)

The EPWP unit is entrusted with the responsibility of Provincial co-ordination of the programme which among other functions is to ensure that projects implemented by Government Departments and municipalities participating in the programme are reported to National Department of Public Works. The priority is to mobilize all public bodies to fully participate in the EPWP towards a contribution to halve the unemployment rate as per Governments strategic objectives.

The Department is also responsible for co-ordinating the monitoring of the incentive grant budget allocation and expenditure to infrastructure projects as well as the implementation of pilot programmes through labor based methods.

It is a requirement for all public bodies to implement programmes through public funds using EPWP principles and work opportunities created under their respective sectors on a monthly basis, using the web-base and MIS reporting systems. In meeting the mandate the Department provided guidance, advice, monitoring and reporting on the EPWP job creation.

Monitoring and Evaluation

Monitoring and evaluation, has been the central hub for the storage and dissemination of all service delivery information pertaining to the Department.

Policy and Planning

The purpose of the planning and policy development of the Department has been to ensure integration of service delivery within the Department and with other spheres of Government.

Sub- Programme: Community Development

During the 2011/12 financial year, the Department was involved in the support of more than one thousand, two hundred (1200) savings clubs and fourteen (14) Savings and Credit Cooperatives (SACCO), through meetings and workshops.

To mitigate the savings club challenges, which include poor savings records, the Department purchased savings clubs recording booklets and calculators for the savings clubs. Workshops were held with all savings clubs who were represented by their respective executives.

The purpose of these workshops was to capacitate the executives on basic numeracy and basic bookkeeping in order to manage the contractor's savings and for the Department to be able to report accurately.

In partnership with other departments such as the KwaZulu-Natal Treasury, the Department continued to provide support to the fourteen (14) SACCO's.

A Provincial Summit of all SACCO including the Zibambele was held and in September 2011 both the Provincial Interim Chapter and the Zibambele SACCO representatives were elected.

The establishment of all the Provincial Interim Chapters led to the National Interim Chapter in October 2011, which was held in Cape Town. Another consultation with SACCO's was also conducted.

The Department held its own compliance evaluation sessions during the second to the third quarter. It was identified that SACCO's have similar challenges with statutory compliance.



Savings Clubs Workshop

Vukuzakhe Investments

The Vukuzakhe statistics reflects the increase of the opportunities awarded to Vukuzakhe contractors in 2011/12 as compared to previous financial years. Grade one (1) opportunities were increased by fifty per cent (50%) in 2011/12; this indicates a positive increase, implying more job opportunities were created through labour supply within the Vukuzakhe Programme. These opportunities reflect the range of the scope of work created through the special projects, e.g. layer works, road marking and the construction of bridges.

The bulk of the projects awarded ranged from grade one (1) to grade three (3) totalling one thousand, two hundred and ten (1,210).

In grade four (4) some of the opportunities awarded were not as per CIDB contract values, but were awarded after consideration of the scope of work with an intention of increasing opportunities through the process of unbundling. The average increases of opportunities provided was twenty two percent (22%).

The overall project and/or opportunities created or availed for Vukuzakhe emerging contractors totalled one thousand, one hundred and thirty seven (1,137) inclusive of four (4) grade seven (7) projects. The total investment towards all opportunities

created for Vukuzakhe contractors was valued at five billion, fifty nine million, three hundred and four thousand seven hundred and sixty six rand and ninety two cents (R559,304,766.92).

This therefore implies that there has been a positive fifty eight per cent (58%) increase of opportunities for 2011/12 as compared to previous financial years, as well as the financial investments made towards creating opportunities for Emerging Vukuzakhe Contractors.

Compliance with the Construction Industry Development Board (CIDB) Act, 2000

Table 1: Representation of Vukuzakhe Contractors within the CIDB Register of Contractors

Grade	Total Contractors registered on Vukuzakhe Database	Total Vukuzakhe Contractors on CIDB Register	Total KZN contractors on CIDB Register	% Representation of Vukuzakhe Contractors within CIDB Register	Maximum Value of Works
1	32,991	4,334	7,174	60	R 200,000,00
2	580	259	555	46	R 650,000,00
3	276	71	247	28	R 2,000,000,00
4	100	24	189	13	R 4,000,000,00
5	32	23	145	15	R 6,500,000,00
6	21	20	129	15	R13,000,000.00
Total	34,000	4,731	8,439	56	R26,350,000

Since the 2005/06 financial year, contractors were required through the CIDB Act to register with the CIDB database of contractors to enable them to receive contracts from Government.

To date, CIDB statistics reflect an increase of Vukuzakhe contractors that have registered in the CIDB database at a total of four thousand

seven hundred and thirty one (4 731). This, therefore, indicates a large number of African contractors who are becoming more aware of their legislative requirements as part of their business compliance.

**Note: The Vukuzakhe representation on the CIDB is only up to Grading Designation 6*

Grade	Total Contractors registered on Vukuzakhe Database	Total Vukuzakhe Contractors on CIDB Register	Total KZN contractors on CIDB Register	% Representation of Vukuzakhe Contractors within CIDB Register	Maximum Value of Works
* 7	3	3	38	8	R40,000,000

**The grade seven (7) stats reflect the success of the Vukuzakhe programme, as the Department has been able to develop contractors who are now at grade seven (7) and are able to undertake contracts to the value of forty million (R40 000 000.00). Their scope of work ranges from building bridges to roads interchange projects within the private sector.*

Table: Representation of Vulnerable Groups on Vukuzakhe Database

GRADE	TOTAL	No. of WOMEN	% of WOMEN	No. of YOUTH	% of YOUTH	No. of PLWD	% of PLWD
2	423	97	23	85	20	10	2
3	221	81	37	47	21	4	2
4	79	15	19	5	6	-	-
5	14	2	14	1	7	-	-
6	6	1	17	-	-	-	-
TOTAL	743	196	-	138	-	14	-

Stakeholder Forums: Vukuzakhe Emerging Contractor Associations (VECA)

On March 31, 2009, the thirty two (32) Vukuzakhe Associations elected sixteen (16) members to represent them on the Provincial Vukuzakhe Council (PVC).

A decision was further made to register the PVC as a Section 21 (Not for Profit) Company, as a result the Vukuzakhe Emerging Contractor Association (VECA) was officially registered during April 2010.

In the 2011/12 financial year, VECA interim committee was thus established as part of a vital pillar for provisioning organization support to ensure that contractors have a mouthpiece through which they can engage

all National and Provincial Government Departments, local municipalities, and private sector entities. Thus, enabling them to collectively identify business opportunities within and outside the construction industry to grow and expand their businesses; to promote self-sufficiency of members by accumulating resources that lessen their dependency on Government, as well as to seek additional funding through donors.

In order to further support VECA; during the 2011/12 financial year, the Department facilitated thirty two (32) consultation meetings throughout the Province.

The main aim of these meetings was to ensure that Vukuzakhe Associations were familiar with the vision, objectives, structure and future plans of VECA.



Vukuzakhe Association Meeting

Vukuzakhe Associations:

Election of Interim Task Teams

The Department also facilitated the election of thirty two (32) local Vukuzakhe Association interim task teams in order to fill the leadership vacuums left in many associations.

The leadership vacuum resulted in some associations not meeting or alternatively under performing. Associations that have been affected include, Ndwedwe, Maphumulo, Ixopo, Umzimkhulu, East Griqualand, Hlabisa, Buhlebamakhosi and Umzumbe. The election process was a build up towards the formalization and election of the VECA board members to be conducted in the 2012/13 financial year.

Financial Management Training and Support

During the financial year, the Department embarked on the provision of accredited training at NQF 2 “Determine Financial Requirements of a New Venture” to emerging contractors, through their Vukuzakhe Associations. The Department was thus able to provide training to seven (7) Vukuzakhe Associations, where a total of one hundred and twenty eight (128) learners completed the classroom training. The learner’s portfolios are currently being assessed by an external moderator. All competent learners will be awarded with a unit standard certificate from the Services Seta in line with the National Qualifications Framework. The training provided is more impact based as it will assist the contractors to be eligible for further training or work towards a qualification.



Savings and Credit Co-Operative Meeting

Table 3: Performance of Vukuzakhe Associations

32 VUKUZAKHE EMERGING CONTRACTOR ASSOCIATIONS			
Number of Meetings Attended			AVERAGE MONTHLY GENERAL MEETING ATTENDANCE
General Association Meetings	Executive Committee Meetings	VECA (Provincial Executive Structure)	
140	24	4	Members

Table 4: Financial Management Training

NQF 2 – DETERMINE FINANCIAL REQUIREMENTS OF A NEW VENTURE			
Female	Male	Youth	Total
82	46	40	128

Savings and Credit Co-Operatives (SACCO)

In an effort to expand opportunities for emerging contractors in the construction industry and upscale support initiatives, the Department facilitated the establishment of Savings Clubs and Savings and Credit Co-Operative (SACCO) within Vukuzakhe Associations.

To this effect, a total of nine (9) associations were provided with information and support on how to establish a Savings and Credit Co-Operative. Through the support of the Department and the Department of Economic Development and Tourism, three (3) of these Vukuzakhe Associations are currently in the process of formally transforming their savings clubs into registered SACCO's.

Job Creation for Women, Youth and PWD's

The Department is committed to providing effective strategies that will assist the Government in exploring opportunities for job creation, within the environment of the construction industry. In addition they provide the necessary support to continue the fight against poverty and unemployment, thus positively contributing towards promoting accessibility by affording opportunities to women, youth, PWD's and rural communities.

This therefore ensures sustainable development of the emerging business entities and positively contributes towards effective economic activities. The Vukuzakhe programme has been fully dedicated in creating opportunities for all target groups through value chain procurement principles and the Department has been able to achieve some of its targets through improving its activities by:

- putting emphasis on issues of ensuring compliance and sustainable development

through B-BBEE and score card within their contractor and supplier,

- providing support to Vukuzakhe emerging contractors in regards to B-BBEE verifications for their entities,
- strengthening business linkages with relevant internal and external stakeholders in regards to business support and development and realizing the concretisation of PPP's e.g. ABSA, DEDT, and SEEDA.

Broad Based Black Economic Empowerment

The Department committed itself in the previous financial year, amongst other things, to ensure that contractors are appropriately informed on issues of B-BBEE, as this aspect influenced to a large extent, their business activities and business growth path. Accordingly, the Department has provided awareness-training workshops to the whole of KwaZulu-Natal, where our Vukuzakhe contractors were exposed to issues of B-BBEE and ensuring that their business entities are found to be in good standing in terms of B-BBEE through verification processes. To date, almost fifty per cent (50%) of Vukuzakhe contractors have been through the processes of verification.

The Department engaged in the first B-BBEE verification pilot programme which was undertaken by DEDT, there were also participants from SOE and other Government Departments. This Department was the only department to be verified and obtain a level three (3) scorecard.



Technical /Mentorship Support

In view of the Department's limited resources, the Department has taken upon itself to identify and forge linkages with other Government Departments, private sector businesses and other relevant stakeholders. The Department is continuously trying to improve the technical and/or mentorship support provided to Vukuzakhe contractors by introducing outcomes based training short programmes. In the last financial year, the Department did not provide any technical mentorship support as it was reviewing the implementation of the technical support. The request for proposals were therefore sought and submitted for approvals. The improved technical mentorship support processes will therefore be implemented as from the 2012/13 financial year.

The community liaison sub-directorate facilitated the process of engaging community liaison structures, which were established to promote a dialogue between the Department and the communities. In order for the Rural Road Transport Forums (RRTFs) to participate effectively in the decision making processes and the empowerment programmes aimed at capacitating them, it was necessary for the Department to extend the contract of social consultants on a month to month basis, to understand how community liaison structures operate and their role in the communities they serve.

It was based on the above mentioned premise that Iphungelimnandi Development Services and Sakhumnotho Business and tax consultants were engaged to provide facilitation and capacity building services in respect of the RRTFs in KwaZulu-Natal. The general understanding of this assignment was that the service providers will add capacity to community liaison sub-directorate and attend regular monthly meetings, conduct training and capacity building to the RRTFs, participate in major events organised by the Department and facilitate workshops where

necessary, review the RRTF constitution, input on the RRTF policy and provide any strategic direction when requested to do so.

Business Planning Workshop

On an annual basis, the Department embarks on workshops that assist the structures within its ambit to prioritize road projects to be implemented in the next three to five years, according to the Medium Term Expenditure Framework (MTEF) budget. The workshops were held during the months of June/July 2011. In all the workshops, members of both structures i.e. Community Road Safety Councils and RRTF's falling under that particular cost centre, where the workshop took place, were present.

Integration Consultation Workshop

The purpose of this workshop was to explain the model that had been selected and to facilitate the establishment of the new community liaison structure. During the workshop members were sensitised with the relationship of the Department of Transport and co-operative governance and traditional affairs in relation to the establishment of the new liaison structures. It also outlined the various roles each Department will play. This engagement enlightened the members about the formation of the structure as numerous group discussions were held to critique and assess the new method or system of structural formation.

Sub- Programme: Innovation and Empowerment

Pilot Programme

Through the pilot programme the Department initialised a pilot project in Bergville D1264. There were sixty (60) people who were hired as labourers, fifty

per cent (50%) male and fifty per cent (50%) female; forty per cent (40%) were youth and sixty per cent (60%) adult. The project entails the construction of eight kilometres (8km) of road; at present only one hundred (100m) meters has been constructed, the delay has been caused by the procuring of material. Upon completion this road will provide access to the local health community clinic.

There were also twenty seven (27) people employed on the project at Edendale Road L1705, fifty per cent (50%) female and fifty per cent (50%) male and forty per cent (40%) of youth and sixty per cent (60%) adult. So far, two kilometres (2km) of the road had been constructed as well as a five hundred meter (500m) sector of block paving. The road project will provide access to the local social facilities that were previously inaccessible, especially during the rainy seasons

Sub- Programme: EPWP Co-Ordination and Monitoring

Expanded Public Works Programme

Through the support provided by the unit in the 2011/12 financial year, the Province has reported seventy four thousand,

nine hundred and fifty (74,950) work opportunities including all the various sectors.

The Department also managed to engage thirty four (34) municipalities both at a district and local level to partake in the programme.

Out of the fifty seven thousand (57,000) work opportunities targeted for the 2011/12 financial year the Department managed to create forty five thousand, and thirty five (45,035) work opportunities.

These work opportunities include opportunities created through pilot projects such as the ultrathin project in Bergville under the Ladysmith region and the Block Paving in Edendale under the Pietermaritzburg region.

With the work opportunities created the Department managed to create nineteen thousand, eight hundred and forty three (19,843) Full Time Equivalent (FTE).

Out of the forty five thousand, and thirty five (45,035) work opportunities created by the Department eighty four per cent (84%) of them were occupied by women which is an achievement against the sixty per cent (60%) demographic distribution of the programme.

Programme 5: Community-Based Programme				Actual output for 2010/11 as per Annual Report	Target for 2011/12 as per Annual Performance Plan (APP)	Final outputs for 2011/12
EPWP Coordination and Monitoring						
			Number of people employed	48,842	57,000	54,543
			Number of employment days created	5,452,593	5,240,000	4,240,610
			Number of jobs created	40,800	57,000	54,543
			Number of Full-Time Equivalents (FTE's)	-	22,782	19,843
			Number of youth (16-35) employed	6,308	11,400	34,114
			Number of women employed	40,382	34,200	37,376
			Number of persons living with disabilities (PLWD) employed	5	8	32
			Number of people trained	-	17,100	32,031
Community Development						
			Number of Zibambele contractors employed	38,869	40,500	39,459



PART 3

**REPORT OF THE AUDIT COMMITTEE
REPORT OF THE ACCOUNTING OFFICER
REPORT OF THE AUDITOR GENERAL
ANNUAL FINANCIAL STATEMENTS**





ANNUAL FINANCIAL STATEMENTS
FOR
KWAZULU NATAL DEPARTMENT OF TRANSPORT
VOTE 12
FOR THE YEAR ENDED 31 March 2012

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REPORT OF THE AUDIT & RISK COMMITTEE ON VOTE 12 – TRANSPORT

The KwaZulu-Natal Provincial Audit & Risk Committee is pleased to present its report for the financial year ended 31 March 2012.

Provincial Audit & Risk Committee Members and Attendance

The Provincial Audit and Risk Committee (the PARC) consists of the members listed hereunder. The PARC is split into three (3) Cluster Audit & Risk Committees (the CARC) which consists of members of the PARC; is responsible for the Governance & Administration, Social and Economic Clusters respectively and reporting into the PARC. The Chairman of the PARC is also the Chairman of the different CARCs and attends all CARC meetings. The CARC and the PARC are required to meet at least four times and two times respectively in a financial year. During the financial year ending 31 March 2012, a total of thirteen meetings (13) were held, namely, two (2) PARC meetings, three (3) CARC meetings per cluster, and two (2) special meetings. Members attended the meetings as reflected below:

Surname & Initial	PARC		CARC		Special		Total no. of Meetings	Total no. of Meetings Attended
	No. of Meetings Held	Attended	No. of Meetings Held	Attended	No. of Meetings Held	Attended		
Ms T Tsautse (Chairman)	2	2	9	9 [#]	2	2	13	13
Ms M Mothipe	2	1	3	3 [*]	2	2	7	6
Ms N Jaxa	2	2	3	3 [*]	2	2	7	7
Mr L Mangquku	2	2	3	3 [*]	2	2	7	7
Mr T Boltman	2	2	3	3 [*]	2	2	7	7
Mr F Docrat	2	2	3	3 [*]	2	2	7	7
Mr V Naicker	2	2	3	3 [*]	2	1	7	6

* - 3 Meetings per cluster were held

- Chairman attends all CARC meetings

Provincial Audit & Risk Committee Responsibility

The Provincial Audit and Risk Committee reports that it complied with its responsibilities arising from the Public Finance Management Act, No.1 of 1999 (PFMA), Treasury Regulations, including any other statutory and other regulations. The Provincial Audit and Risk Committee also reports that it adopted appropriate formal terms of reference as its Provincial Audit and Risk Committee Charter, regulated its affairs in compliance with this charter and discharged all its responsibilities as contained therein.

The Effectiveness of Internal Control

The systems of internal control are the responsibility of the department's management and are designed to provide effective assurance that assets are safeguarded and that liabilities and working capital are efficiently managed. In line with the requirements of the PFMA and the principles of the King III Report on Corporate Governance, the Internal Audit Function provides the Provincial Audit and Risk Committee and the departmental management with assurance that the systems of internal controls are appropriate and effective. This is achieved by means of the risk management process, as well as the identification of corrective actions and suggested enhancements to the controls and processes. From the various reports of the Internal Auditors; and the Report and Management Letter of the Auditor-General on the Annual Financial Statements, it was noted that the systems of internal control were not effective for the entire year under review as control deficiencies were detected in the following significant areas:

- Human Resource Management
- Supply Chain Management
- Asset Management
- Zibambele maintenance programme
- Information Technology General Controls
- Expanded Public Works programme

The quality of "In Year Monitoring" and monthly / quarterly reports submitted in terms of the Treasury Regulations and the Division of Revenue Act

The Provincial Audit and Risk Committee, through the Internal Audit Function, was satisfied with the content and quality of monthly and quarterly reports prepared and issued by the Accounting Officer and the department during the year under review.

Audit of Performance Information

The monitoring of the department's performance is a key function of the executive management of the department. The Provincial Audit & Risk Committee has no direct line of responsibility over the department's performance. However, the Provincial Audit and Risk Committee is responsible for ensuring, principally through the Internal Audit Function that the systems of performance management, measurement and reporting; as well as the systems of internal control that underpin the performance management framework of the department, remain robust and are reviewed routinely in the internal audit plans.

The Committee has accepted the responsibility of ensuring that adequate reporting on performance information is in line with its mandate and charter.

The Committee reviewed the reports relating to Performance Information and noted no material deficiencies.

Internal Audit Function

The Provincial Audit & Risk Committee provides oversight and monitors the activities of the Internal Audit Function. Consequently, the Committee is able to report on the effectiveness and efficiency of the function.

The function was effective during the period under review and there were no unjustified restrictions or limitations. The Committee will in the forthcoming year, monitor progress to ensure that the Internal Audit Function continues to add value to the department and achieves its optimal performance.

