



transport

Department:

Transport

PROVINCE OF KWAZULU-NATAL

Annual Report 2012/13



“Prosperity through mobility”





transport

Department:

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 Bordonure

(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)

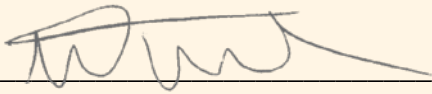
This is a symbol of wisdom and of good standing in the community.



**KwaZulu-Natal Department of Transport
Annual Report
2012/13**

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 2012 to 31 March 2013.**



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

15 August 2013

Date

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Part A

General Information



Vision

The KwaZulu-Natal Department of Transport's vision is

"PROSPERITY THROUGH MOBILITY".

This means that all the activities of the Department and the manner in which the Department delivers services to communities are intended to increase the wealth and quality of life of 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,
- Recognition of our staff, and
- Good Governance.

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, the registration and licensing of vehicles.

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.



List of Abbreviations/Acronyms

AIDS	Acquired Immunodeficiency syndrome
AARTO	Administrative Adjudication of Road Traffic Offences Act
AET	Adult Education and Training
ABSA	Amalgamated Banks of South Africa
APP	Annual Performance Plan
ARV(s)	Anti-retro viral (s)
BAS	Basic Accounting System
B-BBEE	Broad Based Black Economic Empowerment
COIDA	Compensation for Occupational Injuries and Diseases Act
CIP	Compulsory Induction Programme
COBIT	Control Objectives for Information Technology
CETA	Construction Education Training Authority
CIDB	Construction Industry Development Board
DTP	Desktop Publishing
DVD	Digital versatile Disc or Digital videodisk
DOL	Department of Labour
DPSA	Department of Public Service and Administration
eNaTIS	Electronic National Administration Traffic Information System
EHW	Employee Health and Wellness
EPMDS	Employee Performance Management and Development System
ERM	Enterprise Risk Management
EPWP	Expanded Public Works Programme
GPSSBC	General Public Service Sectorial Bargaining Council
GIAMA	Government Immovable Asset Management Act
GWEA	Government Wide Enterprise Architecture Project
HOD	Head of Department
HEI(s)	Higher Education Institutions
HIV	Human Immunodeficiency virus
HR	Human Resource
KZN	KwaZulu-Natal
LSD	Legal Services Directorate
MAS	Management Advisory Services
MTEF	Medium Term Expenditure Framework
MEC	Member of Executive Committee
NEHAWU	National Education and Allied Workers Union
OSP	Occupational Specific Dispensation
PRASA	Passenger Rail Agency of South Africa
PMDS	Performance Management and Development System
PALAMA	Public Administration Leadership and Management Academy
PSC	Public Service Commission
PSCBC	Public Service Coordinating Bargaining Council

PSI	Public Service Induction
PGDP	Provincial Growth and Development Plan
PGDPS	Provincial Growth and Development Strategy
PTOG	Public Transport Operations Grant
POPCRU	Police and Prisons Civil Rights Union
RRD	Roads for Rural Development
RNI	Roads of National Importance
RRTF	Rural Road Transport Forum
SACCO	Savings Clubs and Savings & Credit Cooperatives
SACCO	Savings and Credit Co-operatives
SETA	Sector Education and Training Authority
SMS	Senior Management Service
SARS	South African Revenue Services
SCM	Supply Chain Management
SITA	State Information Technology Agency
SIP2	Strategic Infrastructure Projects 2
TB	Tuberculosis
VECA	Vukuzakhe Emerging Contractor's Association

Strategic Overview

Core Functions

The Department's vision can only be achieved by focusing the energy and attention of all its employees and relevant stakeholders to performing 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 safe, efficient and affordable public transportation. Furthermore the Department is mandated to facilitate the development of the freight transport industry and the minimisation of the negative externalities resultant from the transportation of freight.

Legislative and Other Mandates

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.