Risk Management Function

Risk Management is a proactive discipline that involves scenario planning and that is intended to provide reasonable assurance that the department will achieve its objectives. King III principle 2.2 states that the board, (executive authority in the case of a government department) "should appreciate that strategy, risk, performance and sustainability are inseparable."

The committee noted that, during the 2011/12 financial year, the Internal Audit Unit assisted the department with a risk streamlining exercise. This exercise was an attempt to create one reference point for organizational risks – i.e. one risk register instead of pockets of risk registers that the department used to have prior to this exercise.

The consolidated risk register was presented to the Committee in the fourth quarter of the 2011/12 financial year. The committee advised that:

- The department review the accuracy of the risk register and the appropriateness of the risk ratings,
- The Internal Audit Unit formally handed-over the risk register to the department,
- The department strengthens its risk management function and oversight structures in order to ensure the sustainability of this process.

Other Governance Issues

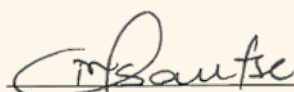
As part of its governance responsibilities, the Committee also monitors the fraud prevention strategies that have been developed and implemented by provincial departments, and these responsibilities include monitoring the implementation of recommendations arising from forensic investigations.

During the period under review, the Committee noted that the department had 3 completed investigations and 3 ongoing investigations that were conducted by the Provincial Treasury's Internal Audit Function.

The department was urged to implement recommendations arising from the completed investigation, and to provide the Internal Audit Function with a detailed list of all other investigations being conducted internally or by other relevant authorities.

Evaluation of Financial Statements

The Provincial Audit and Risk Committee reviewed the Annual Financial Statements of the Department, as well as the Auditor General's management report together with management's response thereto. The Provincial Audit and Risk Committee concurs and accepts the Auditor-General's conclusions on the annual financial statements, and is of the opinion that the audited annual financial statements be accepted and read together with the report of the Auditor-General.



Chairperson: Provincial Audit & Risk Committee

Date: 31 July 2012

REPORT OF THE ACCOUNTING OFFICER TO THE EXECUTIVE AUTHORITY AND PROVINCIAL LEGISLATURE OF THE PROVINCE OF KWAZULU-NATAL, REPUBLIC OF SOUTH AFRICA

Foreword

1. General review of the state of financial affairs

1.1 Important policy decisions and strategic issues facing the Department

The Department continued to implement cost-cutting measures in line with the Provincial Treasury Circular PT (1) of 2011/12, however the department has indicated that it could not pledge to cut-back on spending to further assist the provincial overdraft situation due to spending pressures in the maintenance of the road network and in the provision of equitable access within the province.

In ensuring an equitable road network the Department has continued to make an impact in the Province of KwaZulu-Natal.

2011/12 was dedicated to road safety endeavored on the Operation Valingozi campaign under the theme of 'Decade of action against Road Carnages' and Operation *KuShunquthuli*, a programme that focuses on transport infrastructure development, such as the building of access roads, pedestrian and vehicle bridges and the facilitation of public transport services in rural areas. The department continued to strive to ensure that the gains made in the reduction of crashes and fatalities on the province's roads are maximised. The department also introduced a Red Spot Team, which is a special task team that targets identified high accident areas around KZN in order to reduce accidents on roads. This was done to ensure that 'road safety is everybody's responsibility' through high visibility of traffic officers, road blocks, vehicle inspections, etc.

S'hamba sonke

- *S'hamba Sonke* (moving together) is a new programme introduced in 2011/12, entailing road upgrades and maintenance to repair and upgrade KZN's secondary road network. The programme, which aims to create jobs for emerging contractors across KZN, is implemented in the following five key areas:
- The rehabilitation of key arterial routes in support of the rural economy through labour intensive projects such as P735 from Nongoma through Maphophoma and Hlabanyathi to Hlabisa.

- Prioritising the use of labour absorptive construction methods through the use of EPWP principles.
- Reduction of potholes on the provincial road network through the pavement management study, which informs the department of roads that need to be rehabilitated.
- Creating access roads to schools, clinics and public social infrastructure such as the L1738 access roads to Mbangweni and Bhekabantu clinic in Empangeni.

Establishing the Road Asset Management System (RAMS) and introducing the “Know Your Network Programme”, whereby regional engineers in the province monitor daily road conditions, including any possible overnight damage.

The department will continue with this programme throughout the 2012/13 MTEF.

Learner transport

In 2011/12, the department took over the dedicated subsidised provincial learner transport function from Vote 5: Education, such as the planning and monitoring of routes and the procurement of the required service providers. This was officially transferred on 1 September 2011, and the department is currently providing learner transport services to 171 schools (13 000 learners) in KZN. An additional tender for the design of additional schools is currently being evaluated and will be awarded once evaluations have been completed.

Integrated Public Transport Networks (IPTNs)

The department continued to work with municipalities with regard to the development of IPTNs for 2011 and beyond. The department intends developing IPTN plans for the whole province, which will strive to ensure the efficient integrated movement of passengers within KZN. To date, the IPTNs for eThekweni, Ugu and Ilembe District Municipalities have been completed.

Expanded Public Works Programme (EPWP)

The department continued to expand community-based labour-intensive road construction and maintenance programmes, which align with the objectives of the EPWP. Over the 2011/12 MTEF, the department is committed to create over 5 240 000 person days of employment, equating to 57 000 jobs created, of which 60 per cent are for women and 20 per cent for youth. The department created approximately 4 240 160 person days of employment, equating to 54 543 jobs created, for the 2011/12 financial year. The department received additional funding in 2011/12 from the EPWP Integrated Grant for Provinces to be utilised for the creation of EPWP job opportunities. The department continued the development of a Broad-Based Black Economic Empowerment (BBBEE) road construction and maintenance industry, through the provision of accredited business skills training for *Vukuzakhe* contractors.

1.2 Spending Trends**PROGRAMME 1: ADMINISTRATION****SAVINGS R24,661,000**

Spending for this programme is lower than projected due to expenditure control measures that were placed on orders as a result of cost cutting measures.

PROGRAMME 2: ROAD INFRASTRUCTURE**OVER EXPENDITURE R65,265,000**

The over expenditure on this programme is under the Maintenance: Sub Programme as a result of carry-over costs from the flood damage repairs to infrastructure damaged in the January 2011 floods.

PROGRAMME 3: TRANSPORTATION**R NIL**

There was neither savings nor over-expenditure on this programme

PROGRAMME 4: TRAFFIC MANAGEMENT**SAVINGS R1,327,000**

Spending for this programme is lower than projected due to expenditure control measures that were placed on orders as a result of cost cutting measures.

PROGRAMME 5: COMMUNITY BASED PROGRAMME**SAVINGS R27,466,000**

This spending for this programme is lower than projected due to expenditure control measures that were placed on orders as a result of cost cutting measures.

1.3 Virements

Virements that have taken place during the 2011/12 financial year were as a result of savings identified between programmes and used to defray expenditure pressures against other programmes.

The purpose of these virements was to ensure service delivery and alignment to the Department's mandated objectives.

The virements that were applied in the 2011/12 financial year are:

- Savings of R10 million and R6 million were realised under Goods and services in Programme 4: Transport Regulation and Programme 5: Community Based Programme, respectively. The savings resulted from the implementation of cost-cutting in areas such as administration, advertising, communication, venues and facilities, etc. These savings were moved to *Buildings and other fixed structures* in Programme 2: Transport Infrastructure, to fund the higher than anticipated rehabilitation of roads undertaken in line with a detailed technical analysis of the road conditions in KZN.

- The department undertook further virements between sub-programmes and economic categories within programmes. All of these virements are permissible in terms of the PFMA and the Treasury Regulations.

2. Services rendered by the Department

2.1 List of Services

The services rendered by the Department are outlined in the various programmes below:

Programme 1: Administration

The purpose of Programme 1 is to provide the department with the overall management and administrative, strategic, financial and corporate support services (including human resource management, labour relations and legal services) in order to ensure that it delivers on its mandate in an integrated, efficient, effective and sustainable manner.

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

Programme 2: Transport Infrastructure

The purpose of Programme 2 is to promote accessibility and safe and affordable movement of people, goods and services through the delivery and maintenance of transport infrastructure that is sustainable, integrated and environmentally sensitive, and which supports and facilitates social empowerment and economic growth.

Programme 2 is aimed at determining the needs for the development of road, freight and public transport infrastructure, implementing maintenance programmes, providing access roads for communities to unlock economic potential, and promoting community development and eco-tourism.

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

Programme 3: Transport Operations

The purpose of Programme 3 is to plan, regulate and facilitate the provision of integrated land transport services through co-ordination and co-operation with national planning authorities, non-governmental organisations (NGOs) and the private sector to enhance the mobility of all communities, especially those without or with limited access, and to implement road safety education and awareness programmes.

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

The main functions include the development of policies and plans for public

and freight transport service and supporting infrastructure, the regulation of public and freight transport services, and the enforcement of legislation in respect of public transport.

Programme 4: Transport Regulation

The purpose of this programme is to ensure the provision of a safe road environment through the regulation of traffic on public infrastructure, law enforcement and the registration and licensing of vehicles and drivers. The programme consists of four sub-programmes in the 2012/13 MTEF, in line with the sector specific budget format, namely: Programme Support Regulation, Operator Licence and Permits, Transport Administration and Licensing, and Law Enforcement.

Programme 5: Community Based Programme

The purpose of this programme is to direct and manage the implementation of programmes and strategies that lead to the development and empowerment of communities. These include the following:

- The strategic planning and monitoring of programmes to further BBBEE.
- Programmes to bring about the development and empowerment of impoverished communities.
- The co-ordination of EPWP in the province.

The programme consists of four sub-programmes in line with the sector specific budget format, namely: Programme Support Community Based, Community Development, Innovation and Empowerment and EPWP Co-ordination and Monitoring.

2.2 Tariff policy

The Department determines the tariff adjustment taking into account the current inflation rate, and fee increases in other provinces. These increases are approved by the MEC responsible for Transport and the Provincial Treasury.

2.3 Free Services

The Department does not render any free services that would have yielded significant revenue had a tariff been charged.

2.4 Inventories

The inventory on hand at 31 March 2012 is R 18,529 million made up as follows:

Store	Total R'000
Empangeni	3,480
Durban	4,811
Pietermaritzburg	4,922
Ladysmith	5,316
TOTAL	18,529

Details of the inventory movements are included in Annexure 6 to the Annual Financial Statements.

3. Capacity constraints

Financial Constraints

The current condition of the road network is negatively impacting on the economic growth of historically disadvantaged areas.

The backlog in maintenance must be addressed to facilitate economic growth in the second economy, job creation and poverty alleviation. The Department, together with Provincial Treasury have initiated a Maintenance Task Team working on finding alternate sources of funding to address the budget shortfall.

Whilst addressing the backlog in maintenance it is vital that the ongoing maintenance programme continues. This ensures that newly constructed and upgraded roads do not deteriorate unduly. The annual need for this ongoing maintenance exceeds the budget allocated. The backlog cannot therefore be adequately addressed.

The capacity of the Department to deliver efficiently and effectively on its mandate is dependent on the availability of a skilled and experienced workforce. The scarcity of certain skills in the South African labour market negatively affects the KwaZulu-Natal Department of Transport and its service delivery initiatives. This situation is exacerbated by the more competitive salaries offered by the private sector and municipalities for technicians and engineers.

One of the major constraints on the Department is the impact of HIV / AIDS on the workforce. Loss of skilled workers through sickness and death is not only a human tragedy but also negatively impacts on service delivery. In order to address this constraint the Department has implemented HIV / AIDS awareness and education programmes in order to reduce the impact of this pandemic on Departmental staff both personally and professionally.

The Department has also implemented an Employee Wellness Programme which provides free medical testing and referral services to staff for all medical conditions, not just HIV / AIDS. The programme also provides counselling and lifestyle advice for staff in order to improve wellness.

For staff with HIV / AIDS, the Department provides free nutritional supplementation packs.

4. Utilisation of aid assistance

The detail of aid assistance received is tabled in Annexure 1J of the annual financial statements.

5. Trading entities and public entities

The Department has no trading entities and public entities reporting to it.

6. Organisations to whom transfer payments have been made

No transfer payments were made to municipalities and no provision has been made in the 2011/12 MTEF.

Details of transfer payments are reflected in Annexure 1B.

7. Public private partnerships (PPP)

No Public Private Partnerships have been entered into by the Department during the financial year under review.

8. Corporate governance arrangements

The Department operates in compliance with the Constitution of the Republic of South Africa, the Public Financial Management Act, the Public Service Act and all other relevant legislation governing its operations. The Department's Senior Management Team is committed to the principles of sound Corporate Governance and is aware of their responsibilities and accountability in this respect.

A risk assessment was conducted by the department, in conjunction with the Provincial Internal Audit Unit and the department has been able to compile a risk register that has enabled management to identify and effect control measures that will reduce or mitigate risks that may occur as the department moves towards the achievement of its strategic objectives.

9. Discontinued activities/activities to be discontinued

No activities have been discontinued during the financial year under review.

10. New/proposed activities

In 2011/12, the department took over the dedicated subsidised provincial learner transport function from Vote 5: Education, such as the planning and monitoring of routes and the procurement of the required service providers. This was officially transferred on 1 September 2011, and the department is currently providing learner transport services to 171 schools (13 000 learners) in KZN. An additional tender for the design of additional schools is currently being evaluated and will be awarded once evaluations have been completed.

11. Asset management

All assets have been recorded on the Department's asset management system (HARDCAT) and an asset register was extracted as at 31 March 2012. The minimum requirements for the completion of the asset register and all asset management reforms and milestones have been complied with.

12. Events after the reporting date

No significant events have occurred after the reporting date which will influence the interpretation of the results under review.

13. Performance information

The Department has clearly defined service delivery outputs which are managed by the appointed respective components and reports in the prescribed format as defined by the treasury guidelines.

The following are the key services delivered by the Department during the financial year under review:

Service delivery measures – Programme 2: Transport Infrastructure			
Outputs	Performance indicators	Performance targets	
		2011/12 Original target	2011/12 Actual Target
1. Surfaced roads			
1.1. Rehabilitation of surfaced roads	• Kilometres of surfaced roads rehabilitated	149	151
	• No. of square metres: Surfaced roads resealed	1,900,000	1,682,017
1.2. Maintain surfaced roads	• No. of square metres: Blacktop patching	165,000	241,012
1.3. Construct surfaced roads	• Kilometres upgraded: Upgrade gravel to blacktop road	85	85
2. Gravel roads			
2.1. Construct local access roads	• Kilometres of gravel roads constructed	285	297
2.2. Maintain gravel roads	• Kilometres of road: blading	100,000	100,520

Service delivery measures – Programme 3: Transport Operations			
Outputs	Performance indicators	Performance targets	
		2011/12 Original target	2011/12 Actual Target
1. Provision of Public Transport Services	• Kilometres of Public Transport Trips	60,000	43,071,204
	• Kilometres of subsidised Public Transport Trips monitored	36,000	30,740,479
2. Facilitate behavioural and attitude change of road users	• No. of schools involved in road safety education	350	960
	• No. of school children trained	131,250	356,630
	• No. of adults trained	35,000	150,940

Service delivery measures – Programme 4: Transport Regulation			
Outputs	Performance indicators	Performance targets	
		2011/12 Original target	2011/12 Actual Target
1. Transport Administration and Licencing	• No. licence compliance inspections executed	259,887	260,029
	• No. new vehicles registered	78,000	97,531
2. Operator Licence and Permits	• No. of operator permits to be converted to licences	3,300	681
	• No. of abnormal permits issued	12,000	17,167
3. Traffic Law Enforcement	• No. of vehicles exceeding the speed limit	295,576	232,499
	• No. of vehicles checked in roadblocks	2,040,000	2,383,291
	• No. of roadblocks held	36,000	68,976
	• No. of vehicle screened	6,000,000	3,400,131
	• No. of vehicles weighed	145,000	154,827
	• No. of vehicles overloaded	28,700	28,149
	• No. of vehicles detained (overloading)	7,820	6,723

Service delivery measures – Programme 5: Community Based Programme

Outputs	Performance indicators	Performance targets	
		2011/12 Original target	2011/12 Actual Target
1. EPWP Coordination and Monitoring	• No. of Zibambele contractors employed	40,500	39,459
	• No. of People employed	57,000	54,543
	• No. of employment days created		4,240,610
	• No. of full time equivalents		19,843
	• No. of youth employed	5,240,000	
	• No. of women employed	22,782	34,114
	• No. of physically challenged persons employed	11,400	37,376
	• No. of people trained on EPWP projects	34,200	32
		8	
		17,100	32,031

14. SCOPA resolutions

There are no outstanding SCOPA resolutions.

15. Prior modifications to audit reports

2009/10 – unqualified audit with other matters

2010/11 – clean audit

16. Exemptions and deviations received from the National Treasury

The National Treasury has exempted the department from complying with certain sections of the Government Immovable asset management Act, No 19 of 2007. In particular the department is exempted from the following:

- The disclosure of building & other fixed structures in the disclosure notes for the tangible assets for the current and prior year.
- The use of fair value to value assets which is referred to in the asset management policy set by the National Treasury.

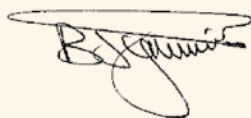
No conditions apply to these exemptions for the year ended 31 March 2012.

17. Other

There is no other material fact or circumstances, which may have an effect on the understanding of the financial state of affairs that is not addressed elsewhere in this report.

18. Approval

The attached Annual Financial Statements have been approved by the Accounting Officer.



Mr. B.S. Gumbi
Acting Head: Transport
31 May 2012

REPORT OF THE AUDITOR-GENERAL TO THE KWAZULU-NATAL PROVINCIAL LEGISLATURE ON VOTE NO. 12: DEPARTMENT OF TRANSPORT

REPORT ON THE FINANCIAL STATEMENTS

Introduction

1. I have audited the financial statements of the Department of Transport set out on pages 118 to 177, which comprise the appropriation statement, the statement of financial position as at 31 March 2012, the statement of financial performance, statement of changes in net assets and the cash flow statement for the year then ended, and 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 of these financial statements in accordance with the *Departmental financial reporting framework* 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 Division of Revenue Act of South Africa, 2011 (Act No. 6 of 2011) (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 the financial statements based on my audit. I conducted my audit in accordance with the Public Audit Act of South Africa, 2004 (Act No. 25 of 2004) (PAA), the General Notice issued in terms thereof and 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 department's preparation 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 department'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 Department of Transport as at 31 March 2012, and its financial performance and cash flows for the year then ended in accordance with the *Departmental financial reporting framework* prescribed by the National Treasury and the requirements of the PFMA and DoRA.

Emphasis of matter

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

Unauthorised expenditure

8. As disclosed in note 13 to the financial statements, the department incurred unauthorised expenditure of R65,265 million on Programme 2: Road infrastructure as a result of carry over expenditure on flood damage repairs to infrastructure damaged during the January 2011 floods.

Additional matters

9. I draw attention to the matters below. My opinion is not modified in respect of these matters.

Unaudited supplementary schedules

10. The supplementary information set out on pages 178 to 179 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.

Financial reporting framework

11. The financial reporting framework prescribed by the National Treasury and applied by the department is a compliance framework. The wording of my opinion on a compliance framework should reflect that the financial statements have been prepared in accordance with this framework and not that they “present fairly”. Section 20(2)(a) of the PAA, however, requires me to express an opinion on the fair presentation of the financial statements. The wording of my opinion therefore reflects this requirement.

REPORT ON OTHER LEGAL AND REGULATORY REQUIREMENTS

12. In accordance with the PAA and the *General Notice* issued in terms thereof, I report the following findings relevant to performance against predetermined objectives,

compliance with laws and regulations and internal control, but not for the purpose of expressing an opinion.

Predetermined objectives

13. I performed procedures to obtain evidence about the usefulness and reliability of the information in the annual performance report as set out on pages 30 to 95 of the annual report.
14. The reported performance against predetermined objectives was evaluated against the overall criteria of usefulness and reliability. The usefulness of information in the annual performance report relates to whether it is presented in accordance with the National Treasury annual reporting principles and whether the reported performance is consistent with the planned objectives. The usefulness of information further relates to whether indicators and targets are measurable (i.e. well defined, verifiable, specific, measurable and time bound) and relevant as required by the *National Treasury Framework for managing programme performance information*. The reliability of the information in respect of the selected programmes is assessed to determine whether it adequately reflects the facts (i.e. whether it is valid, accurate and complete).
15. There were no material findings on the annual performance report concerning the usefulness and reliability of the information.

Compliance with laws and regulations

16. I performed procedures to obtain evidence that the department has complied with applicable laws and regulations regarding financial matters, financial management and other related matters. My finding on material non-compliance with specific matters in key applicable laws and regulations as set out in the *General Notice* issued in terms of the PAA are as follows:

Expenditure management

17. Regular assessments were not performed on the work performed by the Zibambebe contractors (poverty alleviation project) prior to payments being made, as required by Treasury Regulation 8.2.2 and paragraph 8.21 of the Zibambebe policy.

Internal control

18. I considered internal control relevant to my audit of the financial statements, performance report and compliance with laws and regulations. The matter reported below under the fundamentals of internal control is limited to the significant deficiencies that resulted in the finding on compliance with laws and regulations included in this report.

Leadership

19. Management has not implemented effective procedures and allocated sufficient resources to monitor performance of the Zibambebe Contractors before payment is processed.

OTHER REPORTS

Investigations

20. Various investigations are currently being conducted by internal audit on the alleged irregularities in the awarding of tenders at the department, allegations into irregularities in the processing of leave gratuities, irregularities relating to payments to fictitious service provider and allegations of fraud and corruption relating to the appointment of consultants.

Auditor-General

Pietermaritzburg
31 July 2012



AUDITOR - GENERAL
SOUTH AFRICA

Auditing to build public confidence

Appropriation per Programme									
	2011/12					2010/11			
	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. Administration									
Current payment	236,057	-	(18,592)	217,465	194,877	22,588	89.6%	188,127	166,557
Transfers and subsidies	7,851	-	(2,780)	5,071	2,998	2,073	59.1%	5,519	9,568
Payment for capital assets	5,155	-	(1,330)	6,485	6,485	-	100%	788	788
Payment for financial assets	7	-	116	123	123	-	100%	4	2
2. Transport Infrastructure									
Current payment	2,581,759	-	(4)	2,581,755	2,539,634	42,121	98.4%	2,100,185	2,170,430
Transfers and subsidies	5,358	-	2,780	8,138	8,138	-	100%	2,972	3,504
Payment for capital assets	2,192,595	-	100,520	2,293,115	2,400,501	(107,386)	104.7%	2,228,913	2,219,190
Payment for financial assets	34	-	4	38	38	-	100%	23	23
3. Transport Operations									
Current payment	105,139	-	(15,337)	89,802	89,802	-	100%	95,666	91,748
Transfers and subsidies	810,473	-	(13,133)	797,340	797,340	-	100%	714,587	715,294
Payment for capital assets	276	-	(237)	39	39	-	100%	14,204	14,204
4. Transport Regulations									
Current payment	586,631	-	(65,683)	520,948	519,621	1,327	99.7%	451,705	449,233
Transfers and subsidies	550	-	31	581	581	-	100%	50	1,715
Payment for capital assets	21,976	-	16,912	38,888	38,888	-	100%	56,776	60,854
Payment for financial assets	52	-	3	55	55	-	100%	-	27
5. Community Based Programme									
Current payment	73,743	-	(5,930)	67,813	40,732	27,081	60.1%	92,748	55,672
Payment for capital assets	385	-	-	385	-	385	-	385	114
Payment for financial assets	3	-	-	3	3	-	100%	-	-
Total	6,628,044	-	2,660	6,628,044	6,639,855	(11,811)	100.2%	5,952,652	5,958,923
Reconciliation with Statement of Financial Performance									
Add: Departmental receipts				1,409,482				1,245,979	
Aid assistance									
Actual amounts per Statement of Financial Performance (Total Revenue)				8,037,526				7,198,631	
Add: Aid assistance									
Actual amounts per Statement of Financial Performance (Expenditure)									
				3,413					15,882
				6,643,268					5,974,805

Appropriation per Economic classification									
	2011/12						2010/11		
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments									
Compensation of employees	1,185,899	-	(22,400)	1,163,499	1,100,404	63,095	94.6%	1,036,624	1,023,620
Goods and services	2,397,430	-	(83,115)	2,314,315	2,284,262	30,053	98.7%	1,892,404	1,916,458
Financial transactions in assets and liabilities	-	-	-	-	-	-	-	-	-
Transfers & subsidies									
Provinces & municipalities	600	-	-	600	652	(52)	108.7%	-	-
Departmental agencies & accounts	-	-	-	-	-	-	-	-	-
Public corporations & private enterprises	810,473	-	(13,133)	797,340	797,340	-	100%	714,587	715,294
Households	13,159	-	-	13,159	11,065	2,094	84.1%	10,206	10,738
Gifts, donations and sponsorships made	-	-	-	-	-	-	-	-	-
Payment for capital assets									
Buildings & other fixed structures	2,155,697	-	100,520	2,256,217	2,374,923	(118,706)	105.3%	2,242,269	2,244,007
Machinery & equipment	64,690	-	15,262	79,952	68,247	11,705	85.4%	56,508	44,705
Software & other intangible assets	-	-	2,743	2,743	2,743	-	100%	-	4,049
Payment for financial assets	96	-	123	219	219	-	100%	54	52
Total	6,628,044	-	-	6,628,044	6,639,855	(11,811)	100.2%	5,952,652	5,958,923

DETAIL PER PROGRAMME 1 – ADMINISTRATION									
Details per Sub-Programme	2011/12					2010/11			
	Adjusted Appropriation R'000	Shifting of Funds R'000	Virement R'000	Final Appropriation R'000	Actual Expenditure R'000	Variance R'000	Expenditure as % of final appropriation %	Final Appropriation R'000	Actual Expenditure R'000
1.1 Office of the MEC									
Current payment	13,404	-	-	13,404	11,135	2,269	83.1%	9,706	10,996
Transfers and subsidies	-	-	-	-	-	-	-	-	-
Payment for capital assets	50	-	-	50	37	13	74%	-	-
1.2 Management									
Current payment	35,145	-	(15,733)	19,412	8,134	11,278	41.9%	11,530	11,530
Transfers and subsidies	100	-	-	100	100	-	100%	5,519	5,519
Payment for capital assets	40	-	-	40	40	-	100%	-	-
Payment for financial assets	-	-	-	-	-	-	-	4	2
1.3 Corporate Support									
Current payment	166,145	-	(2,859)	163,286	161,686	1,600	99.0%	166,891	144,031
Transfers and subsidies	7,751	-	(2,780)	4,971	2,898	2,073	58.3%	-	4,049
Payment for capital assets	5,015	-	(1,330)	6,345	6,387	(42)	100.7%	788	788
Payment for financial assets	7	-	116	123	123	-	100%	-	-
1.4 Departmental Strategy									
Current payment	21,363	-	-	21,363	13,922	7,441	65.2%	-	-
Transfers and subsidies	-	-	-	-	-	-	-	-	-
Payment for capital assets	50	-	-	50	21	29	42%	-	-
Payment for financial assets	-	-	-	-	-	-	-	-	-
Total	249,070	-	(22,586)	229,144	204,483	24,661	89.2%	194,438	176,915

DETAIL PER PROGRAMME 1 – ADMINISTRATION (continued)									
Programme 1 per Economic Classification	2011/12						2010/11		
	Adjusted Appropriation R'000	Shifting of Funds R'000	Virement R'000	Final Appropriation R'000	Actual Expenditure R'000	Variance R'000	Expenditure as % of final appropriation %	Final Appropriation R'000	Actual Expenditure R'000
Current payments									
Compensation of employees	113,609		(3,835)	109,774	88,034	21,740	80.2%	89,180	83,091
Goods and services	122,448	-	(14,757)	107,691	106,843	848	99.2%	98,947	83,466
Financial transactions in assets and liabilities	-	-	-	-	-	-	-	-	-
Transfers & subsidies									
Provinces & Municipalities	600	-	-	600	652	(52)	108.7%	-	-
Households	7,251		(2,780)	4,471	2,346	2,125	52.5%	5,519	5,519
Payments for capital assets									
Buildings & other fixed structures	-	-	-	-	-	-	-	-	-
Machinery & equipment	5,155	-	(1,413)	3,742	3,742	-	100%	788	788
Software & other intangible assets	-	-	2,743	2,743	2,743	-	100%	-	4,049
Payment for financial assets	7	7	116	123	123	-	100%	4	2
Total	249,070	-	(19,926)	229,144	204,483	24,661	89.2%	194,438	176,915

DETAIL PER PROGRAMME 2 - TRANSPORT INFRASTRUCTURE									
Details per Sub-Programme	2011/12					2010/11			
	Adjusted Appropriation R'000	Shifting of Funds R'000	Virement R'000	Final Appropriation R'000	Actual Expenditure R'000	Variance R'000	Expenditure as % of final appropriation %	Final Appropriation R'000	Actual Expenditure R'000
2.1 Programme Support Office									
Current payment	158,605	-	(1)	158,604	125,252	33,352	79%	157,321	156,056
Transfers and subsidies	5,358	-	-	5,358	4,691	667	87.6%	2,972	3,504
Payment for capital assets	-	-	-	-	1,342	(1,342)	-	-	-
Payment for financial assets	-	-	1	1	1	-	100.0%	23	23
2.2 Planning									
Current payment	31,253	-	-	31,253	36,227	(4,974)	115.9%	7,696	10,886
Transfers and subsidies	-	-	-	-	101	(101)	-	-	-
Payment for capital assets	-	-	-	-	-	-	-	-	-
2.3 Design									
Current payment	14,250	-	-	14,250	16,527	(2,277)	116%	17,905	18,560
Transfers and subsidies	-	-	-	-	190	(190)	-	-	-
Payment for capital assets	-	-	-	-	328	(328)	-	-	-
2.4 Construction									
Current payment	-	-	-	-	-	-	-	-	-
Transfers and subsidies	-	-	-	-	-	-	-	-	-
Payment for capital assets	2,155,697	-	100,520	2,256,217	2,374,923	(118,706)	105.3%	2,196,264	2,194,063
2.5 Maintenance									
Current payment	2,377,651	-	(3)	2,377,648	2,361,628	16,020	99.3%	1,917,263	1,984,928
Transfers and subsidies	-	-	2,780	2,780	3,156	(376)	113.5%	-	-
Payment for capital assets	36,898	-	-	36,898	23,908	12,990	64.8%	32,649	25,127
Payment for financial assets	34	-	3	37	37	-	100%	-	-
Total	4,779,746	-	103,300	4,883,046	4,948,311	(65,265)	101.3%	4,332,093	4,393,147

DETAIL PER PROGRAMME 2 - TRANSPORT INFRASTRUCTURE (continued)									
Programme 2 per Economic Classification	20011/12							2010/11	
	Adjusted Appropriation R'000	Shifting of Funds R'000	Virement R'000	Final Appropriation R'000	Actual Expenditure R'000	Variance R'000	Expenditure as % of final appropriation %	Final Appropriation R'000	Actual Expenditure R'000
Current payments									
Compensation of employees	635,670	-	-	635,670	601,843	33,827	94.7%	549,509	549,509
Goods and services	1,946,089	-	(4)	1,946,085	1,937,791	8,294	99.6%	1,550,676	1,620,921
Financial transactions in assets and liabilities	-	-	-	-	-	-	-	-	-
Transfers & subsidies									
Households	5,358	-	2,780	8,138	8,138	-	100%	2,972	3,504
Payment for capital assets									
Buildings & other fixed structures	2,155,697	-	100,520	2,256,217	2,374,923	(118,706)	105.3%	2,196,264	2,194,063
Machinery & equipment	36,898	-	-	36,898	25,578	11,320	69.3%	32,649	25,127
Software & other intangible assets	-	-	-	-	-	-	-	-	-
Payment for financial assets	34	-	4	38	38	-	100%	23	23
Total	4,779,746	-	103,300	4,883,046	4,948,311	(65,265)	101.3%	4,332,093	4,393,147

DETAIL PER PROGRAMME 3 – TRANSPORT OPERATIONS									
Details per Sub-Programme	2011/12							2010/11	
	Adjusted Appropriation R'000	Shifting of Funds R'000	Virement R'000	Final Appropriation R'000	Actual Expenditure R'000	Variance R'000	Expenditure as % of final appropriation %	Final Appropriation R'000	Actual Expenditure R'000
3.1 Programme Support Operations									
Current payment	30,891	-	(9,779)	21,112	20,379	733	96.5%	48,584	36,318
Transfers and subsidies	-	-	-	-	-	-	-	-	-
Payment for capital assets	276	-	(237)	39	31	8	79.5%	14,204	14,204
3.2 Public Transport Services									
Current payment	11,071	-	(5,558)	5,513	3,159	2,354	57.3%	-	-
Transfers and subsidies	810,473	-	(13,133)	797,340	797,340	-	100%	714,587	706,282
3.3 Transport Safety and Compliance									
Current payment	63,177	-	-	63,177	66,264	(3,087)	104.9%	47,082	55,430
Transfers and subsidies	-	-	-	-	-	-	-	-	9,012
Payment for capital assets	-	-	-	-	8	(8)	-	-	-
Total	915,888	-	(28,707)	887,181	887,181	-	100%	824,457	821,246

DETAIL PER PROGRAMME 3 – TRANSPORT OPERATIONS (continued)									
Programme 3 per Economic Classification	2011/12						2010/11		
	Adjusted Appropriation R'000	Shifting of Funds R'000	Virement R'000	Final Appropriation R'000	Actual Expenditure R'000	Variance R'000	Expenditure as % of final appropriation %	Final Appropriation R'000	Actual Expenditure R'000
Current payments									
Compensation of employees	34,614	-	(9,779)	24,835	24,835	-	100%	41,030	39,207
Goods and services	70,525	-	(5,558)	64,967	64,967	-	100%	54,636	52,541
Interest and rent on land	-	-	-	-	-	-	-	-	-
Transfers & subsidies									
Public corporations & private enterprises	810,473	-	(13,133)	797,340	797,340	-	100%	714,587	715,294
Households	-	-	-	-	-	-	-	-	-
Payments for capital assets									
Buildings & other fixed structures	-	-	-	-	-	-	-	13,494	13,494
Machinery & equipment	276	-	(237)	39	39	-	100%	710	710
Software & other intangible assets	-	-	-	-	-	-	-	-	-
Payment for financial assets	-	-	-	-	-	-	-	-	-
Total	915,888	-	(28,707)	887,181	887,181	-	100%	824,457	821,246

DETAIL PER PROGRAMME 4 - TRANSPORT REGULATIONS									
Details per Sub-Programme	2011/12							2010/11	Actual Expenditure R'000
	Adjusted Appropriation R'000	Shifting of Funds R'000	Virement R'000	Final Appropriation R'000	Actual Expenditure R'000	Variance R'000	Expenditure as % of final appropriation %	Final Appropriation R'000	
4.1 Programme Support Regulation									
Current payment	14,398	-	(14,000)	398	272	126	68.3%	-	105
Transfers & Subsidies	550	-	31	581	-	581	-	-	-
Payment for capital assets	-	-	-	-	-	-	-	-	-
Payment for financial assets	52	-	3	55	-	55	-	-	-
4.2 Operator Licence and Permits									
Current payment	24,785	-	-	24,785	27,158	(2,373)	109.6%	-	-
Transfers and subsidies	-	-	-	-	-	-	-	-	-
Payment for capital assets	-	-	-	-	204	(204)	-	-	-
4.3 Transport Administration and Licencing									
Current payment	110,154	-	(15,737)	94,417	91,523	2,894	96.9%	74,626	69,432
Transfers and subsidies	-	-	-	-	117	(117)	-	-	-
Payment for capital assets	10,976	-	16,912	27,888	27,586	302	98.9%	34,800	34,602
Payment for financial assets	-	-	-	-	37	(37)	-	-	27
4.4 Overload Control									
Current payment	-	-	-	-	-	-	-	-	-
Transfers and subsidies	-	-	-	-	-	-	-	-	-
Payment for capital assets	-	-	-	-	-	-	-	-	-
4.5 Law Enforcement									
Current payment	437,294	-	(35,946)	401,348	400,668	680	99.8%	377,079	379,696
Transfers and subsidies	-	-	-	-	464	(464)	-	50	1,715
Payment for capital assets	11,000	-	-	11,000	11,098	(98)	100.9%	21,976	26,252
Payment for financial assets	-	-	-	-	18	(18)	-	-	-
Payment for capital assets	-	-	-	-	-	-	-	-	-
Total	609,209	-	(48,737)	560,472	559,145	1,327	99.8%	508,531	511,829

DETAIL PER PROGRAMME 4 – TRANSPORT REGULATION (Continued)									
Programme 4 per Economic Classification	2011/12						2010/11		
	Adjusted Appropriation R'000	Shifting of Funds R'000	Virement R'000	Final Appropriation R'000	Actual Expenditure R'000	Variance R'000	Expenditure as % of final appropriation %	Final Appropriation R'000	Actual Expenditure R'000
Current payment									
Compensation of employees	385,174	-	(8,786)	376,388	375,061	1,327	99.6%	339,485	341,308
Goods and services	201,457	-	(56,866)	144,591	144,560	31	100%	112,817	114,363
Financial transactions in assets and liabilities	-	-	-	-	-	-	-	-	-
Transfers & subsidies									
Provinces & municipalities	-	-	-	-	-	-	-	-	-
Households	550	-	-	550	581	(31)	105.6%	1,715	1,715
Payment for capital assets									
Buildings & other fixed structures	-	-	-	-	-	-	-	32,511	36,450
Machinery & equipment	21,976	-	16,912	38,888	38,888	-	100%	21,976	17,966
Payment for financial assets	52	-	3	55	55	-	100%	27	27
Total	609,209	-	(48,737)	560,472	559,145	1,327	99.8%	508,531	511,829

DETAIL PER PROGRAMME 5 - COMMUNITY BASED PROGRAMME									
Details per Sub-Programme	2011/12						2010/11		
	Adjusted Appropriation R'000	Shifting of Funds R'000	Virement R'000	Final Appropriation R'000	Actual Expenditure R'000	Variance R'000	Expenditure as % of final appropriation %	Final Appropriation R'000	Actual Expenditure R'000
5.1 Programme Support Community Based									
Current payment	6,395	-	-	6,395	7,784	(1,389)	121.7%	5,035	4,101
Payment for capital assets	385	-	-	385	-	385	-	385	114
5.2 Community Development									
Current payment	22,014	-	-	22,014	12,102	9,912	55%	28,769	16,854
Payment for capital assets	-	-	-	-	-	-	-	-	-
5.3 EPWP Co-ordination and Monitoring									
Current payment	18,434	-	-	18,434	4,168	14,266	22.6%	7,609	3,349
Payment for financial assets	-	-	-	-	-	-	-	-	-
5.4 Innovation and Empowerment									
Current payment	26,900	-	(5,930)	20,970	16,678	4,292	79.5%	51,335	31,368
Transfers and subsidies	-	-	-	-	-	-	-	-	-
Payment for capital assets	-	-	-	-	-	-	-	-	-
Payment for financial assets	3	-	-	3	3	-	100%	-	-
Total	74,131		(5,930)	68,201	40,735	27,466	59.7%	93,133	55,786

DETAIL PER PROGRAMME 5 - COMMUNITY BASED PROGRAMME (continued)									
Programme 5 per Economic Classification	2011/12						2010/11		
	Adjusted Appropriation R'000	Shifting of Funds R'000	Virement R'000	Final Appropriation R'000	Actual Expenditure R'000	Variance R'000	Expenditure as % of final appropriation %	Final Appropriation R'000	Actual Expenditure R'000
Current payment									
Compensation of employees	16,832	-	-	16,832	10,631	6,201	63.2%	17,420	10,505
Goods and services	56,911	-	(5,930)	50,981	30,101	20,880	59%	75,328	45,167
Payments for capital assets									
Machinery & equipment	385	-	-	385	-	385	-	385	114
Payments for financial assets	3	-	-	3	3	-	100%	-	-
Total	74,131		(5,930)	68,201	40,735	27,466	59.7%	93,133	55,786

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-F) 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 financial transactions in assets and liabilities

Detail of these transactions per programme can be viewed in note 2.5 (Financial transactions in assets and liabilities) to the Annual Financial Statements.