GENERAL INFORMATION

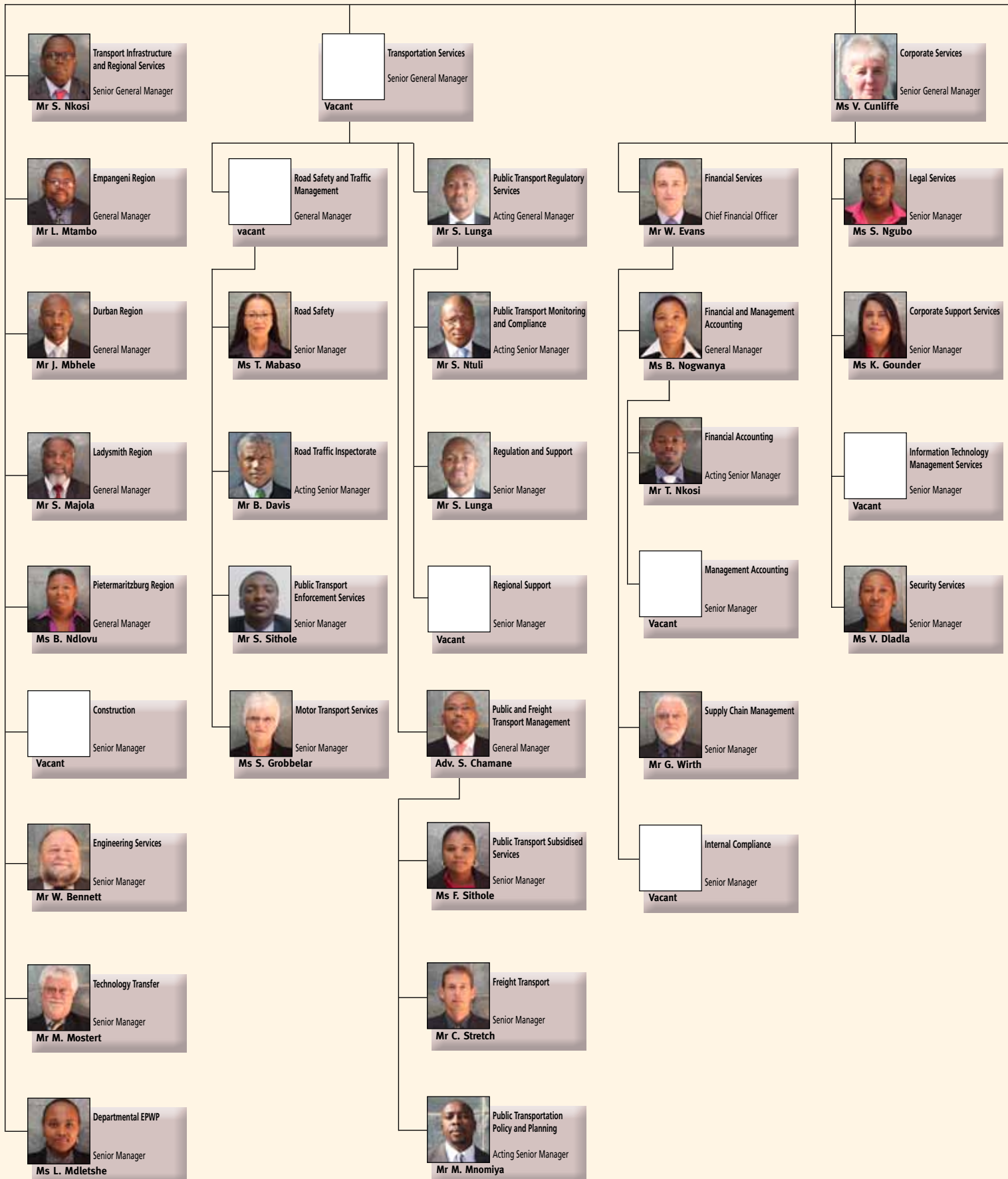
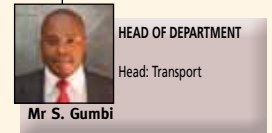
Occupational Health and Safety Amendment Act, 1993 (Act No. 181 of 1993)	This Act provides for the health and safety of persons at work and for the health and safety of persons in connection with the use of plant and machinery; the protection of persons other than persons at work against hazards to health 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.