4. Explanations of material variances from Amounts Voted (after Virement):**4.1 Per Programme**

Programme	Final Appropriation R'000	Actual Expenditure R'000	Variance R'000	Variance as a % of Final Appropriation %
Administration	229,144	204,483	24,661	10.76
Transport Infrastructure	4,883,046	4,948,311	(65,265)	(1.34)
Transport Operations	887,181	887,181	-	-
Transport Regulations	560,472	559,145	1,327	0.24
Community based	68,201	40,735	27,466	40.27
Total	6,628,044	6,639,855	(11,811)	(0.18)

The savings under Programme 1,4 and 5 and per economic classification are result of cost cutting measures and non filing of anticipated post as a result of the restructuring of the departmental structure. The over expenditure under Programme 2 and "Building and other fixed structure" as per economic classification is a result of carry over expenditure from the 2011 January floods.

4.2 Per Economic Classification

	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Appropriation
	R'000	R'000	R'000	%
Current expenditure:				
Compensation of employees	1,163,499	1,100,404	63,095	5.42
Goods and services	2,314,315	2,284,262	30,053	1.30
Financial transactions in assets and liabilities				
Transfers and subsidies:				
Provinces and municipalities	600	652	(52)	(8.67)
Public corporations and private enterprises	797,340	797,340	-	-
Households	13,159	11,065	2,094	15.91
Gifts, donations and sponsorships made				
Payments for capital assets:				
Buildings and other fixed structures	2,256,217	2,374,923	(118,706)	(5.26)
Machinery and equipment	79,952	68,247	11,705	14.64
Software and other intangible assets	2,743	2,743	-	-
Payments for financial assets:	219	219	-	-

	<i>Note</i>	2011/12 R'000	2010/11 R'000
REVENUE			
Annual appropriation	1	6,628,044	5,952,652
Departmental revenue	2	1,409,482	1,245,979
Aid assistance		-	-
TOTAL REVENUE		8,037,526	7,198,631
EXPENDITURE			
Current expenditure			
Compensation of employees	4	1,100,404	1,023,620
Goods and services	5	2,284,262	1,916,458
Aid assistance	3		902
Total current expenditure		3,384,666	2,940,980
Transfers and subsidies		809,057	726,032
Transfers and subsidies	7	809,057	726,032
Expenditure for capital assets			
Tangible capital assets	8	2,446,583	2,303,692
Software and other intangible assets	8	2,743	4,049
Total expenditure for capital assets		2,449,326	2,307,741
Financial transactions in assets and liabilities	6	219	52
TOTAL EXPENDITURE		6,643,268	5,974,805
SURPLUS FOR THE YEAR		1,394,258	1,223,826
Reconciliation of Surplus for the year			
Voted Funds		(11,811)	(6,271)
Annual appropriation		(11,811)	(5,564)
Conditional grants			(707)
Departmental Revenue	14	1,409,482	1,245,979
Aid assistance	3	(3,413)	(15,882)
SURPLUS FOR THE YEAR		1,394,258	1,223,826

	Note	2011/12 R'000	2010/11 R'000
ASSETS			
Current assets		184,385	269,558
Unauthorised expenditure	9	126,406	61,141
Cash and cash equivalents	10	194	148,189
Prepayments and advances	11	668	577
Receivables	12	57,117	59,651
TOTAL ASSETS		184,385	269,558
LIABILITIES			
Current liabilities		182,777	267,832
Voted funds to be surrendered to the Revenue Fund	13	91,120	(13,293)
Departmental revenue to be surrendered to the Revenue Fund	14	38,037	233,592
Bank overdraft	15	11,170	-
Payables	16	9,027	10,697
Aid assistance unutilised	3	33,423	36,836
TOTAL LIABILITIES		182,777	267,832
NET ASSETS		1,608	1,726
Represented by:			
Recoverable revenue		1,608	1,726
TOTAL		1,608	1,726

	<i>Note</i>	2011/12 R'000	2010/11 R'000
Recoverable revenue			
Opening balance		1,726	1,220
Transfers:		(118)	506
Irrecoverable amounts written off		(69)	(95)
Debt recovered (included in departmental receipts)		(513)	(1,273)
Debt raised		464	1,874
Closing balance		1,608	1,726
TOTAL		1,608	1,726

	Note	2011/12 R'000	2010/11 R'000
CASH FLOWS FROM OPERATING ACTIVITIES			
Receipts		8,033,872	7,126,459
Annual appropriated funds received	1.1	6,628,044	5,884,489
Departmental revenue received	2	1,405,828	1,241,970
Aid assistance received		-	-
Net (increase)/decrease in working capital		(64,492)	413,349
Surrendered to Revenue Fund		(1,554,078)	(1,318,367)
Current payments		(3,319,401)	(2,879,839)
Payment for financial assets		(219)	(52)
Transfers and subsidies paid		(809,057)	(726,032)
Net cash flow available from operating activities	17	2,286,625	2,615,518
CASH FLOWS FROM INVESTING ACTIVITIES			
Payments for capital assets	8	(2,449,326)	(2,307,741)
Proceeds from sale of capital assets	2.4	3,558	4,009
Net cash flows from investing activities		(2,445,768)	(2,303,732)
CASH FLOWS FROM FINANCING ACTIVITIES			
Distribution/dividend received		96	
(Decrease)/ Increase in net assets		(118)	506
Net cash flows from financing activities		(22)	506
Net decrease in cash and cash equivalents		(159,165)	312,292
Cash and cash equivalents at the beginning of the year		148,189	(164,103)
Cash and cash equivalents at end of year	18	(10,976)	148,189

The Financial Statements have been prepared in accordance with the following policies, which have been applied consistently in all material aspects, unless otherwise indicated. However, 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, Act 1 of 1999 (as amended by Act 29 of 1999), and the Treasury Regulations issued in terms of the Act and the Division of Revenue Act, Act 12 of 2009.

1. Presentation of the Financial Statements

1.1 Basis of preparation

The Financial Statements have been prepared on a modified cash basis of accounting, except where stated otherwise. The modified cash basis constitutes the cash basis of accounting supplemented with additional disclosure items. Under the cash basis of accounting transactions and other events are recognised when cash is received or paid.

1.2 Presentation currency

All amounts have been presented in the currency of the South African Rand (R) which is also the functional currency of the department.

1.3 Rounding

Unless otherwise stated all financial figures have been rounded to the nearest one thousand Rand (R'000).

1.4 Comparative figures

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.

1.5 Comparative figures - Appropriation Statement

A comparison between actual amounts and final appropriation per major classification of expenditure is included in the appropriation statement.

2. Revenue

2.1 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 financial records on the date the appropriation becomes effective.

Adjustments made in terms of the adjustments budget process are recognised in the financial records on the date the adjustments become effective.

The total appropriated funds received during the year are presented in the Statement of Financial Performance.

Unexpended appropriated funds are surrendered to the Provincial Revenue Fund. Any amounts owing to the Provincial Revenue Fund at the end of the financial year are recognised in the Statement of Financial Position.

2.2 Departmental revenue

All departmental revenue is recognised in the Statement of Financial Performance when received and is subsequently paid into the Provincial Revenue Fund, unless stated otherwise.

Amounts owing to the Provincial Revenue Fund at the end of the financial year are recognised as a payable in the Statement of Financial Position.

No accrual is made for the amount receivable from the last receipt date to the end of the reporting period. These amounts are however disclosed in the disclosure note to the annual financial statements.

2.3 Direct Exchequer receipts/payments

All direct exchequer receipts are recognised in the Statement of Financial Performance when the cash is received and subsequently paid into the Provincial Revenue Fund, unless otherwise stated.

All direct exchequer payments are recognised in the Statement of Financial Performance when final authorisation for payment is effected on the system (by no later than 31 March of each year).

Any amount owing to the Provincial Revenue Funds at the end of the financial year is recognised as a payable in the Statement of Financial Position.

2.4 Aid assistance

Aids assistance is recognised as revenue when received.

All in-kind aid assistance is disclosed at fair value on the date of receipt in the annexures to the Annual Financial Statements.

The cash payments made during the year relating to aid assistance projects are recognised as expenditure in the Statement of Financial Performance when final authorisation for payments is effected on the system (by no later than 31 March of each year)

The value of the assistance expensed prior to the receipt of funds is recognised as a receivable in the Statement of Financial Position.

Inappropriately expensed amounts using aid assistance and any unutilised amounts are recognised as payables in the Statement of Financial Position.

All CARA funds received must be recorded as revenue when funds are received. The cash payments made during the year relating to CARA earmarked projects are recognised as expenditure in the Statement of Financial Performance when final authorisation for payments effected on the system (by no later than 31 March of each year)

Inappropriately expensed amounts using CARA funds are recognised as payables in the Statement of Financial Position. Any unutilised amounts are transferred to retained funds as they are not surrendered to the revenue fund.

3. Expenditure

3.1 Compensation of employees

3.1.1 Short-term employee benefits

The cost of short-term employee benefits are expensed in the Statement of Financial Performance when authorization for payment is effected on the system (by no later than 31 March each year)

Short-term employee benefits that give rise to a present legal or constructive obligation are disclosed in the disclosure notes to the financial statements. These amounts must not be recognised in the Statement of Financial Performance or Position.

Employee cost are capitalised to the cost of a capital project when an employee spends more than 50% of his/her time in the project. These payments form part of expenditure for capital assets in the Statement of Financial Performance.

3.1.2 Post retirement benefits

Employer contribution (i.e. social contributions) are expensed in the Statement of Financial Performance when the final authorisation for payment is effected on the system (by no later than 31 March each year).

No provision is made for retirement benefits in the financial statements of the department. Any potential liabilities are disclosed in the financial statements of the National Revenue Funds and not in the financial statements of the employer department.

Social contribution (such as medical benefits) made by the department for certain of its ex-employees are classified as transfers to households in the Statement of Financial Performance.

3.1.3 Termination benefits

Termination benefits such as severance packages are recognised as an expense in the Statement of Financial Performance as a transfer (to households) when the final authorisation for payment is effected on the system (by no later than 31 March of each year).

3.1.4 Other long-term employee benefits

Other long-term employee benefits (such as capped leave) are recognised as an expense in the Statement of Financial Performance as a transfer (to households) when the final authorisation for payment is effected on the system (by no later than 31 March of each year).

Long-term employee benefits that give rise to a present legal or constructive obligation are disclosed in the disclosure notes to the financial statements.

3.2 Goods and services

Payments made for goods and/or services are recognised as an expense in the Statement of Financial Performance when the final authorisation for payment is effected on the system (by no later than 31 March of each year).

The expense is classified as capital if the goods and/or services were acquired for a capital project or if the total purchase price exceeds the capitalisation threshold (currently R5,000). All other expenditures are classified as current.

3.3 Interest and rent on land

Interest and rental payments are recognised as an expense in the Statement of Financial Performance when the final authorisation for payment is effected on the system (by no later than 31 March of each year). This item excludes rental for the use of buildings or other fixed structures. If it is not possible to distinguish between payment for the use of land and the fixed structures on it, the whole amount should be recorded under goods and services.

3.4 Financial transactions in assets and liabilities

Debts are written off when identified as irrecoverable. Debts written-off are limited to the amount of savings and/or underspending of appropriated funds. The write off occurs at year-end or when funds are available. No provision is made for irrecoverable amounts but an estimate is included in the disclosure notes to the financial statements amounts.

All other losses are recognised when authorisation has been granted for the recognition thereof.

3.5 Transfers and subsidies

Transfers and subsidies are recognised as an expense when the final authorisation for payment is effected on the system (by no later than 31 March of each year).

3.6 Unauthorised expenditure

When confirmed unauthorised expenditure is recognised as an asset in the Statement of Financial Position until such time as the expenditure is either approved by the relevant authority, recovered from the responsible person or written off as irrecoverable in the Statement of Financial Performance.

Unauthorised expenditure approved with funding is derecognised from the Statement of Financial Position when the unauthorised expenditure is approved and the related funds are received.

Where the amount is approved without funding it is recognised as expenditure in the Statement of Financial Performance on the date of approval.

3.7 Fruitless and wasteful expenditure

Fruitless and wasteful expenditure is recognised as expenditure in the Statement of Financial Performance according to the nature of the payment and not as a separate line item on the face of the statement. If the expenditure is recoverable it is treated as an asset until it is recovered from the responsible person or written off as irrecoverable in the Statement of Financial Performance.

3.8 Irregular expenditure

Irregular expenditure is recognised as expenditure in the Statement of Financial Performance. If the expenditure is not condoned by the relevant authority it is treated as an asset until it is recovered or written off as irrecoverable.

4. Assets**4.1 Cash and cash equivalents**

Cash and cash equivalents are carried in the Statement of Financial Position at cost.

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.

4.2 Other financial assets

Other financial assets are carried in the Statement of Financial Position at cost.

4.3 Prepayments and advances

Amounts prepaid or advanced are recognised in the Statement of Financial Position when the payments are made and where the goods and services have not been received by year end.

Prepayments and advances outstanding at the end of the year are carried in the Statement of Financial Position at cost.

4.4 Receivables

Receivables included in the Statement of Financial Position arise from cash payments made that are recoverable from another party or from the sale of goods/rendering of services.

Receivables outstanding at year-end are carried in the Statement of Financial Position at cost plus any accrued interest. Amounts that are potentials irrecoverable are included in the disclosure notes.

4.5 Investments

Capitalised investments are shown at cost in the Statement of Financial Position.

Investments are tested for an impairment loss whenever events or changes in circumstances indicate that the investment may be impaired. Any impairment loss is included in the disclosure notes.

4.6 Loans

Loans are recognised in the Statement of Financial Position when the cash is paid to the beneficiary. Loans that are outstanding at year-end are carried in the Statement of Financial Position at cost plus accrued interest.

Amounts that are potentially irrecoverable are included in the disclosure notes.

4.7 Inventory

Inventories that qualify for recognition must be initially reflected at cost. Where inventories are acquired at no cost, or for nominal consideration, their cost shall be their fair value at the date of acquisition.

All inventory items at year-end are reflected at the latest purchase price.

4.8 Capital assets

4.8.1 Movable assets

Initial recognition

A capital asset is recorded on receipt of the item at cost. Cost of an asset is defined as the total cost of acquisition. Where the cost cannot be determined

accurately, the movable capital asset is stated at fair value. Where fair value cannot be determined, the capital asset is included in the asset register at R1.

All assets acquired prior to 1 April 2002 are included in the register R1.

Subsequent recognition

Subsequent expenditure of a capital nature is recorded in the Statement of Financial Performance as "expenditure for capital asset" and is capitalised in the asset register of the department on completion of the project.

Repairs and maintenance is expensed as current "goods and services" in the Statement of Financial Performance.

4.8.2 Immovable assets

Initial recognition

A capital asset is recorded on receipt of the item at cost. Cost of an asset is defined as the total cost of acquisition. Where the cost cannot be determined accurately, the immovable capital asset is stated at R1 unless the fair value for the asset has been reliably estimated.

Subsequent recognition

Work-in-progress of a capital nature is recorded in the Statement of Financial Performance as "expenditure for capital asset". On completion, the total cost of the project is included in the asset register of the department that legally owns the asset or the provincial/national department of public works.

Repairs and maintenance is expensed as current "goods and services" in the Statement of Financial Performance.

5. Liabilities

5.1 Payables

Recognised payables mainly comprise of amounts owing to other governmental entities. These payables are carried at cost in the Statement of Financial Position.

5.2 Contingent liabilities

Contingent liabilities are included in the disclosure notes to the financial statements when it is possible that economic benefits will flow from the department, or when an outflow of economic benefits or service potential is probable but cannot be measured reliably.

5.3 Contingent assets

Contingent assets are included in the disclosure notes to the financial statements when it is possible that an inflow of economic benefits will flow to the entity.

5.4 Commitments

Commitments are not recognised in the Statement of Financial Position as a liability or as expenditure in the Statement of Financial Performance but are included in the disclosure notes.

5.5 Accruals

Accruals are not recognised in the Statement of Financial Position as a liability or as expenditure in the Statement of Financial Performance but are included in the disclosure notes.

5.6 Employee benefits

Short-term employee benefits that give rise to a present legal or constructive obligation are disclosed in the disclosure notes to the financial statements. These amounts are not recognised in the Statement of Financial Performance or the Statement of Financial Position.

5.7 Lease commitments

Finance lease

Finance leases are not recognised as assets and liabilities in the Statement of Financial Position. Finance lease payments are recognised as an expense in the Statement of Financial Performance and are apportioned between the capital and interest portions. The finance lease liability is disclosed in the disclosure notes to the financial statements.

Operating lease

Operating lease payments are recognised as an expense in the Statement of Financial Performance. The operating lease commitments are disclosed in the disclosure notes to the financial statements.

5.8 Provisions

Provisions are disclosed 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 will be required to settle the obligation and a reliable estimate of the obligation can be made.

6. Receivables for departmental revenue

Receivables for departmental revenue are disclosed in the disclosure notes to the annual financial statements.

7. Net Assets

7.1 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 National/Provincial Revenue Fund when the underlining asset is disposed and the related funds are received.

7.2 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 National/Provincial Revenue Fund when recovered or are transferred to the Statement of Financial Performance when written-off.

8. Related party transactions

Specific information with regards to related party transactions is included in the disclosure notes.

9. Key management personnel

Compensation paid to key management personnel including their family members where relevant, is included in the disclosure notes.

10. Public private partnerships

A description of the PPP arrangement, the contract fees and current and capital expenditure relating to the PPP arrangement is included in the disclosure notes.

1. Annual Appropriation

1.1 Annual Appropriation

	Final Appropriation	Actual Funds Received	Funds not requested/not received	Appropriation received 2010/11
	R'000	R'000	R'000	R'000
Administration	229,144	229,144		144,438
Transport Infrastructure	4,883,046	4,883,046		4,321,173
Transport Operations	887,181	887,181		783,322
Transport Regulations	560,472	560,472		560,586
Community Based Programme	68,201	68,201		74,970
Total	6,628,044	6,628,044		5,884,489

	Note	2011/12 R'000	2010/11 R'000
1.2 Conditional grants			
Total grants received	. 1A	2,157,308	2,022,773

2. Departmental revenue

Tax revenue		1,231,524	1,083,507
Sales of goods and services other than capital assets	2.1	122,587	106,198
Fines, penalties and forfeits	2.2	45,148	46,952
Interest, dividends and rent on land	2.3	350	42
Sales of capital assets	2.4	3,558	4,009
Financial transactions in assets and liabilities	2.5	6,315	5,271
Departmental revenue collected		1,409,482	1,245,979

	Note	2011/12	2010/11
		R'000	R'000
2.1 Sales of goods and services other than capital assets	2		
Sales of goods and services produced by the department		122,527	106,190
Sales by market establishment		6,800	5,929
Administrative fees		108,782	94,761
Other sales		6,945	5,500
Sales of scrap, waste and other used current goods		60	8
Total		122,587	106,198
2.2 Fines, penalties and forfeits	2		
Fines		45,148	46,952
Total		45,148	46,952
2.3 Interest, dividends and rent on land	2		
Dividends		96	
Interest		23	24
Rent on land		231	18
Total		350	42
2.4 Sale of capital assets	2		
Tangible assets			
Machinery and equipment	2	3,558	4,009
Total		3,558	4,009
2.5 Financial transactions in assets and liabilities	2		
Receivables			
Stale cheques written back		70	158
Other Receipts including Recoverable Revenue		6,245	5,113
Total		6,315	5,271

	Note	2011/12 R'000	2010/11 R'000
3. Aid Assistance			
3.1 Aid assistance received in cash from other sources			
Local			
Opening Balance		36,836	52,718
Revenue			
Expenditure		(3,413)	(15,882)
Current			(902)
Capital		(3,413)	(14,980)
Closing Balance		33,423	36,836
Analysis of balance			
Aid assistance unutilised		33,423	36,836
Other sources		33,423	36,836
Closing balance		33,423	36,836
4. Compensation of employees			
4.1 Salaries and Wages			
Basic salary		529,366	504,925
Performance award		12,534	50
Service Based		1,894	1,151
Compensative/circumstantial		78,470	15,086
Periodic payments		10,416	9,445
Other non-pensionable allowances		350,526	381,963
Total		983,206	912,620
4.2 Social contributions			
Employer contributions			
Pension		64,465	63,024
Medical		52,264	47,494
Bargaining council		228	233
Insurance		241	249
Total		117,198	111,000
Total compensation of employees		1,100,404	1,023,620
Average number of employees		4,154	3,995

	<i>Note</i>	2011/12	2010/11
		R'000	R'000
5. Goods and services			
Administrative fees		32	75
Advertising		18,551	7,580
Assets less than R5,000	5.1	8,525	7,128
Bursaries (employees)		1,882	2,283
Catering		7,521	5,745
Communication		30,486	28,887
Computer services	5.2	23,204	33,759
Consultants, contractors and agency/outsourced services	5.3	1,840,035	1,489,082
Entertainment		112	75
Audit cost – external	5.4	4,791	5,339
Government motor transport		-	2
Inventory	5.5	183,724	185,386
Operating leases		21,779	19,528
Owned and leasehold property expenditure	5.6	54,822	56,719
Transport provided as part of the departmental activities		9,948	6,821
Travel and subsistence	5.7	54,115	42,729
Venues and facilities		13,405	9,799
Training and staff development		6,448	6,725
Other operating expenditure	5.8	4,882	8,796
Total		2,284,262	1,916,458

The amounts disclosed as Consultants, contractors and agency / outsourced services has increased significantly from the previous financial year as a result of a change in classification of certain road infrastructure expenditure activities, previously disclosed under the item Expenditure for capital assets; Buildings and other fixed structures (being capital expenditure on road infrastructure).

5.1 Assets less than R5,000	5		
Tangible assets			
Machinery and equipment		8,525	7,122
Intangible assets		-	6
Total		8,525	7,128

	Note	2011/12 R'000	2010/11 R'000
5.2 Computer services	5		
SITA computer services		16,943	23,970
External computer service providers		6,261	9,789
Total		23,204	33,759
5.3 Consultants, contractors and agency/ outsourced	5		
Business and advisory services		96,722	72,905
Infrastructure and planning		388,701	12,754
Legal costs		17,910	18,796
Contractors		1,329,608	1,377,677
Agency and support/outsourced services		7,094	6,950
Total		1,840,035	1,489,082
<p>The amounts disclosed as Consultants, contractors and agency / outsourced services has increased significantly from the previous financial year as a result of a change in classification of certain road infrastructure expenditure activities, previously disclosed under the item Expenditure for capital assets; Buildings and other fixed structures (being capital expenditure on road infrastructure).</p>			
5.4 Audit cost – external	5		
Regularity audits		4,482	4,943
Performance audits		309	396
Other audits		-	-
Total		4,791	5,339
5.5 Inventory	5		
Learning and teaching support material		618	1,491
Food and food supplies		157	141
Fuel, oil and gas		71,113	62,540
Medical Supplies		60	41
Material and supplies		95,379	104,416
Stationery and printing		12,218	11,924
Medicine		4,179	4,874
Total		183,724	185,386
5.6 Owned and leasehold property expenditure	5		
Municipal services		20,591	19,299
Property maintenance and repairs		6,873	3,253
Other		27,358	34,167
Total		54,822	56,719
5.7 Travel and subsistence	5		
Local		53,335	42,658
Foreign		780	71
Total		54,115	42,729

	<i>Note</i>	2011/12	2010/11
		R'000	R'000
5.8 Other operating expenditure	5		
Learnerships		-	7,427
Resettlement costs		58	218
Other		4,824	1,151
Total		4,882	8,796
6. Financial transactions in assets and liabilities			
Other material losses written off	6.1	150	24
Debt written off	6.1	69	28
Total		219	52
6.1 Other material losses written off	6		
Claims Recoverable – Provincial Departments		63	-
Claims by State - removal of vehicles		10	24
Other Write-offs		77	-
Total		150	24
6.2 Debts written off	6		
Salary overpayment		49	20
Other staff related write-offs		3	4
Breach of contract		1	1
Interest on debt		16	2
Tax		-	1
Total		69	28
6.3 Recoverable revenue written-off	6		
Bad debt written-off		-	29
Accident removals		-	66
Total		-	95
6.4 Receivables for Department written-off	6		
Motor license fees written-off		-	135
Total		-	135
7. Transfers and subsidies			
Provinces and municipalities	1C	652	-
Public corporations and private enterprise	1B	797,401	715,294
Households		10,904	10,538
Gifts, donations and sponsorships made	Annex 1F	100	200
Total		809,057	726,032

	Note	2011/12 R'000	2010/11 R'000
8. Expenditure for capital assets			
Tangible assets		2,446,583	2,303,692
Building and other fixed structures	8.1	2,378,336	2,254,436
Machinery and equipment	8.1	68,247	49,256
Software and other intangible assets		2,743	4,049
Computer software	8.1	2,743	4,049
Total		2,449,326	2,307,741
The following amounts have been included as project costs in expenditure for capital assets			
Goods and services		2,378,336	2,011,964
Total		2,378,336	2,011,964

8.1 Analysis of funds utilised to acquire capital assets – 2011/12

	Voted Funds R'000	Aid assistance R'000	TOTAL R'000
Tangible assets			
Building and other fixed structures	2,374,923	3,413	2,378,336
Machinery and equipment	68,247	-	68,247
Software and other intangible assets			
Computer Software	2,743	-	2,743
Patents, licences, copyright, brand names, trademarks		-	
Total	2,445,913	3,413	2,449,326

8.2 Analysis of funds utilised to acquire capital assets – 2010/11

	Voted Funds	Aid assistance	TOTAL
Buildings and other fixed structures			
Buildings and other fixed structures	2,239,337	14,980	2,254,317
Machinery and equipment	49,375	-	49,375
Capital development costs	202	-	202
Patents, licences, copyright, brand names	3,847		3,847
Total	2,292,761	14,980	2,307,741

	2011/12	2010/11
	R'000	R'000
9. Unauthorised expenditure		
9.1 Reconciliation of unauthorised expenditure		
Opening balance	61,141	443,110
Unauthorised expenditure – discovered in the current year	65,265	61,141
Less: Amounts approved by Parliament/Legislature with funding		(257,444)
Less: Amounts transferred to receivables for recovery		(185,666)
Unauthorised expenditure awaiting authorisation	126,406	61,141

Included in unauthorised expenditure is an amount of R 185,666,000 which has been approved by SCOPA without funding as a first charge against the departments budget in 2010/11.

Analysis awaiting authorisation per economic classification

Current	711	711
Capital	125,695	60,430
	126,406	61,141

9.2 Details of unauthorised expenditure - current

Unauthorised Expenditure relating to overspending of the vote or a main division within the vote. Unauthorised expenditure incurred not in accordance with the purpose of the vote or main division.

	126,406	61,141
Total	126,406	61,141

10. Cash and cash equivalents

Consolidated Paymaster General Account	-	146,913
Cash receipts	-	1,085
Cash on hand	194	191
Total	194	148,189

11. Prepayments and advances

Travel and subsistence	668	577
Total	668	577

12. Receivables

	Note	2011/12				2010/11
		Less than one year	One to three years	Older than three years	Total	Total
		R'000	R'000	R'000	R'000	R'000
Claims recoverable	12.1, Annex 3	17,590	19,818	12,093	49,501	51,043
Staff debt	12.2	534	990	1,735	3,259	3,484
Other debtors	12.3	555	42	3,760	4,357	5,124
Total		18,679	20,850	17,588	57,117	59,651

	Note	2011/12 R'000	2010/11 R'000
12.1 Claims recoverable	12		
National departments		11,501	12,788
Provincial departments		34,247	34,107
Public entities		3,753	4,148
Total		49,501	51,043
1.2 Staff debt	12		
Breach of Contract		473	883
In Service Debts		511	728
Out of Service Debts		1,665	1,706
Tax Debt		155	167
Other		455	-
Total		3,259	3,484
12.3 Other debtors	12		
Dishonoured Cheques		265	201
Disallowance Fraudulent Payments		1,968	1,968
Salary ACB Recalls		196	-
Salary Reversal		138	-
Other		1,790	2,955
Total		4,357	5,124

13. Voted funds to be surrendered to the Revenue Fund

Opening balance	(13,293)	6,802
Transfer from Statement of Financial Performance	(11,811)	(6,271)
Add: Unauthorised expenditure for current year	65,265	61,141
Voted funds not requested/not received	-	(68,163)
Paid during the year	50,959	(6,802)
Closing balance	91,120	(13,293)

The closing balance consists of R Nil to be surrendered to National Departments for unspent conditional grants and R to be surrendered to Provincial Revenue Fund

	Note	2011/12	2010/11
		R'000	R'000
14. Departmental revenue to be surrendered to the Revenue Fund			
Opening balance		233,592	299,178
Transfer from Statement of Financial Performance		1,409,482	1,245,979
Paid during the year		(1,605,037)	(1,311,565)
Closing balance		38,037	233,592
15. Bank overdraft			
Consolidated Paymaster General Account		11,170	-
Total		11,170	-
16. Payables – current			
Amounts owing to other entities	-	-	-
Advances received	16.1	8,308	10,146
Clearing accounts		-	-
Other payables	16.2	719	551
Total		9,027	10,697
16.1 Advances received	16		
RTMC Levies		4,350	4,460
Public Enterprises		3,947	3,602
Provincial Department - WC		6	816
National Departments		5	1,268
Total		8,308	10,146
16.2 Other payables	16		
Sal: ACB Recalls		-	248
Pension Deductions		-	-
Sal: Income tax		707	187
Sal: Reversal Control		-	109
Other		12	7
Total		719	551

17. Net cash flow available from operating activities

Net surplus/(deficit) as per Statement of Financial Performance	1,394,258	1,223,826
Add back non cash/cash movements not deemed operating activities	892,367	1,391,692
(Increase)/decrease in receivables – current	2,534	32,350
(Increase)/decrease in prepayments and advances	(91)	11
(Increase)/decrease in other current assets	-	443,110
Increase/(decrease) in payables – current	(1,670)	(981)
Proceeds from sale of capital assets	(3,558)	(4,009)
Distribution/dividends received	(96)	-
Expenditure on capital assets	2,449,326	2,307,741
Surrenders to Revenue Fund	(1,554,078)	(1,318,367)
Voted funds not requested/not received	-	(68,163)
Net cash flow generated by operating activities	2,286,625	2,615,518

18. Reconciliation of cash and cash equivalents for cash flow purposes

Consolidated Paymaster General account	(11,170)	146,913
Cash receipts	-	1,085
Cash with commercial banks (Local)	194	191
Total	(10,976)	148,189

These amounts are not recognised in the Annual Financial Statements and are disclosed to enhance the usefulness of the Annual Financial Statements.

		Note	2011/12	2010/11
			R'000	R'000
19. Contingent liabilities				
Liable to	Nature			
Housing loan guarantees	Employees	<i>Annex 2A</i>	710	650
Claims against the department		<i>Annex 2B</i>	145,537	101,482
Other departments (interdepartmental unconfirmed balances)		<i>Annex 4</i>	1,088	2,072
Total			147,335	104,204

20. Commitments

Current expenditure

Approved and contracted	17,334	279,781
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Capital expenditure

Approved and contracted	662,179	473,155
Approved but not yet contracted	696,795	2,354,887
	1,358,974	2,828,042

Total Commitments	1,376,308	3,107,823
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21. Accruals

Listed by economic classification

	2011/12			2010/11
	30 Days	30+ Days	Total	Total
Goods and services	30,885	900	31,785	31,555
Buildings and other fixed structures	165,990	7,845	173,835	263,690
Total	196,875	8,745	205,620	295,245

Listed by programme level

Administration	26,581	8,793
Road Infrastructure	172,145	284,870
Transportation	5,547	96
Traffic Management	1,285	1,332
Community-Based Programme	62	154
	205,620	295,245

Confirmed balances with departments	<i>Annex 4</i>	2,907	3,800
Confirmed balances with other departments	<i>Annex 4</i>	-	19
		2,907	3,819

	Note	2011/12 R'000	2010/11 R'000
22. Employee benefits			
Leave entitlement		33,924	33,645
Thirteenth cheque		21,727	20,895
Capped leave commitments		76,775	77,281
Total		132,426	131,821

The leave entitlement and capped leave balances, as disclosed above excludes negative leave balances. The negative balances amount to R 1,121,021.

23. Lease Commitments

23.1 Operating leases expenditure

2011/12	Land	Buildings and other fixed structures	Machinery and equipment	Total
	R'000	R'000	R'000	R'000
Not later than 1 year	29	2,647	21,897	24,573
Later than 1 year and not later than 5 years	59	4,601	26,761	31,421
Total commitments	88	7,248	48,658	55,994

2010/11	Land	Buildings and other fixed structures	Machinery and equipment	Total
	R'000	R'000	R'000	R'000
Not later than 1 year	25	2,207	12,364	14,596
Later than 1 year and not later than 5 years	107	9,123	4,545	13,775
Total commitments	132	11,330	16,909	28,371

23.2 Finance leases

2011/12	Machinery and equipment	Total
	R'000	R'000
Not later than 1 year	1,515	1,515
Later than 1 year and not later than 5 years	507	507
Total present value of lease liabilities	2,022	2,022

2010/11	Machinery and equipment	Total
	R'000	R'000
Not later than 1 year	92	92
Later than 1 year and not later than 5 years	1	1
Total present value of lease liabilities	93	93

	2011/12	2010/11
	R'000	R'000
24. Receivables for departmental revenue		
Tax revenue	36,659	40,946
Total	36,659	40,946

24.1 Analysis of receivables for departmental revenue

Opening balance	40,946	25,225
Less: Amounts received	40,946	25,225
Add: Amount recognised	36,754	41,081
Less: Amounts written-off/reversed as irrecoverable	95	135
Closing balance	36,659	40,946

24.2 Receivables for department revenue written off

Motor Licence Fees Written-Off	95	135
Total	95	135

	2011/12 R'000	2010/11 R'000
25 Irregular expenditure		
Reconciliation of Irregular Expenditure		
25.1 Reconciliation of irregular expenditure		
Opening balance	11,636	1,967
Add: Irregular expenditure relating to current year	10,019	9,669
Less: Amounts condoned		
Irregular expenditure awaiting condonation	21,655	11,636
Analysis of awaiting condonation per age classification		
	21,655	11,636
Current year	10,019	9,669
Prior years	11,636	1,967

25.2 Details of irregular expenditure condoned

Purchase of Asphalt without proper SCM procedure being followed during 2010/11, cover quoting scheme, paid for services that were never rendered, tender unfairly awarded to relatives and bypassing of procurement procedures

	-	9,669
Irregular procurement procedure – Ackin Investment	348	-
Irregular procurement procedure – Coastal Tool Hire	332	-
Irregular procurement procedure – Lootch Security	97	-
Overtime exceeding 30% of Basic Salary - Special Operations - RTI	997	-
Awards to Persons in service of state	689	-
Departmental employees with family who have an interest in suppliers of the department	5,506	-
Non compliance with procurement tender procedures	1,778	-
Awards to Zimbabwele Contractor	25	-
Supplier Declarations - Shared info (Zimbabwele)	11	-
Total	9,783	9,669

	2011/12	2010/11
	R'000	R'000
26. Impairment		
Debtors	69	-
Total	69	-

27. Key management personnel

	No. of Individuals		
Political office bearers (provide detail below)	1	1,566	1,270
Officials			
Level 15 to 16	4	5,461	4,171
Level 14 (incl. CFO if at a lower level)	8	8,386	5,926
Family members of key management personnel	6	1,471	848
Total		16,884	12,215

28. Movable Tangible Capital Assets

	Opening balance	Current year Adjustments to prior year balances	Additions	Disposals	Closing Balance
	R'000	R'000	R'000	R'000	R'000
Machinery and Equipment	519,323	-	68,427	9,863	577,887
Transport assets	189,284	-	55,018	9,863	234,439
Computer equipment	5,303	-	5,064	-	10,367
Furniture and office equipment	28,447	-	1,339	-	29,786
Other machinery and equipment	296,289	-	7,006	-	303,295
Total Movable Tangible Capital Assets	519,323	-	68,427	9,863	577,887

28.1 Additions to Movable Tangible Capital Assets per Asset Register for the year ended 31 March 2012

	Cash	Non Cash	Total
	R'000	R'000	R'000
Machinery and Equipment	68,427	-	68,427
Transport assets	55,018	-	55,018
Computer equipment	5,064	-	5,064
Furniture and office equipment	1,339	-	1,339
Other machinery and equipment	7,006	-	7,006
Total Additions to Movable Tangible Capital Assets	68,427		68,427

28.2 Disposals of Movable Tangible Capital Assets per Asset Register for the year ended 31 March 2012

	Sold for cash	Transfer out or destroyed or scrapped	Total disposals	Cash Received Actual
	Cost/value price as per AR	Cost/value price as per AR		Cost
	R'000	R'000	R'000	R'000
Machinery and Equipment	9,863		9,863	3,558
Transport assets	9,863	-	9,863	3,558
Computer equipment	-	-	-	-
Furniture and office equipment	-	-	-	-
Other machinery and equipment	-	-	-	-
Total Disposal of Movable Tangible Capital Assets	9,863		9,863	3,558

28.3 Movement in Movable Tangible Capital Assets per Asset Register for the year ended 31 March 2011

	Opening balance	Additions	Disposals	Closing balance
	R'000	R'000	R'000	R'000
Machinery and Equipment	484,701	49,492	14,870	519,323
Transport assets	152,665	39,389	2,770	189,284
Computer equipment	15,217	1,926	11,840	5,303
Furniture and office equipment	28,098	349	-	28,447
Other machinery and equipment	288,721	7,828	260	296,289
Total Movable Tangible Assets	484,701	49,492	14,870	519,323

28.4 Minor Assets of the Department for the year ended 31 March 2012

	Intangible assets	Machinery and equipment	Total
	R'000	R'000	R'000
Opening balance	-	27,423	27,423
Additions	-	1,984	1,984
Disposal	-	44	44
Total	-	29,363	29,363
Number of R1 minor assets	-	36,252	36,252
Number of minor assets at cost	-	15,226	15,226
Total	-	51,478	51,478

Minor Assets of the Department for the year ended 31 March 2011

	Intangible assets	Machinery and equipment	Total
	R'000	R'000	R'000
Opening Balance	-	20,458	20,458
Additions	-	7,045	7,045
Disposal	-	80	80
Total	-	27,423	27,423
Number of R1 minor assets	-	37,352	37,352
Number of minor assets at cost	-	12,985	12,985
Total	-	50,337	50,337

29. Intangible Capital Assets

29.1 Movement in Intangible Capital Assets per Asset Register for the year ended 31 March 2012

	Opening balance	Current Year Adjustments to prior year balances	Additions	Disposals	Closing Balance
	R'000	R'000	R'000	R'000	R'000
Capitalised Development Costs	-	-	-	-	-
Computer Software	15,666	-	2,743	-	18,409
Total Intangible Assets	15,666	-	2,743	-	18,409

29.2 Additions to Intangible Capital Assets per Asset Register for the year ended 31 March 2012

	Cash	Total
	Cost	Cost
	R'000	R'000
Capitalised Development Costs		
Computer Software	2,743	2,743
Total	2,743	2,743

29.3 Movement in Intangible Capital Assets per Asset Register for the year ended 31 March 2011

	Opening balance	Current Year Adjustments to prior year balances	Additions	Disposals	Closing Balance
	R'000	R'000	R'000	R'000	R'000
Capitalised Development costs	-	-	202	-	202
Computer Software	11,819	-	3,847	-	15,666
Total Intangible Assets	11,819	-	4,049	-	15,868

30. Immovable Tangible Capital Assets**Movement in Immovable Tangible Capital Assets Per the Asset Register for the year ended 31 March 2012**

	Opening balance R'000	Additions R'000	Closing Balance R'000
Buildings and Other Fixed Structures	7,318,539	183,235	7,501,774
Other fixed structures	7,318,539	183,235	7,501,774
Total Immovable Tangible Capital Assets	7,318,539	183,235	7,501,774