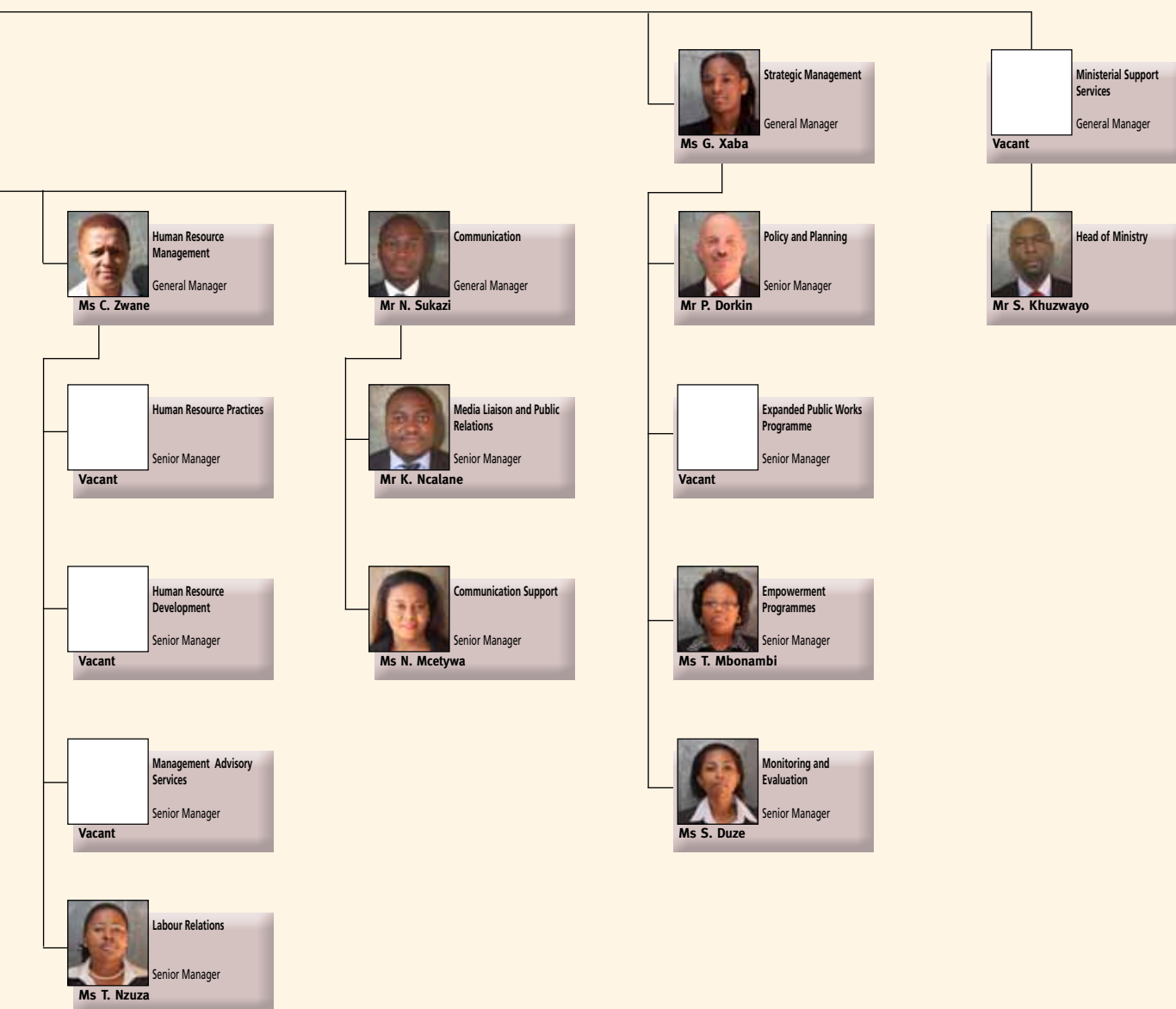


transport

Department:
Transport
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.

REPORT OF THE EXECUTIVE AUTHORITY



Mr T. W. Mchunu

MEC for Transport, Community Safety & Liaison

Foreword

I am very excited to report on another successful Financial Year (2012/13), in which we aggressively escalated delivery of transport services in the KwaZulu Natal province. Indeed we have made significant progress towards providing the public with a safe, integrated, regulated, affordable and accessible transportation system.

In doing this, we aligned our programmes to those of national and provincial governments, and succeeded in locating service delivery at the core of our activities. Furthermore, we remained steadfast in advancing the socio-economic transformation agenda.

At a high level, I take pride in the work the department has done since we came into office in May 2009. Here I refer to the fact that, to date, we have, among others:

- Upgraded 353.81 kilometres of gravel road to blacktop standards.
- Rehabilitated 614.27 kilometres and resealed 6, 94 million square metres of blacktop surfaced roads.
- Constructed 1338 kilometres of new access roads.
- Built 45 pedestrian and 20 vehicle bridges.
- Filled 1080 potholes of 741 square metres.

All of this work has helped turn around our road network from one that was old, neglected and deteriorating to one that today enables the smooth movement of citizens and goods for socio-economic benefit. This benefit is seen when road fatalities are sustainably reduced. It is also appreciated when no child is reported to have drowned because she was hobbling her way across the Tugela River to school. The benefit is also tangibly evident when the sick and injured are not hindered by a lack of road infrastructure on their way to receiving medical care.

Due to the work we have done in infrastructure development, road fatalities in KwaZulu Natal have decreased by 33.6 percent in the last three years against increasing traffic volumes of private vehicles and heavy-load trucks as well as floods. This is a huge improvement towards achieving the 50 percent reduction in road fatalities we have set ourselves by 2020 as per the United Nation declaration. I remain convinced, despite recurring setbacks, that this target is achievable because we will sustain our road safety campaigns such as *“Operation Valingozi”*.

Our escalated road infrastructure development programmes have also helped improve access by citizens to schools, clinics, hospitals, towns and other socio-economic amenities. For example, we are now providing learner transport services to more than 19,562 learners attending 206 schools. This latter initiative will expand to cover an additional 6 167 learners in 116 schools in the 2013/

14 Financial Year. The learner transport has been supplemented by 8 900 bicycles which were delivered in 272 schools.

On the transformation front, our department has also made demonstrable progress. In the past year, we continued to grow the number of Vukuzakhe emerging contractors and Zibambele road maintenance, both of which empower the previously disadvantaged and especially rural women. It is critical to emphasise that included among these beneficiaries are women who were unemployed or did not possess education.

Our programmes also focused on empowering the youth through bursary and other training initiatives. We are pleased to report that our employment creation initiatives have since 2009 to date created more than 51 500 jobs. It is important, here too, to underscore the point that while we create jobs, we are very clear that we need to sustainably nurture a broad base of successful contractors and entrepreneurs.

The success of these contractors means that they should be running businesses that can stand on their own beyond the opportunities they receive from the Department of Transport. Our focused transformation of the subsidised bus services is also work in progress. Even on this score, we are very determined it is achieved.

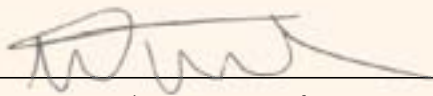
I have always understood that we cannot fully meet our mandate if our work is conducted without the involvement of stakeholders and communities we serve. As such, our focus on engaging with communities through consolidated structures that speak with one voice, have continued. Take the taxi industry for instance: through a dedicated Taxi Indaba which was held last year, we have seen fruits in the sense that this historically unstable sector has enjoyed peace and stability. This is save for isolated incidences.

As I complete my term, I am also particularly pleased with the establishment of strong administrative governance. This has entailed finalising a departmental restructuring process that I initiated to ensure the attainment of a stable and effective administration. The message is clear that only a harmonious and effective administration can have the possibility to deliver services to citizens. It also gives me enormous pleasure to report that my department has in the year under review achieved a clean audit! This is attributable to prudent governance systems we have implemented.

I applaud the management and staff of the department for a job well done. My wish is to sustain this achievement in the next year.

Finally, it is my conviction that indeed together we have made a difference but our journey is far from over. We have to continue to work harder to ensure a lasting legacy for the citizens of KwaZulu-Natal through infrastructure development and safety on our roads.

I thank you.



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



Accounting Officer's Overview



Mr S. Gumbi

Head: Transport

Overview of the Accounting Officer

The Department's strategic policy is directed at rural development support, poverty alleviation and job creation. The Department aims to achieve this by building roads and bridges, providing safe, integrated public transport systems, managing traffic and ensuring the safety of all road users. 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 investment and the establishment of new business enterprises. By focusing on corridor development, the African Renaissance Roads Upgrading Programme (AARUP) has positioned the Department in such a way that it has taken a leading role in facilitation and promotion of integrated rural development planning. Corridor development was however not a project that was unilaterally undertaken by the Department.

The Department implemented pilot projects and joint planning initiatives with Department of Agriculture and Environmental Affairs along these corridors. These pilot projects and initiatives addressed issues of gender empowerment in agricultural production and the agricultural-industry. The pilot projects and joint planning initiatives focused on water supply feasibility studies, agro-hydrological models, mushroom production, banana production and macadamia nut production.