30.1 Additions

	Cash R'000	(Capital Work in Progress current costs and finance lease payments) R'000	Total R'000
Building and Other Fixed Structures	2,378,336	(2,195,101)	183,235
Other fixed structures	2,378,336	(2,195,101)	183,235
Total Additions to Immovable Tangible Capital Assets	2,378,336	(2,195,101)	183,235

**1.2 Movement in Immovable Tangible Capital
Assets Per Asset Register for the year
ended 31 March 2011**

	Opening balance R'000	Additions R'000	Closing balance R'000
Buildings and Other Fixed Structures	6,678,414	640,125	7,318,539
Other fixed structures	6,678,414	640,125	7,318,539
Total Immovable Tangible Assets	6,678,414	640,125	7,318,539

ANNEXURE 1A –STATEMENT OF CONDITIONAL GRANTS RECEIVED

NAME OF DEPARTMENT	GRANT ALLOCATION					SPENT 2010/11				
	Division of Revenue Act/ Provincial Grants R'000	Roll Overs R'000	DORA Adjustments R'000	Other Adjustments R'000	Total Available R'000	Amount received by department R'000	Amount spent by department R'000	% of available funds spent by department %	Division of Revenue Act R'000	Amount spent by department R'000
Provincial Infrastructure	-	-	-	-	-	-	-	-	958,390	958,390
Provincial Roads Maintenance	1,236,684	-	-	-	1,236,684	1,236,684	1,236,684	100	-	-
Public Transport Operations	773,473	-	-	-	773,473	773,473	773,473	100	714,587	714,587
EPWP Incentive	129,836	-	-	(12,421)	117,415	117,415	117,415	100	135,398	153,562
Disaster Management	-	-	29,736	-	29,736	29,736	29,736	100	214,398	214,398
	2,139,993	-	29,736	(12,421)	2,157,308	2,157,308	2,157,308		2,022,773	2,040,937

ANNEXURE 1 B – STATEMENT OF TRANSFERS/SUBSIDIES TO PUBLIC CORPORATIONS AND PRIVATE ENTERPRISES

NAME OF PUBLIC CORPORATION/PRIVATE ENTERPRISE	TRANSFER ALLOCATION				EXPENDITURE				2010/2011
	Adjusted appropriation Act	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds transferred	Capital	Current	Appropriation Act
	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000	R'000
Private Enterprises									
Provision of Scholar Transport	37,000	-	-	37,000	17,364	47	-	-	-
Public Transport Operations Grant	773,473	-	-	773,473	780,037	101	-	-	714,587
TOTAL	810,473	-	-	810,473	797,401		-	-	714,587

ANNEXURE 1C PROVINCES AND MUNICIPALITIES

NAME OF PROVINCE/ GRANT	TRANSFER ALLOCATION				EXPENDITURE		2010/11
	Amount	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds Transferred	
	R'000	R'000	R'000	R'000	R'000	%	
Departmental Vehicle Licences	600	-	-	600	652	109	-
	600	-	-	600	652		-

ANNEXURE 1D – STATEMENT OF LOCAL AND FOREIGN AID ASSISTANCE RECEIVED

NAME OF DONOR	PURPOSE	OPENING BALANCE R'000	REVENUE R'000	EXPENDITURE R'000	CLOSING BALANCE R'000
Received in cash					
South African National Roads Agency Limited	Shova Kalula Bicycle Project	-		-	-
Ethekweni Municipality	Provincial Transport Infrastructure	36,836		3,413	33,423
TOTAL		36,836		3,413	33,423

ANNEXURE 1E – STATEMENT OF GIFTS, DONATIONS AND SPONSORSHIPS MADE AND REMISSIONS, REFUNDS AND PAYMENTS MADE AS AN ACT OF GRACE

NATURE OF GIFT, DONATION OR SPONSORSHIP	2011/12	2010/11
(Group major categories but list material items including name of organisation)	R'000	R'000
Made in kind		
Donations of redundant furniture to schools	773	-
Shova Kalula Bicycles	4,480	-
Various Schools (IT Equipment)	-	-
Subtotal	5,253	-
Remissions, refunds and payments made as an act of grace		
Ex-gratia payment resulting from the plane crash involving employees of the department	100	200
Subtotal	100	200
TOTAL	5,353	200

ANNEXURE 1F – STATEMENT OF INVESTMENTS

Name of public entity	State entity's PFMA Schedule Type (state year end if not 31 March)	Number of shares held 2010/11	Number of shares held R'000	Cost of Investment 2011/12	Profit/(Loss) for the year 2010/11	Profit/(Loss) for the year
SANLAM	2011/12	11,276	11,276	-	96	-
TOTAL		11,276	11,276	-	96	-

ANNEXURE 1G - TRANSFERS TO HOUSEHOLDS

NAME OF PROVINCE/GRANT	TRANSFER ALLOCATION				EXPENDITURE		2010/11
	Adjusted appropriation Act	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds Transferred	
	R'000	R'000	R'000	R'000	R'000	%	R'000
Transfers							
Employee Benefits : Injury on duty	2,059	-	-	2,059	1,406	68%	1,206
Employee Benefits : Leave Gratuity	5,000	-	-	5,000	4,437	89%	4,200
Claims Against State – cash	1,500	-	-	1,500	643	43%	3,800
Refund & Rem-Act/Grace	4,600	-	-	4,600	4,418	96%	1,000
	13,159	-	-	13,159	10,904		10,206

ANNEXURE 2A – STATEMENT OF FINANCIAL GUARANTEES ISSUED AS AT 31 MARCH 2012 – LOCAL

Guarantor institution	Guarantee in respect of R'000	Original guaranteed capital amount R'000	Opening balance 1 April 2011 R'000	Guarantees drawdowns during the year R'000	Guarantees repayments/ cancelled/ reduced/ released during the year R'000	Closing balance 31 March 2012
ABSA Bank Limited	Housing	3,094	262	60	-	321
People's Bank FBC Fidelity Limited	Housing	65	-	-	-	-
FNB (A Division of First Rand Bank Limited)	Housing	1,898	127	-	-	127
Ithala Bank Limited	Housing	327	26	-	-	27
Nedbank Limited	Housing	730	56	-	-	56
Nedbank (NBS)	Housing	117	-	-	-	-
Old Mutual (Nedbank/ Permanent Bank)	Housing	989	53	-	-	53
FNB (Former Saambou Bank Limited)	Housing	213	16	-	-	16
Standard Bank of South Africa Limited	Housing	1,101	110	-	-	110
TOTAL		8,534	650	60	-	710

ANNEXURE 2B – STATEMENT OF CONTINGENT LIABILITIES AS AT 31 MARCH 2012

Nature of Liability	Opening Balance 01/04/2011 R'000	Liabilities incurred during the year R'000	Liabilities paid/cancelled/ reduced during the year R'000	Closing Balance 31/03/2011 R'000
Claims against the department				
Potholes	32,577	3,557	823	35,311
Accidents	7,959	31,500	269	39,190
Civil	60,946	13,542	3,452	71,036
TOTAL	101,482	48,599	4,544	145,537

ANNEXURE 3 – CLAIMS RECOVERABLE

Government Entity	Confirmed balance outstanding		Unconfirmed balance outstanding		Total	
	31/03/2012	31/03/2011	31/03/2012	31/03/2011	31/03/2012	31/03/2011
	R'000	R'000	R'000	R'000	R'000	R'000
National Departments						
Correctional Services	-	-	1,381	1,452	1,381	1,452
Government Communications	-	-	-	-	-	-
Home Affairs	-	-	-	-	-	-
Independent Complaints Commission	-	-	-	-	-	-
Judicial Inspectorate of Prisons	-	-	-	-	-	-
Justice	-	-	11,315	11,336	11,315	11,336
Labour	-	-	-	-	-	-
Land Affairs	-	-	-	-	-	-
SA Human Rights	-	-	-	-	-	-
SASSA	-	-	244	206	244	206
Sport and Recreation	-	-	-	-	-	-
Transport	-	-	-	-	-	-
Other	-	-	550	-	550	-
Unallocated Credits	-	-	(1,989)	-	(1,989)	-
Subtotal	-	-	11,501	12,994	11,501	12,994

ANNEXURE 3 – CLAIMS RECOVERABLE (continued)

Government Entity	Confirmed balance outstanding		Unconfirmed balance outstanding		Total	
	31/03/2012	31/03/2011	31/03/2012	31/03/2011	31/03/2012	31/03/2011
	R'000	R'000	R'000	R'000	R'000	R'000
Provincial Departments						
Agriculture	-	4,141	308	-	308	4,141
Education	6,906	2,921	2,905	5,396	9,811	8,317
Health	1,790	11,028	22,198	3,951	23,988	14,979
Human Settlement	-	-	-	-	-	-
Local Government and Traditional Affairs	-	-	-	-	-	-
Office of the Premier	-	-	-	-	-	-
Provincial Legislature	-	-	15	741	15	741
Provincial Treasury	-	-	143	160	143	160
Royal Household	456	-	1,405	1,416	1,861	1,416
Safety and Security	-	-	230	226	230	226
Social Welfare	-	-	966	925	966	925
Works	-	-	214	401	214	401
Economic Affairs	29	-	15	229	44	229
Sport Art & Culture	-	-	227	563	227	563
Unallocated Credits	-	-	-	(531)	-	(531)
KZN Municipalities						
UMhlathuze Municipality	-	-	-	2,272	-	2,272
Sub total	9,181	18,090	28,626	15,749	37,807	33,839
Public Entities						
National Public Entities	-	-	193	4,147	193	4,147
Other	-	-	-	-	-	-
Subtotal	-	-	193	4,147	193	4,147

ANNEXURE 3 – CLAIMS RECOVERABLE (continued)

Government Entity	Confirmed balance outstanding		Unconfirmed balance outstanding		Total	
	31/03/2012	31/03/2011	31/03/2012	31/03/2011	31/03/2012	31/03/2011
	R'000	R'000	R'000	R'000	R'000	R'000
Other Government Entities						
Claims Recoverable: Departments from Other Provinces	-	-	-	63	-	63
Subtotal	-	-	-	63	-	63
TOTAL	9,181	18,090	40,320	32,953	49,501	51,043

Includes all amounts owing by National and Provincial Departments as well as all Public Entities, Constitutional Institutions and Trading Entities

ANNEXURE 4 – INTER-GOVERNMENT PAYABLES

GOVERNMENT ENTITY	Confirmed balance outstanding		Unconfirmed balance outstanding		TOTAL	
	31/03/2012	31/03/2011	31/03/2012	31/03/2011	31/03/2012	31/03/2011
	R'000	R'000	R'000	R'000	R'000	R'000
DEPARTMENTS						
Current						
KwaZulu-Natal Provincial Departments						
Local Government and Traditional Affairs	-	-	-	-	-	-
Social Welfare	-	-	-	-	-	-
Office of the Premier	-	41	-	-	-	41
Works	2,785	3,535	586	544	3,371	4,079
Community Safety and Liaison	-	224	-	-	-	224
Health	122	-	502	1,528	624	1,528
Economic Development and Tourism	-	-	-	-	-	-
National Departments						
Justice	-	-	-	-	-	-
Land Affairs	-	-	-	-	-	-
Labour	-	-	-	-	-	-
National Prosecuting Authority	-	-	-	-	-	-
National Transport	-	-	-	-	-	-
South African Police Service	-	-	-	-	-	-
Other Government Entity						
Road and Transport – Free State	-	19	-	-	-	19
Total	2,907	3,819	1,088	2,072	3,995	5,891

ANNEXURE 5 – INVENTORY

Inventory	2010/12 R'000	2010/11 R'000
Opening balance	16,190,789	13,665,442
Add/(Less): Adjustments to prior year balances	0	-
Add: Additions/Purchases - Cash	66,914,000	59,522,639
Add: Additions – Non-cash	-	-
(Less): Disposals	-	-
(Less): Issues	(59,765,000)	(54,675,659)
Add/(Less): Adjustments	(4,811,000)	(2,321,633)
Closing balance	18,528,789	16,190,789

No quantities have been disclosed as the inventory consists of different types of inventory and each type of inventory has a different unit of measure.

SCHEDULE - IMMOVABLE ASSETS, LAND AND SUB SOIL ASSETS

Opening balances – 2007/ 2008

In the 2006/2007 financial year the department had applied accounting circular 1 of 2007. The impact of this circular on the financial statements resulted in the cumulative balances on buildings, land and subsoil assets being transferred to the Provincial Department of Public Works. The balance that was transferred was R 94,514 million which consisted of non residential building.

Movements to immovable assets – 2007/2008

The department has applied the exemption as granted by the National Treasury and thus immovable assets, excluding Roads Infrastructure have not been disclosed on the face of the annual financial statements.

Additions

The additions for the current year on buildings, land and subsoil assets consisted of non - residential building R45,657 million.

Movements to immovable assets – 2008/2009

The department has applied the exemption as granted by National Treasury and thus where there is uncertainty with regards to ownership of immovable assets, these have not been disclosed on the face of the annual financial statements.

Additions

The additions for the current year on buildings, land and subsoil assets consisted of non residential buildings (R17, 877 million)

Movements to immovable assets – 2009/2010

The department has applied the exemption as granted by National Treasury in terms of Circular 1 of 2007 and thus have not disclosed this amount in the immovable assets note to the annual financial statements.

Additions

The additions for the current year on buildings, land and subsoil assets consisted of non residential buildings (R3, 883 million)

The supplementary information presented does not form part of the annual financial statements and is unaudited.



PART 4

HUMAN RESOURCES OVERSIGHT



Programme / Subprogramme / Performance Measures		Actual output for 2010/11 as per Annual Report	Target for 2011/12 as per Annual Performance Plan (APP)	Final outputs for 2011/12
QUARTERLY OUTPUTS				
Programme 2: Transport Infrastructure				
	Construction			
	Kilometres of new surfaced roads constructed	-	3	-
	Kilometres of gravel roads upgraded to surfaced roads	78	85	85
	Kilometres of gravel roads constructed	365	285	297
	Number of causeways constructed	41	35	35
	Number of bridges constructed	2	5	3
	Number of pedestrian bridges constructed	10	15	15
	Integrated Public Transport Networks	-	2	2
	Maintenance			
	Kilometres of surfaced roads rehabilitated	162	149	151
	Number of square metres of surfaced roads resealed	1,549,464	1,900,000	1,682,017
	Number of kilometres of road re-gravelled	2,250	1,100	2,702
	Square meters of blacktop patching	190,697	165,000	241,012
	Number of kilometres of roads bladed	104,449	100,000	100,520
	Kilometres maintained using Zibambele Contractors	24,293	28,350	27,621

Programme 3: Transport Operations					
	Public Transport Services				
		Kilometres of Public Transport trips subsidised	-	60,000	61,103
		Kilometres of subsidised Public Transport trips monitored	-	36,000	41,400
		Number of Public Transport Infrastructure projects implemented	-	1	-
	Transport Safety and Compliance				
		Undertake goal directed enforcement of public transport (Operation Shanela)	535	400	637
		Number of schools involved in road safety education	405	350	960
		Number of school children trained	112,347	131,250	356,630
		Number of adults trained	41,785	35,000	150,940
		Number of crossing patrols provided	103	123	100

Programme 4: Transport Regulation					
	Transport Administration and Licensing				
		Number of license compliance inspections executed	5,281	259,887	260,029
		Number of new vehicles registered	-	78,000	97,531
	Operator Licence and Permits				
		Number of operator permits still to be converted to licences	-	3,300	681
		Number of abnormal load permits issued	-	12,000	17,167
	Traffic law enforcement				
		Number of vehicles exceeding the speed limit	332,637	295,576	232,499
		Number of vehicles checked in roadblocks	2,409,783	2,040,000	2,383,291
		Number of roadblocks held	78,419	36,000	68,976
		Number of vehicles screened	-	6,000,000	3,400,131
		Number of vehicles weighed	202,702	145,000	154,827
		Number of vehicles which are overloaded	-	28,700	28,149
		Number of vehicles detained	-	7,820	6,723
		Number of hours that weighbridges are operated	-	27,000	17,924
		Number of kilometres patrolled	6,772,468	6,300,000	7,044,234
		Number of law enforcement officers trained: Diploma courses	35	50	13
		Number of law enforcement officers employed	793	970	849
		Hours of manual speed timing activities	57,810	58,000	51,575
		Hours of overloading control enforcement	22,184	26,000	62,244

Programme 5: Community-Based Programme					
	EPWP Coordination and Monitoring				
		Number of people employed	48,842	57,000	54,543
		Number of employment days created	5,452,593	5,240,000	4,240,610
		Number of jobs created	40,800	57,000	54,543
		Number of Full-Time Equivalents (FTE's)		22,782	19,843
		Number of youth (16-35) employed	6,308	11,400	34,114
		Number of women employed	40,382	34,200	37,376
		Number of persons living with disabilities (PLWD) employed	5	8	32
		Number of people trained	-	17,100	35,031
	Community Development				
		Number of Zibambele contractors employed	38,869	40,500	39,459

TABLE 2.1 - Personnel costs by Programme

Programme	Total Voted Expenditure (R'000)	Compensation of Employees Expenditure (R'000)	Training Expenditure (R'000)	Professional and Special Services (R'000)	Compensation of Employees as percent of Total Expenditure	Average Compensation of Employees Cost per Employee (R'000)
Administration	229,144	88,036	2,594,383	44,260	43.1	21
Community Based Programme	68,201	10,631	40,840	20,938	26.1	3
Road Infrastructure	4,883,046	601,843	2,815,411	512,595	12.2	145
Transport Operations	887,181	24,835	132,899	29,454	2.8	6
Transport Regulations	560,472	375,058	414,171	23,093	67.1	90
Total as on Financial Systems (BAS)	6,628,044	1,100,404	5,997,704	630,340	16.6	265

TABLE 2.2 - Personnel costs by Salary band

Salary Bands	Compensation of Employees Cost (R'000)	Percentage of Total Personnel Cost for Department %	Average Compensation Cost per Employee (R)	Number of Employees
Lower skilled (Levels 1-2)	22,587	2	111,266	203
Skilled (Levels 3-5)	214,934	18.7	129,400	1,661
Highly skilled production (Levels 6-8)	414,314	36	259,758	1,595
Highly skilled supervision (Levels 9-12)	130,579	11.3	487,235	268
Senior management (Levels 13-16)	28,949	2.5	964,967	30
Contract (Levels 1-2)	1,394	0.1	51,630	27
Contract (Levels 3-5)	28,307	2.5	103,689	273
Contract (Levels 6-8)	16,203	1.4	184,125	88
Contract (Levels 9-12)	2,635	0.2	527,000	5
Periodical Remuneration	15,222	1.3	11,014	1,382
Abnormal Appointment	225,280	20.7	5,895	40,405
TOTAL	1,100,404	96.7	24,235	45,937

TABLE 2.3 - Salaries, Overtime, Home Owners Allowance and Medical Aid by Programme

Programme	Salaries (R'000)	Salaries as % of Personnel Cost	Overtime (R'000)	Overtime as % of Personnel Cost	HOA (R'000)	HOA as % of Personnel Cost	Medical Ass. (R'000)	Medical Ass. as % of Personnel Cost	Total Personnel Cost per Programme (R'000)
Administration	59,070	63.1	608	1	2,388	2.6	4,514	4.8	93,618
Community Based Programme	9,379	63.7	13	-	227	1.5	446	3	14,731
Road Infrastructure	491,194	87.3	2,413	-	18,289	3.2	21,112	3.8	562,902
Transport Operations	219,649	55	61,932	16	12,346	3.1	25,616	6.4	399,448
Transport Regulations	17,606	59.3	81	-	539	1.8	1,221	4.1	29,705
TOTAL	796,898	72.4	65,047	6	33,789	3.1	52,909	4.8	1,100,404

TABLE 2.4 - Salaries, Overtime, Home Owners Allowance and Medical Aid by Salary Band

Salary bands	Salaries (R'000)	Salaries as % of Personnel Cost	Overtime (R'000)	Overtime as % of Personnel Cost	HOA (R'000)	HOA as % of Personnel Cost	Medical Ass. (R'000)	Medical Ass. as % of Personnel Cost	Total Personnel Cost per Salary Band (R'000)
Lower skilled (Levels 1-2)	14,584	62.5	168	1	1,983	8.5	2,165	9.3	23,334
Skilled (Levels 3-5)	143,259	65.4	2,316	1	15,793	7.2	18,206	8.3	219,084
Highly skilled production (Levels 6-8)	241,901	56.7	55,578	13	13,824	3.2	27,207	6.4	426,665
Highly skilled supervision (Levels 9-12)	87,764	61.5	6,685	5	1,900	1.3	4,677	3.3	142,650
Senior management (Levels 13-16)	23,747	74	-	-	227	0.7	518	1.6	32,100
Contract (Levels 1-2)	1,378	98.9	-	-	-	-	-	-	1,394
Contract (Levels 3-5)	27,696	97.7	257	1	26	0.1	69	0.2	28,336
Contract (Levels 6-8)	15,960	98	43	-	8	-	20	0.1	16,280
Contract (Levels 9-12)	2,449	86.7	-	-	28	1	47	1.7	2,826
Periodical Remuneration	-	-	-	-	-	-	-	-	20,523
Abnormal Appointment	238,160	127.2	-	-	-	-	-	-	187,212
TOTAL	796,898	72.4	65,047	6	33,789	3.1	52,909	4.8	1,100,404

TABLE 3.1 - Employment and Vacancies by Programme at end of period

Programme	Number of Posts	Number of Posts Filled	Vacancy Rate	Number of Posts Filled Additional to the Establishment
Administration	364	306	15.9	30
Community Based Programme	48	39	18.8	6
Road Infrastructure	2411	2146	11	163
Transport Operations	1683	1576	6.4	145
Transport Regulations	99	83	16.2	22
TOTAL	4605	4150	9.9	366

TABLE 3.2 - Employment and Vacancies by Salary Band at end of period

Salary Band	Number of Posts	Number of Posts Filled	Vacancy Rate	Number of Posts Filled Additional to the Establishment
Lower skilled (Levels 1-2)	247	204	17.4	-
Skilled (Levels 3-5)	1844	1660	10	-
Highly skilled production (Levels 6-8)	1732	1595	7.9	-
Highly skilled supervision (Levels 9-12)	326	268	17.8	-
Senior management (Levels 13-16)	63	30	52.4	-
Contract (Levels 1-2)	27	27	-	27
Contract (Levels 3-5)	273	273	-	250
Contract (Levels 6-8)	88	88	-	85
Contract (Levels 9-12)	5	5	-	4
TOTAL	4605	4150	9.9	366

TABLE 3.3 - Employment and Vacancies by Critical Occupation at end of period

Critical Occupations	Number of Posts	Number of Posts Filled	Vacancy Rate	Number of Posts Filled Additional to the Establishment
Administrative related	189	148	21.7	3
All artisans in the building metal machinery etc.	73	57	21.9	3
Artisan project and related superintendents	19	17	10.5	-
Auxiliary and related workers	30	29	3.3	-
Building and other property caretakers	26	22	15.4	-
Bus and heavy vehicle drivers	13	11	15.4	-
Cartographic surveying and related technicians	1	1	-	-
Civil engineering technicians	214	197	7.9	100
Cleaners in offices workshops hospitals etc.	154	141	8.4	20
Client inform clerks(switchb receipt inform clerks)	35	33	5.7	-
Communication and information related	4	4	-	-
Engineering sciences related	37	23	37.8	-
Engineers and related professionals	50	46	8	-
Finance and economics related	5	5	-	-
Financial and related professionals	9	9	-	-
Financial clerks and credit controllers	10	10	-	3
Food services aids and waiters	21	21	-	3
General legal administration & rel. professionals	1	1	-	1
Head of department/chief executive officer	1	-	100	-
Human resources & organisat developm & relate prof	31	27	12.9	-
Human resources clerks	90	82	8.9	10

TABLE 3.3 - Employment and Vacancies by Critical Occupation at end of period (continued)

Human resources related	13	11	15.4	-
Language practitioners interpreters & other commun	8	8	-	-
Legal related	2	1	50	1
Librarians and related professionals	1	1	-	-
Library mail and related clerks	2	2	-	-
Light vehicle drivers	16	14	12.5	-
Logistical support personnel	1	1	-	-
Messengers porters and deliverers	71	70	1.4	2
Motor vehicle drivers	384	325	15.4	-
Other administrat & related clerks and organisers	949	907	4.4	205
Other administrative policy and related officers	213	186	12.7	4
Other information technology personnel	2	2	-	-
Other occupations	1	1	-	-
Regulatory inspectors	847	798	5.8	-
Road superintendents	19	19	-	-
Road trade workers	149	134	10.1	3
Road workers	598	524	12.4	-
Safety health and quality inspectors	3	3	-	-
Secretaries & other keyboard operating clerks	35	30	14.3	7
Security guards	72	62	13.9	-
Security officers	7	7	-	-
Senior managers	62	29	53.2	-
Trade labourers	136	130	4.4	1
Trade trainers	1	1	-	-
TOTAL	4605	4150	9.9	366

TABLE 4.1 - Job Evaluation

Salary Band	Number of Posts	Number of Jobs Evaluated	% of Posts Evaluated	Number of Posts Upgraded	% of Upgraded Posts Evaluated	Number of Posts Downgraded	% of Downgraded Posts Evaluated
Lower skilled (Levels 1-2)	247	-	-	-	-	-	-
Skilled (Levels 3-5)	1844	-	-	-	-	-	-
Highly skilled production (Levels 6-8)	1732	-	-	-	-	-	-
Highly skilled supervision (Levels 9-12)	326	-	-	-	-	-	-
Senior Management Service Band A	42	-	-	-	-	-	-
Senior Management Service Band B	14	-	-	-	-	-	-
Senior Management Service Band C	5	-	-	-	-	-	-
Senior Management Service Band D	2	-	-	-	-	-	-
Contract (Levels 1-2)	27	-	-	-	-	-	-
Contract (Levels 3-5)	273	-	-	-	-	-	-
Contract (Levels 6-8)	88	-	-	-	-	-	-
Contract (Levels 9-12)	5	-	-	-	-	-	-
TOTAL	4605	-	-	-	-	-	-

*** A moratorium on the Evaluation of Posts was in place for 2011/2012 ***

TABLE 5.1 - Annual Turnover Rates by Salary Band

Salary Band	Employment at Beginning of Period (April 2011)	Appointments	Terminations	Turnover Rate
Lower skilled (Levels 1-2)	228	-	12	5.3
Skilled (Levels 3-5)	1773	1	114	6.4
Highly skilled production (Levels 6-8)	1644	-	54	3.3
Highly skilled supervision (Levels 9-12)	281	-	9	3.2
Senior Management Service Band A	19	-	-	-
Senior Management Service Band B	8	-	-	-
Senior Management Service Band C	3	-	-	-
Senior Management Service Band D	2	-	-	-
Contract (Levels 1-2)	4	21	8	200
Contract (Levels 3-5)	189	106	68	36
Contract (Levels 6-8)	34	17	11	32.4
Contract (Levels 9-12)	6	1	2	33.3
TOTAL	4191	146	278	6.6

TABLE 5.2 - Annual Turnover Rates by Critical Occupation

Occupation	Employment at Beginning of Period (April 2011)	Appointments	Terminations	Turnover Rate
Administrative related	155	-	4	2.6
All artisans in the building metal machinery etc	58	3	5	8.6
Artisan project and related superintendents	19	-	2	10.5
Auxiliary and related workers	29	-	-	-
Building and other property caretakers	26	-	5	19.2
Bus and heavy vehicle drivers	12	-	1	8.3
Civil engineering technicians	156	56	63	40.4
Cleaners in offices workshops hospitals etc	132	13	8	6.1
Client inform clerks (switchb receipt inform clerks)	35	-	2	5.7
Communication and information related	4	-	-	-
Compositors typesetters & related printing workers	1	-	1	100
Engineering sciences related	24	-	1	4.2
Engineers and related professionals	48	-	2	4.2
Finance and economics related	5	-	-	-
Financial and related professionals	9	-	-	-
Financial clerks and credit controllers	7	1	-	-
Food services aids and waiters	18	3	-	-
General legal administration & rel. professionals	2	-	-	-
Head of department/chief executive officer	1	-	-	-
Human resources & organisat developm & relate prof	27	-	-	-
Human resources	83	7	6	7.2

TABLE 5.2 - Annual Turnover Rates by Critical Occupation (continued)

Human resources	12	-	-	-	-
Language practitioners interpreters & other commun	8	-	-	-	-
Legal related	1	1	1	1	100
Librarians and related professionals	1	-	-	-	-
Library mail and related clerks	2	-	-	-	-
Light vehicle drivers	15	-	-	1	6.7
Logistical support personnel	1	-	-	-	-
Mechanical engineering technicians	1	-	-	1	100
Messengers porters and deliverers	68	2	-	-	-
Motor vehicle drivers	343	-	-	19	5.5
Other administrat & related clerks and organisers	847	53	-	32	3.8
Other administrative policy and related officers	189	2	-	5	2.6
Other information technology personnel	2	-	-	-	-
Other occupations	1	-	-	-	-
Regulatory inspectors	828	-	-	32	3.9
Road superintendents	19	-	-	-	-
Road trade workers	136	3	-	6	4.4
Road workers	588	-	-	64	10.9
Safety health and quality inspectors	3	-	-	-	-
Secretaries & other keyboard operating clerks	32	2	-	3	9.4
Security guards	69	-	-	8	11.6
Security officers	7	-	-	-	-
Senior managers	30	-	-	-	-
Trade labourers	136	-	-	6	4.4
Trade trainers	1	-	-	-	-
TOTAL	4191	146	278	6.6	

TABLE 5.3 - Reasons why staff are leaving the department

Termination Type	Number	Percentage of Total Resignations %	Percentage of Total Employment
Death	57	20.5	1.4
Resignation	60	21.6	1.4
Expiry of contract	76	27.3	1.8
Transfers	2	0.7	-
Discharged due to ill health	3	1.1	0.1
Dismissal-misconduct	2	0.7	-
Retirement	78	28.1	1.9
TOTAL	278	100	6.6

TABLE 5.5 - Promotions by Critical Occupation

Occupation	Employment at Beginning of Period (April 2011)	Promotions to another Salary Level	Salary Level Promotions as a % of Employment	Progressions to another Notch within Salary Level	Notch progressions as a % of Employment
Administrative related	155	-	-	131	84.5
All artisans in the building metal machinery etc.	58	-	-	49	84.5
Artisan project and related superintendents	19	-	-	15	78.9
Auxiliary and related workers	29	-	-	17	58.6
Building and other property caretakers	26	-	-	23	88.5
Bus and heavy vehicle drivers	12	-	-	10	83.3
Civil engineering technicians	156	-	-	68	43.6
Cleaners in offices workshops hospitals etc.	132	-	-	115	87.1
Client inform clerks (switchb receipt inform clerks)	35	-	-	33	94.3
Communication and information related	4	-	-	3	75
Compositors typesetters & related printing workers	1	-	-	-	-
Engineering sciences related	24	-	-	24	100
Engineers and related professionals	48	-	-	42	87.5
Finance and economics related	5	-	-	5	100
Financial and related professionals	9	-	-	9	100
Financial clerks and credit controllers	7	-	-	5	71.4
Food services aids and waiters	18	-	-	16	88.9
General legal administration & rel. professionals	2	-	-	-	-
Head of department/chief executive officer	1	-	-	-	-
Human resources & organisat developm & relate prof	27	1	3.7	25	92.6
Human resources clerks	83	1	1.2	72	86.7
Human resources related	12	-	-	11	91.7

TABLE 5.5 - Promotions by Critical Occupation (continued)

Occupation	Employment at Beginning of Period (April 2011)	Promotions to another Salary Level	Salary Level Promotions as a % of Employment	Progressions to another Notch within Salary Level	Notch progressions as a % of Employment
Language practitioners interpreters & other commun	8	-	-	8	100
Legal related	1	-	-	-	-
Librarians and related professionals	1	-	-	1	100
Library mail and related clerks	2	-	-	2	100
Light vehicle drivers	15	-	-	15	100
Logistical support personnel	1	-	-	1	100
Mechanical engineering technicians	1	-	-	-	-
Messengers porters and deliverers	68	-	-	59	86.8
Motor vehicle drivers	343	-	-	315	91.8
Other administrat & related clerks and organisers	847	-	-	539	63.6
Other administrative policy and related officers	189	-	-	162	85.7
Other information technology personnel.	2	-	-	2	100
Other occupations	1	-	-	-	-
Regulatory inspectors	828	-	-	770	93
Road superintendents	19	-	-	15	78.9
Road trade workers.	136	-	-	119	87.5
Road workers	588	-	-	506	86.1
Safety health and quality inspectors	3	-	-	3	100
Secretaries & other keyboard operating clerks	32	-	-	18	56.3
Security guards	69	-	-	58	84.1
Security officers	7	-	-	4	57.1
Senior managers	30	-	-	28	93.3
Trade labourers	136	-	-	110	80.9
Trade trainers	1	-	-	1	100
TOTAL	4191	2	-	3409	81.3

TABLE 5.6 - Promotions by Salary Band

Salary Band	Employment at Beginning of Period (April 2011)	Promotions to another Salary Level	Salary Level Promotions as a % of Employment	Progressions to another Notch within Salary Level	Notch progressions as a % of Employment
Lower skilled (Levels 1-2)	228	-	-	77	33.8
Skilled (Levels 3-5)	1773	-	-	1660	93.6
Highly skilled production (Levels 6-8)	1644	2	0.1	1336	81.3
Highly skilled supervision (Levels 9-12)	281	-	-	305	108.5
Senior management (Levels 13-16)	32	-	-	31	96.9
Contract (Levels 1-2)	4	-	-	-	-
Contract (Levels 3-5)	189	-	-	-	-
Contract (Levels 6-8)	34	-	-	-	-
Contract (Levels 9-12)	6	-	-	-	-
TOTAL	4191	2	-	3409	81.3

TABLE 6.1 - Total number of Employees (incl. Employees with disabilities) per Occupational Category (SASCO)

Occupational Categories	Male, African	Male, Coloured	Male, Indian	Male, Total Blacks	Male, White	Female, African	Female, Coloured	Female, Indian	Female, Total Blacks	Female, White	Total
Legislators, senior officials and managers	10	-	-	10	6	11	-	1	12	2	30
Professionals	29	-	12	41	24	51	4	8	63	10	138
Technicians and associate professionals	206	14	32	252	34	206	5	30	241	38	565
Clerks	114	10	38	162	15	650	32	106	788	98	1063
Service and sales workers	396	23	99	518	50	242	11	32	285	14	867
Craft and related trades workers	139	2	20	161	37	30	-	-	30	-	228
Plant and machine operators and assemblers	337	-	-	337	1	12	-	-	12	-	350
Elementary occupations	712	2	8	722	1	181	1	3	185	-	908
Other	-	-	-	-	-	1	-	-	1	-	1
TOTAL	1943	51	209	2203	168	1384	53	180	1617	162	4150
Employees with disabilities	8	-	1	9	3	6	-	3	9	2	23

TABLE 6.2 - Total number of Employees (incl. Employees with disabilities) per Occupational Bands

Occupational Bands	Male, African	Male, Coloured	Male, Indian	Male, Total Blacks	Male, White	Female, African	Female, Coloured	Female, Indian	Female, Total Blacks	Female, White	Total
Top Management	2	-	-	2	1	-	-	-	-	1	4
Senior Management	8	-	-	8	5	11	-	1	12	1	26
Professionally qualified and experienced specialists and mid-management	75	10	28	113	47	81	3	14	98	10	268
Skilled technical and academically qualified workers, junior management, supervisors, foremen	558	30	143	731	105	500	29	94	623	136	1595
Semi-skilled and discretionary decision making	1060	9	27	1096	6	476	15	55	546	12	1660
Unskilled and defined decision making	106	1	3	110	1	89	1	3	93	-	204
Contract (Professionally qualified)	3	-	-	3	-	2	-	-	2	-	5
Contract (Skilled technical)	60	-	1	61	1	26	-	-	26	-	88
Contract (Semi-skilled)	64	1	7	72	2	179	5	13	197	2	273
Contract (Unskilled)	7	-	-	7	-	20	-	-	20	-	27
TOTAL	1943	51	209	2203	168	1384	53	180	1617	162	4150
Employees with disabilities	8	-	1	9	3	6	-	3	9	2	23

TABLE 6.3 - Recruitment

Occupational Bands	Male, African	Male, Coloured	Male, Indian	Male, Total Blacks	Male, White	Female, African	Female, Coloured	Female, Indian	Female, Total Blacks	Female, White	Total
Semi-skilled and discretionary decision making	-	-	-	-	-	1	-	-	1	-	1
Contract (Professionally qualified)	-	-	-	-	-	1	-	-	1	-	1
Contract (Skilled technical)	10	-	-	10	-	7	-	-	7	-	17
Contract (Semi-skilled)	33	-	9	42	1	60	1	2	63	-	106
Contract (Unskilled)	7	-	-	7	-	14	-	-	14	-	21
TOTAL	50	-	9	59	1	83	1	2	86	-	146

TABLE 6.4 - Promotions

Occupational Bands	Male, African	Male, Coloured	Male, Indian	Male, Total Blacks	Male, White	Female, African	Female, Coloured	Female, Indian	Female, Total Blacks	Female, White	Total
Top Management	1	-	-	1	1	-	-	-	-	1	3
Senior Management	8	-	-	8	7	10	-	1	11	2	28
Professionally qualified and experienced specialists and mid-management	92	9	33	134	48	95	3	14	112	11	305
Skilled technical and academically qualified workers, junior management, supervisors, foremen	505	28	125	658	82	449	19	64	532	69	1341
Semi-skilled and discretionary decision making	1095	9	25	1129	6	473	13	47	533	3	1671
Unskilled and defined decision making	8	-	1	9	-	64	1	3	68	-	77
TOTAL	1709	46	184	1939	144	1091	36	129	1256	86	3425
Employees with disabilities	7	-	1	8	2	5	-	3	8	2	20

TABLE 6.5 - Terminations

Occupational Bands	Male, African	Male, Coloured	Male, Indian	Male, Total Blacks	Male, White	Female, African	Female, Coloured	Female, Indian	Female, Total Blacks	Female, White	Total
Professionally qualified and experienced specialists and mid-management	4	-	-	4	3	1	-	1	2	-	9
Skilled technical and academically qualified workers, junior management, supervisors, foremen	23	1	6	30	3	13	2	3	18	3	54
Semi-skilled and discretionary decision making	93	1	2	96	1	15	1	1	17	-	114
Unskilled and defined decision making	11	-	-	11	-	1	-	-	1	-	12
Contract (Professionally qualified)	1	-	-	1	-	1	-	-	1	-	2
Contract (Skilled technical)	7	-	-	7	1	3	-	-	3	-	11
Contract (Semi-skilled)	37	-	2	39	-	28	-	1	29	-	68
Contract (Unskilled)	3	-	-	3	-	5	-	-	5	-	8
TOTAL	179	2	10	191	8	67	3	6	76	3	278

TABLE 6.6 - Disciplinary Action

Disciplinary action	Male, African	Male, Coloured	Male, Indian	Male, Total Blacks	Male, White	Female, African	Female, Coloured	Female, Indian	Female, Total Blacks	Female, White	Total
Final Written Warning	2	-	1	3	-	-	-	-	-	-	3
Suspended without Pay	1	-	-	1	-	-	-	-	-	-	1
Dismissal	1	1	-	2	-	-	-	-	-	-	2
Not Guilty	-	-	1	1	-	-	-	-	-	-	1
Case withdrawn	1	-	-	1	-	2	-	-	2	-	3
TOTAL	5	1	2	8	-	2	-	-	2	-	10