The quality of research and planning which went into the pilot projects coupled with community buy in and active community support lead to the success of the pilot projects. The success of these pilot projects resulted in the KwaZulu-Natal Department of Agriculture and Environmental Affairs committing itself to supporting integrated development initiatives along AARUP corridors. The success of these initiatives was independently validated when the National South African Institution of Civil Engineering nominated the AARUP Programme for the best practice(s) under the Community-based Project category.

The Department is also proud to report on its continued efforts at addressing the backlog with regard to the provision of roads of an appropriate standard; roads intended to make possible access to rural areas with high development potential. Through the introduction of development corridors AARUP has promoted a more integrated response to the complex and multi-dimensional problem of poverty.

Roads of National Importance (RNI)

Roads of National Importance are Provincial roads constructed by the Department with the aim of providing links between KwaZulu-Natal and other provinces. 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 is intended to realise 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 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 drastic 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, their communities and the market economy of KwaZulu-Natal.

Rural development is the main focus of the Government and the Department has dedicated programmes in support of rural development. Operation *kuShunquthuli* focuses on road infrastructure development in rural areas which are the main areas of emphasis for service delivery during this term of government. Road infrastructure development forms the backbone of not only rural development but socio-economic development in general.

Bridge Construction

Access and mobility are arguably the most stubborn challenges faced by the Department with regard to improving service delivery in rural South Africa and in this context KwaZulu-Natal. The demand for bridges in the rural areas of KwaZulu-Natal is substantial.

Lack of access deprives people living in rural areas of opportunities to improve their lives. Access has two components, mobility reflecting the ease or difficulty in travelling to a service or facility and proximity reflecting the distance of those services and facilities.

Access plays a crucial role in development and is thus the channel through which rural development can be pursued; through access rural people can improve their lives. Access is therefore a key element when it comes to providing opportunities for both social and economic development.

The construction of bridges, pedestrian bridges and causeways is central to the provision of access and to the improvement of the quality of lives of people living in rural areas. These structures provide access over rivers and impassable landscapes giving communities' access to vital public amenities like clinics and schools.







Part B

Performance Information

Accounting Officer's Statement of Responsibility for Performance Information

Overview of Departmental Performance

Strategic Outcome Orientated Goals

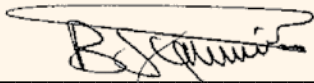
Performance Information by Programme

- Programme 1: Administration
- Programme 2: Transport Infrastructure
- Programme 3: Transport Operations
- Programme 4: Transport Regulations
- Programme 5: Community Based Programme

Summary of Financial Information

Accounting Officers' Statement of Responsibility for Performance Information

I, Mr B. S. Gumbi: Head: Transport have the honour of presenting the Department of Transport performance information per Programme for the period 1 April 2012 to 31 March 2013.



Mr B. S. Gumbi: Head: Transport

31 May 2013

Date

Overview of Departmental Performance

This section provides an overview of the 2012/13 Financial Year. It outlines the main achievements and progress made by the Department during the year, as well as providing a brief discussion of challenges and new developments.

Road Safety

The Department continued to strive to ensure that the gains made in the reduction of crashes and fatalities on KZN's roads was maximised under the theme, "Deepening People's Activism Against Road Carnage and Transgressions". The continued reduction of crashes was achieved through the Department's Red Spot Teams which are special task teams that target and monitor high accident areas around KZN. These high accident areas are monitored using highly visible traffic officers, road blocks, vehicle inspections etc., the primary focus of the Red Spot Teams is the continued reduction of accidents in these areas. During 2012/13 the Department implemented wellness clinics along the N3 in collaboration with the N3 Toll Concession (N3TC) and also increased the number of people employed as school crossing patrols. The number of school crossing patrols was increased by seventy nine (79); initially there were hundred and one (101) school crossing patrols there are now hundred and eighty (180).