TABLE 6.7 - Skills Development

Occupational Categories	Male, African	Male, Coloured	Male, Indian	Male, Total Blacks	Male, White	Female, African	Female, Coloured	Female, Indian	Female, Total Blacks	Female, White	Total
Legislators, Senior Officials and Managers	12	-	-	12	4	12	0	-	12	2	30
Professionals	8	3	4	15	4	25	5	5	35	6	60
Technicians and Associate Professionals	24	-	1	25	3	19	0	-	19	1	48
Clerks	124	5	11	140	4	268	17	45	326	49	519
Service and Sales Workers	122	19	26	167	31	87	6	19	112	13	323
Skilled Agriculture and Fishery Workers	-	-	-	-	-	-	-	-	-	-	-
Craft and related Trades Workers	-	-	-	-	-	-	-	-	-	-	-
Plant and Machine Operators and Assemblers	226	-	-	226	1	11	-	-	11	-	238
Elementary Occupations	609	2	3	614	1	106	-	-	106	-	721
TOTAL	1125	29	45	1199	48	528	28	69	621	71	1939
Employees with disabilities	1	-	-	-	1	1	-	1	1	1	3

TABLE 7.1 - Performance Rewards by Race, Gender and Disability

Demographics	Number of Beneficiaries	Total Employment	Percentage of Total Employment %	Cost (R'000)	Average Cost per Beneficiary (R)
African, Female	264	1378	19.2	3,814	14,446
African, Male	233	1935	12	3,501	15,027
Asian, Female	48	177	27.1	967	20,137
Asian, Male	51	208	24.5	1,098	21,524
Coloured, Female	13	53	24.5	205	15,737
Coloured, Male	10	51	19.6	239	23,910
Total Blacks, Female	325	1608	20.2	4,985	15,338
Total Blacks, Male	294	2194	13.4	4,838	16,456
White, Female	53	160	33.1	1,130	21,319
White, Male	47	165	28.5	1,332	28,348
Employees with a disability	10	23	43.5	208	20,835
TOTAL	729	4150	17.6	12,493	17,138

TABLE 7.2 - Performance Rewards by Salary Band for Personnel below Senior Management Service

Salary Band	Number of Beneficiaries	Total Employment	Percentage of Total Employment	Cost (R'000)	Average Cost per Beneficiary (R)
Lower skilled (Levels 1-2)	37	203	18.2	258	6,973
Skilled (Levels 3-5)	215	1661	12.9	1,817	8,451
Highly skilled production (Levels 6-8)	337	1595	21.1	5,495	16,306
Highly skilled supervision (Levels 9-12)	118	268	44	4,063	34,432
Contract (Levels 1-2)	-	27	-	-	-
Contract (Levels 3-5)	-	273	-	-	-
Contract (Levels 6-8)	-	88	-	-	-
Contract (Levels 9-12)	-	5	-	-	-
TOTAL	707	4120	17.2	11,633	16,454

TABLE 7.3 - Performance Rewards by Critical Occupation

Critical Occupations	Number of Beneficiaries	Total Employment	Percentage of Total Employment %	Cost (R'000)	Average Cost per Beneficiary (R)
Administrative related	63	148	42.6	2,330	36,984
All artisans in the building metal machinery etc.	15	57	26.3	240	16,000
Artisan project and related superintendents	5	17	29.4	82	16,400
Auxiliary and related workers	10	29	34.5	123	12,300
Building and other property caretakers	4	22	18.2	29	7,250
Bus and heavy vehicle drivers	4	11	36.4	51	12,750
Cartographic surveying and related technicians	-	1	-	-	-
Civil engineering technicians	15	197	7.6	327	21,800
Cleaners in offices workshops hospitals etc.	18	141	12.8	103	5,722
Client inform clerks(switchb receipt inform clerks)	18	33	54.5	263	14,611
Communication and information related	3	4	75	72	24,000
Engineering sciences related	11	23	47.8	384	34,909
Engineers and related professionals	22	46	47.8	624	28,364
Finance and economics related	2	5	40	66	33,000
Financial and related professionals	3	9	33.3	128	42,667
Financial clerks and credit controllers	4	10	40	100	25,000
Food services aids and waiters	13	21	61.9	141	10,846
General legal administration & rel. professionals	-	1	-	-	-
Human resources & organisat developm & relate prof	7	27	25.9	174	24,857
Human resources clerks	25	82	30.5	243	9,720
Human resources related	6	11	54.5	200	33,333
Language practitioners interpreters & other commun	5	8	62.5	69	13,800

TABLE 7.3 - Performance Rewards by Critical Occupation (continued)

Critical Occupations	Number of Beneficiaries	Total Employment	Percentage of Total Employment %	Cost (R'000)	Average Cost per Beneficiary (R)
Legal related	-	1	-	-	-
Librarians and related professionals	1	1	100	18	18,000
Library mail and related clerks	2	2	100	27	13,500
Light vehicle drivers	3	14	21.4	23	7,667
Logistical support personnel	1	1	100	17	17,000
Messengers porters and deliverers	17	70	24.3	105	6,176
Motor vehicle drivers	23	325	7.1	194	8,435
Other administrat & related clerks and organisers	171	906	18.9	1,870	10,936
Other administrative policy and related officers	65	186	34.9	1,147	17,646
Other information technology personnel.	1	2	50	15	15,000
Other occupations	-	1	-	-	-
Rank: Unknown	-	1	-	-	-
Regulatory inspectors	80	798	10	1,516	18,950
Road superintendents	3	19	15.8	48	16,000
Road trade workers.	23	134	17.2	274	11,913
Road workers	20	524	3.8	148	7,400
Safety health and quality inspectors	-	3	-	-	-
Secretaries & other keyboard operating clerks	17	30	56.7	286	16,824
Security guards	3	62	4.8	19	6,333
Security officers	2	7	28.6	24	12,000
Senior managers	22	29	75.9	861	39,136
Trade labourers	21	130	16.2	145	6,905
Trade trainers	1	1	100	10	10,000
TOTAL	729	4150	17.6	12,496	17,141

TABLE 7.4 - Performance Related Rewards (Cash Bonus) by Salary Band for Senior Management Service

SMS Band	Number of Beneficiaries	Total Employment	Percentage of Total Employment %	Cost (R'000)	Average Cost per Beneficiary (R)	% of SMS Wage Bill	Personnel Cost SMS (R'000)
Band A	12	18	66.7	461	38,417	2.7	17,125
Band B	7	8	87.5	236	33,714	2.9	8,032
Band C	3	3	100	164	54,667	4	4,123
Band D	-	1	-	-	-	-	-
TOTAL	22	30	73.3	861	39136.4	2.9	29280

TABLE 8.1 - Foreign Workers by Salary Band

Salary Band	Employment at Beginning Period	Percentage of Total	Employment at End of Period	Percentage of Total %	Change in Employment	Percentage of Total	Total Employment at Beginning of Period	Total Employment at End of Period	Total Change in Employment
Skilled (Levels 3-5)	2	40	2	40	-	-	5	5	-
Highly skilled supervision (Levels 9-12)	1	20	1	20	-	-	5	5	-
Abnormal Appointment	2	40	2	40	-	-	5	5	-
TOTAL	5	100	5	100	-	-	5	5	-

TABLE 8.2 - Foreign Workers by Major Occupation

Major Occupation	Employment at Beginning Period	Percentage of Total	Employment at End of Period	Percentage of Total %	Change in Employment	Percentage of Total	Total Employment at Beginning of Period	Total Employment at End of Period	Total Change in Employment
Administrative office workers	2	40	2	40	-	-	5	5	-
Other occupations	2	40	2	40	-	-	5	5	-
Professionals and managers	1	20	1	20	-	-	5	5	-
TOTAL	5	100	5	100	-	-	5	5	-

TABLE 9.1 - Sick Leave for Jan 2011 to Dec 2011

Salary Band	Total Days	% Days with Medical Certification	Number of Employees using Sick Leave	% of Total Employees using Sick Leave	Average Days per Employee	Estimated Cost (R'000)	Total number of Employees using Sick Leave	Total number of days with medical certification
Lower skilled (Levels 1-2)	1405	86.5	153	5.2	9	343	2933	1216
Skilled (Levels 3-5)	9235	85.9	1017	34.7	9	2,881	2933	7932
Highly skilled production (Levels 6-8)	11745	79.2	1307	44.6	9	6,257	2933	9304
Highly skilled supervision (Levels 9-12)	1260	77.8	200	6.8	6	1,598	2933	980
Senior management (Levels 13-16)	89	85.4	16	0.5	6	270	2933	76
Contract (Levels 1-2)	51	82.4	12	0.4	4	11	2933	42
Contract (Levels 3-5)	1270	72.2	189	6.4	7	391	2933	917
Contract (Levels 6-8)	191	73.8	35	1.2	5	96	2933	141
Contract (Levels 9-12)	19	78.9	4	0.1	5	27	2933	15
TOTAL	25265	81.6	2933	100	9	11,874	2933	20623

TABLE 9.2 - Disability Leave (Temporary and Permanent) for Jan 2011 to Dec 2011

Salary Band	Total Days	% Days with Medical Certification	Number of Employees using Disability Leave	% of Total Employees using Disability Leave	Average Days per Employee	Estimated Cost (R'000)	Total number of days with medical certification	Total number of Employees using Disability Leave
Lower skilled (Levels 1-2)	308	100	12	7.3	26	73	308	164
Skilled (Levels 3-5)	1026	100	65	39.6	16	347	1026	164
Highly skilled production (Levels 6-8)	1898	99.9	73	44.5	26	1,030	1896	164
Highly skilled supervision (Levels 9-12)	67	100	6	3.7	11	86	67	164
Contract (Levels 1-2)	6	100	2	1.2	3	1	6	164
Contract (Levels 3-5)	39	100	6	3.7	7	12	39	164
TOTAL	3344	99.9	164	100	20	1,549	3342	164

TABLE 9.3 - Annual Leave for Jan 2011 to Dec 2011

Salary Band	Total Days Taken	Average days per Employee	Number of Employees who took leave
Lower skilled (Levels 1-2)	5240	23	230
Skilled (Levels 3-5)	38565.92	22	1717
Highly skilled production (Levels 6-8)	37058.36	23	1621
Highly skilled supervision (Levels 9-12)	5746	21	274
Senior management (Levels 13-16)	587	18	32
Contract (Levels 1-2)	319	7	45
Contract (Levels 3-5)	3084	13	242
Contract (Levels 6-8)	844	10	82
Contract (Levels 9-12)	80	13	6
TOTAL	91524.28	22	4249

TABLE 9.4 - Capped Leave for Jan 2011 to Dec 2011

Salary Band	Total days of capped leave taken	Average number of days taken per employee	Average capped leave per employee as at 31 December 2011	Number of Employees who took Capped leave	Total number of capped leave available at 31 December 2011	Number of Employees as at 31 December 2011
Lower skilled (Levels 1-2)	36	5	52	8	6416	123
Skilled (Levels 3-5)	306	6	71	52	80628	1137
Highly skilled production (Levels 6-8)	331	7	66	46	48249	734
Highly skilled supervision (Levels 9-12)	48	7	78	7	13220	170
TOTAL	721	6	69	113	148513	2164

TABLE 9.5 - Leave Payouts

Reason	Total Amount (R'000)	Number of Employees	Average Payment per Employee (R)
Capped leave payouts on termination of service for 2011/12	1,653	312	5298
Current leave payout on termination of service for 2011/12	402	168	2393
TOTAL	2055	480	4281

TABLE 10.1 - Steps taken to reduce the risk of occupational exposure

Units/categories of employees identified to be at high risk of contracting HIV & related diseases (if any)	Key steps taken to reduce the risk
All Employees in the Department	<p>All employees have been exposed to educational campaigns such as HCT Campaign on importance of testing and knowing their status as well as on the risks of contracting HIV/AIDS.</p> <p>Condom container shave been purchased and put up in strategic points in all Regions within the Department. Office services maintain the filling of these containers with condoms on a regular basis and the EAP Component monitors this.</p> <p>HIV/AIDS was conducted for EHW coordinators by the Department of Health which was organised by the EAP Component</p>

TABLE 10.2 - Details of Health Promotion and HIV/AIDS Programmes

Question	Yes	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.	Yes	Senior General Manager : Corporate Services Ms V Cunliffe and Acting Senior Manager : Human Resource Management : Ms S Ngubo
2. Does the department have a dedicated unit or have you designated specific staff members to promote 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 fo	Yes	The EHWP Component was initiated in 2005 and is headed by an Assistant Manager, Senior Employee Assistant Practitioner and Senior Personnel Officer assisting the Component. The budget is R 6, 500, 990 for this financial year.
3. Has the department introduced an Employee Assistance or Health Promotion Programme for your employees? If so, indicate the key elements/services of the programme.	Yes	Short Term Counselling, Assessment, Crisis intervention, Referral, Workshop and Monitoring and Evaluation and Consultation to key staff.
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.	Yes	The Department has formed the EHWP committee members in all Regions and it comprises of two or three members within each Region. The function of the Committee members is to assist with the coordination of various projects and programs and referrals of employees to EAP Component for assistance.
5. Has the department reviewed the employment policies and practices of your department 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.	Yes	Provincial Policies namely, HIV/AIDS and TB Management and Wellness Management Policy has been approved by the Office of the Premier and the department adopted these policies.

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.	Yes	All services offered are treated as strictly confidential and any discrimination whatsoever will be dealt with via the disciplinary process. Employees within the EHWP Component sign a confidentiality form informing them of what is expected of them and what
7. Does the department encourage its employees to undergo Voluntary Counselling and Testing? If so, list the results that you have achieved.	Yes	After the Department has initiated the Wellness clinic whereby the Voluntary Testing is encouraged, there is an increased number of officials wanting to know their status. With the help of our in house Doctor a number of employees are being treated for Chronic Diseases.
		All type of counseling (Pre- counseling and Post counseling) are done to our employees when they are coming for HIV test. All the staff counseled before agreeing to any tests. Should the employee test positive then they are given Immune Boosters, as well monitoring of their CD 4 count by the Departments in house Doctor.
8. Has the department developed measures/ indicators to monitor & evaluate the impact of your health promotion programme? If so, list these measures/indicators.	Yes	Evaluating clinic attendance by employees, there is a decreased on absenteeism cases reported by the supervisors within the department.

TABLE 11.1 - Collective Agreements

Subject Matter	Date
NONE	NONE

TABLE 11.2 - Misconduct and Discipline Hearings Finalised

Outcomes of disciplinary hearings	Number	Percentage of Total %	Total
Correctional Counselling	-	-	-
Verbal Warning	-	-	-
Written Warning	-	-	-
Final Written Warning	3	30	3
Suspended without Pay	1	10	1
Demotion	-	-	0
Dismissal	2	20	2
Not Guilty	1	10	1
Case withdrawn	3	30	3
Total	10	100	10

TABLE 11.3 - Types of Misconduct Addressed and Disciplinary Hearings

Type of misconduct	Number	Percentage of Total	Total
Fraud/Theft	43	70	43
Social Grant	-	-	-
Misuse of State Property	7	11	7
Insubordination	3	5	3
Absenteeism	1	2	1
Sexual harassment	-	-	-
Under the Influence of alcohol/drugs	1	2	1
Assault	2	3	2
Loss of Firearm	1	2	1
Low Income Housing	3	5	3
Total	61	100	61

TABLE 11.4 - Grievances Lodged

Number of grievances addressed	Number	Percentage of Total %	Total
Not resolved	14	22	14
Resolved	50	78	50
TOTAL	64	100	64

TABLE 11.5 - Disputes Lodged

Number of disputes addressed	Number	% of total
Upheld	1	25
Dismissed	3	75
Total	4	100

TABLE 11.6 - Strike Actions

Strike Actions	—
Total number of person working days lost	60
Total cost(R'000) of working days lost	60
Amount (R'000) recovered as a result of no work no pay	15,418

TABLE 11.7 - Precautionary Suspensions

Precautionary Suspensions	—
Number of people suspended	8
Number of people whose suspension exceeded 30 days	8
Average number of days suspended	601
Cost (R'000) of suspensions	744,760

TABLE 12.1 - Training Needs identified

Occupational Categories	Gender	Employment	Number of Beneficiaries	Learnerships	Skills Programmes & other short courses	Other forms of training	Total
Legislators, senior officials and managers	Female	14	14	-	27	-	14
	Male	16	16	-		-	16
Professionals	Female	73	41	-	26	-	41
	Male	65	19	-		0-	19
Technicians and associate professionals	Female	279	20	-	12	-	20
	Male	286	28	-		-	28
Clerks	Female	886	375	-	33	10	375
	Male	177	144	-			144
Service and sales workers	Female	299	125	-	22	-	125
	Male	568	198	-		-	198
Skilled agriculture and fishery workers	Female	-	-	-	-	-	-
	Male	-	-	-	-	-	-
Craft and related trades workers	Female	30	-	-	-	-	-
	Male	198	-	-	-	-	-
Plant and machine operators and assemblers	Female	12	11	-	8	1	11
	Male	338	227	-			227
Elementary occupations	Female	185	106	-	9	4	106
	Male	723	615	-			615
Other occupations	Female	1	-	-	-	-	-
	Male	-	-	-	-	-	-
Gender sub totals	Female	1779	692	-	137	15	692
	Male	2371	1247	-	-	-	1247
Total		4150	1939	-	137	15	1939

TABLE 12.2 - Training Provided

Occupational Categories	Gender	Employment	Learnerships	Skills Programmes & other short courses	Other forms of training	Total
Legislators, senior officials and managers	Female	14	-	22	3	25
	Male	16	-	17	6	23
Professionals	Female	73	-	16	3	19
	Male	65	-	7	3	10
Technicians and associate professionals	Female	279	-	19	13	32
	Male	286	-	42	37	79
Clerks	Female	886	-	175	3	178
	Male	177	-	52	-	52
Service and sales workers	Female	299	-	58	-	58
	Male	568	-	90	-	90
Skilled agriculture and fishery workers	Female	-	-	-	-	-
	Male	-	-	-	-	-
Craft and related trades workers	Female	30	-	-	-	-
	Male	198	-	-	-	-
Plant and machine operators and assemblers	Female	12	-	8	-	8
	Male	338	-	43	20	63
Elementary occupations	Female	185	-	20	-	20
	Male	723	-	29	35	64
Other occupations	Female	1	-	-	-	-
	Male	-	-	-	-	-
Gender sub totals	Female	1779	-	318	22	340
	Male	2371	-	280	101	381
Total		4150	-	598	123	721

TABLE 13.1 - Injury on Duty

Nature of injury on duty	Number	% of total
Required basic medical attention only	2	66.7
Temporary Total Disablement	-	-
Permanent Disablement	1	33.3
Fatal	-	-
Total	3	100

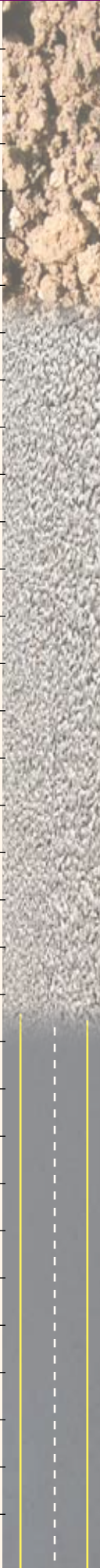
TABLE 14.1 - Report on consultant appointments using appropriated funds

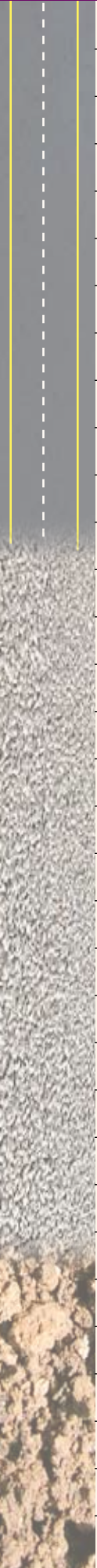
Project Title	Total number of consultants that worked on the project	Duration: Work days	Contract value in Rand
Engineering Services	385	various project durations	R 429,523,320.12
Management Advisory Services	13	various project durations	R 5,773,441.00
Legal services	1	various project durations	R 138,000.00
Total number of projects	Total individual consultants	Total duration: Work days	Total contract value in Rand
153	399	various project durations	435434761.12

TABLE 14.2 - Analysis of consultant appointments using appropriated funds, i.t.o. HDIs

Project Title	Percentage ownership by HDI groups %	Percentage management by HDI groups %	Number of Consultants from HDI groups that work on the project
Engineering Services	63.0	68	293
Management Advisory Services	25	32	4
Legal Services	-	-	-



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