S'hamba sonke

S'hamba sonke (moving together) is a programme that was introduced in 2011/12 and continued in 2012/13. The programme entailed the upgrade of roads and the maintenance of KZN's secondary road network. This programme aimed at creating jobs for emerging contractors across KZN and was implemented in the following five (5) key areas:

- The rehabilitation of key arterial routes in support of the rural economy through labour intensive methods. An example of a road that was rehabilitated using such methods is P735 from Nongoma to Maphophoma and from Hlabanyathi to Hlabisa.
- Prioritising the use of labour absorptive construction methods through the usage of EPWP principles.
- Reduction of potholes on the provincial road network through the pavement management study which informs the Department of Roads on what and how roads need to be rehabilitated.
- Creating access roads to schools, clinics, public and social infrastructure. L1738 is an example of an access road; this road provides access to Mbangweni and Bhekabantu which are clinics in Empangeni.
- Establishing the Road Asset Management System (RAMS) and introducing the "Know Your Network Programme". The Know Your Network Programme expects regional engineers in KZN to monitor road conditions on a daily basis.

Transport Infrastructure

In 2012/13 the Department continued with road upgrade and construction programmes that support the corridors of the primary and secondary nodes. This support was facilitated through:

- Roads of national importance such as P318 Sani Pass which is the only road linking KZN and Lesotho. Phase one (1) which comprised of the upgrading of fourteen (14) kilometres of gravel road to blacktop standards was completed.
- The African Renaissance Roads Upgrading Programme (ARRUP) which deals with the upgrading of roads to blacktop standards. The following highlight some of the projects undertaken under ARRUP:

- o Main Road P700 located between Ulundi and Empangeni. This project entails the upgrading of ninety five (95 km) kilometres of gravel road to a blacktop surface. Approximately forty four (44 km) kilometres of gravel road has been upgraded to a blacktop surface with a further eight (8 km) kilometres expected to be completed by the end of March 2013. The remaining forty three (43 km) kilometres will be completed by 2014/15.
- o Main Road P230 located between Empangeni and Eshowe. This project entails the upgrading of thirty one point three (31.3 km) kilometres of gravel road to a blacktop surface and the construction of an underpass road. Approximately eighteen point two (18.2 km) kilometres of gravel road has been upgraded to a blacktop surface, the remaining thirteen point one (13.1 km) kilometres will be completed over the 2013/14 MTEF.

Operation KuShunquthuli

Operation KuShunquthuli focuses on transport infrastructure development in rural areas which is an area of emphasis for service delivery. The Department continued with key projects that were intended to establish links between rural communities and provincial hubs of activity. Some of the projects undertaken during the 2012/13 MTEF include the following:

- Main Road P127 located between Impendle and Himeville. This project entails the upgrading of fifty five (55 km) kilometres of gravel road to a blacktop surface. To date approximately twenty two (22 km) kilometres of gravel road has been upgraded to a blacktop surface.
- Main Road P73 located between Sipofu and Ixopo. This project entails the upgrading of seventy five (75 km) kilometres of gravel road to blacktop surface. To date approximately twenty seven (27 km) kilometres of gravel road has been upgraded to a blacktop surface; a further twelve (12 km) kilometres will be completed by the end of March 2013. The remaining thirty six (36 km) kilometres of gravel road will be completed by 2014/15.

Roads for Rural Development (RRD)

This programme consists of the following major projects amongst others:

- Main Road P58 located between Diemount Store and Ezingoleni. This project consists of the upgrading of twenty six (26 km) kilometres of gravel road to a blacktop surface. To date approximately thirteen point four (13.4 km) kilometres of gravel road has been upgraded to blacktop surface.
- Main Road P732 located between Ezingoleni and Bushy Valley. This project consists of the upgrading of nineteen (19 km) kilometres of gravel road to a blacktop surface. To date approximately thirteen (13 km) kilometres of gravel road has been upgraded to a blacktop surface.

Learner Transport

The Department provided learner transport services to nineteen thousand, five hundred and sixty two (19,562) learners in two hundred and six (206) schools during the year 2012/13. This was a substantial increase from the anticipated numbers. Initially the Department planned to provide learner transport services to thirteen thousand (13,000) children in one hundred and seventy one (171) schools during the year 2012/13.

Expanded Public Works Programme (EPWP)

The Department continued to expand community-based Labour-Intensive road construction and maintenance programmes which are aligned with the objectives of the EPWP. The Department created five million two, sixty eight thousand, five hundred and forty nine (5,068,549) person days of employment which equated to fifty eight thousand, three hundred and twenty nine (58,329) jobs created over the 2012/13 MTEF.

Strategic Outcome Orientated Goals

The Department's strategic goals are summarised as follows:

1	Provide access and mobility within the Province.
2	Effective management of the transport infrastructure network.
3	Promote an integrated land and transport network.
4	Promote a safe road environment.

Strategic Goal 1	Provide access and mobility within the Province
Goal Statement	The Department seeks, in the spirit of the cooperative governance, to plan and provide access to roads and bridges (including pedestrian bridges) to communities particularly the previously marginalised rural areas with the aim of improving the quality of lives of our people thereby striving to achieve an equitable, balanced road network.
Justification	To ensure access and mobility to communities
Links	<ul style="list-style-type: none"> Poverty alleviation Creation of decent jobs Support economic development Access to community facilities, i.e. health, education, agriculture, housing etc.
Strategic Goal 2	Effective management of the transport infrastructure network
Goal Statement	The Department seeks to plan, design, construct, repair and maintain a balanced transport network that supports the Provincial Growth and Development Strategy and the Provincial Spatial Economic Development Strategy thereby promoting economic and social development of the Province
Justification	To support economic and social development in the Province
Links	Road infrastructure is the backbone of all economic and social development activity in the Province. <ul style="list-style-type: none"> Provincial Growth and Development Strategy (PGDS) Provincial Spatial Economic Development Strategy (PSEDs)
Strategic Goal 3	Promote an integrated land transportation system
Goal Statement	The Department seeks to create a well-managed, integrated land transportation system, incorporating all modes of transport, both public and private, that is accessible to all people of the Province
Justification	<ul style="list-style-type: none"> Provide easy and seamless travel for the people of the Province Integrate different modes of transport Provision of transport to employment and social services
Links	Speeding up growth and transforming the economy <ul style="list-style-type: none"> - Developing of Public Transportation Infrastructure - Provision of Public transport services <ul style="list-style-type: none"> Rural public transport Safety
Strategic Goal 4	Promote a safe road environment
Goal Statement	We seek to provide a safe road environment for all road users (drivers, passengers, commuters, pedestrians and goods) through Education, Enforcement, Engineering and Evaluation.
Justification	To save lives by reducing accidents.
Links	<ul style="list-style-type: none"> Access to communities and facilities Safety

Programme1: Administration

The purpose of the Administrative programme is to provide the Department with strategic planning, financial management and corporate support services so as to assist the Department deliver on its mandate in an integrated, efficient, effective and sustainable manner.

Sub-Programme: Office of the MEC

The Office of the MEC rendered support to the Executing Authority to fully perform his executive obligations effectively and efficiently. This office also fulfilled its role as a custodian of protocol matters within the Department working closely with Inter-Governmental Relations in the Office of the Premier to ensure that Diplomacy, Protocol and Etiquette were adhered to. The Office ensured synergy between the two (2) departments led by the Executing Authority namely the Transport and Community Safety and Liaison Departments. Furthermore, the Office successfully coordinated the other line functions of the Departments, both Provincially and Nationally including the municipalities in the Province, the Legislature and all partners in the Justice, Crime Prevention and Security Cluster.

The Financial Year 2012/13 was declared as the year of “Deepening Activism against Road Carnages and Transgressions” in line with the United Nation’s decade long commitment to road safety.

Legislature Matters

The Provincial Legislature adopted an Oversight Model for the South Africa Legislative Sector. This is a model that was published in 2012; this model represents a giant leap towards the formulation of a unified framework for the Legislative Sector of South Africa. The approach is to have a common set of standards, vision and principles, including the implementation of best oversight practices in South Africa.

Cabinet Matters

MEC T.W Mchunu was appointed by the Executive Council as the Leader of Government Business for the term 2009/14.

The MEC is also the Chairperson of the following Cabinet clusters and sub-committees:

- Justice Crime Prevention and Security Cluster;
- Multi- Party Political Oversight Team on Interventions. This is aimed at peace keeping interventions, interventions involving all political parties and interventions conducted through dialogue in the Province;
- Presidential Pardon;
- Bus Service in the Ethekwini Metro;
- State Protocol and Order of Precedence;
- Security plans to deal with areas which are experiencing violence in the Province; and
- Task Team on Preparations for the Cleansing Ceremony, Umkhosi Woselwa proposed by Isilo Sama Bandla, King Goodwill Zwelithini.

Sub-Programme: Corporate Support Services

Corporate Support Services

The Corporate Support Services Directorate is devoted to excellent and efficient customer service. This directorate performs Occupational Health and Safety, Office Accommodation, Office Services, Information Technology Support and Departmental Transport Services.

Official Accommodation

The compilation of the Department's U-AMP is a requirement in terms of the Government Immovable Asset Management Act (GIAMA). The U-AMP was completed and submitted to Provincial Treasury and the Department of Public Works.

Air-conditioning and Lifts/Alleviators

The installation of new air-conditioners was completed. The Lifts/Alleviators project had reached seventy per cent (70%) completion by Financial Year end.

Fleet Management

The Verification of Government owned vehicles and the Vehicle Replacement Plans was completed. The Subsidised Vehicle policy was approved and is to be implemented in the following Financial Year.

Vehicle Procurement

During the 2012/13 Financial Year the Department continued to provide fleet management support services to the seventeen (17) user departments in the Province. Under the rubric of fleet management support the Department assisted the user departments with the procurement of official state vehicles. The Department acted as a middleman, purchasing vehicles directly from manufacturers. The Department purchased and handed over approximately one thousand and fifty (1,050) official vehicles which cost a sum total of approximately two hundred and forty million (240,000,000).

Fleet Management System

During the 2012/13 Financial Year the Department was instrumental in the implementation of system enhancements to the fleet management system (FLEETMAN). These enhancements were implemented Province-wide. This was necessitated by the implementation of AARTO (Administrative Adjudication of Road Traffic Offences Act) which links fines to drivers. The functions of the Department encompassed monitoring, control, access and the provision of user training. The Department was also response for the creation and administration of service level agreements, agreements appropriate to each instance as well as the provision of equipment.

Information Technology

During the Financial Year under review the Department embarked on a three-five (3-5) year plan (dependent on budget availability), that has the following intended outcomes: Government Wide

Enterprise Architecture Project (GWEA), Business Continuity and IT Disaster Recovery, The implementation of COBIT (Control Objectives for IT), etc.

Management Advisory Services

The Management Advisory Services (MAS) Directorate is integral to the provision of strategic support services to the Human Resource environment of the Department. It contributed towards the Department's mandate, in particular one of the MEC's strategic priorities in achieving the Department's vision.

With the finalization of the top structure, MAS is currently engaged in the fast tracking of the second phase of the Department's restructuring process. In addition MAS would be vigorously pursuing the implementation of Job Evaluation, Change and Business Process Management. The Office of the Premier in conjunction with National and Provincial structures have been consulted with a view to ensuring uniformity, equity and consistency.

The MAS is also responsible for the implementation of benchmark Job Descriptions, grading levels and generic organizational structures/frameworks as determined by the Department of Public Service and Administration (DPSA). The purpose of these undertakings is to facilitate the filling of critical posts thereby enhancing service delivery.

Legal Services

The Legal Services Directorate (LSD) rendered legal advice to the Department where necessary. This Directorate also assisted the Department with issues pertaining to the interpretation of legislation, legislation about policies and practices. The aim and vision of the Legal Services Directorate is to ensure the existence of a safe and habitable working environment, an environment that operates within the legal confines of the state.

Human Resource Management

The Human Resource Management Directorate continued to provide an excellent service to the Department through integrated and sound Human Resource Management practices.

Labour Relations

The function of Labour Relations is to help facilitate the creation of a harmonious employer-employee relationship in the Department. This was successfully achieved during the Financial Year under review.

Human Resource Management

Employee Health and Wellness (EHW) Programme

The Department's Employee Health and Wellness Programme assisted employees with life skills. These health and wellness programmes were facilitated through weekly communiqués. These communiqués were distributed to all Departmental employees with the intension of educating

employees about health issues. The communiqués contained information that the Department hoped would reduce employee absenteeism and thus increase productivity. This programme also dealt with issues such as alcohol and other drug abuse problems that negatively impact performance.

Interventions

Short Term Counselling

Approximately sixty-seven (67) employees received counselling by the practitioners and eighteen (18) were referred to the Psychologists for professional help.

Addressing HIV and AIDS

An awareness programme pertaining to issues related to HIV and AIDS was conducted. Training played a huge role in changing the attitudes and misconceptions about the Virus. Free medical advice and immune boosters such as Future Life Porridge and Multivitamins were administered in order to provide nutritional support. With respect to assisting those infected the Department provided education about ARVs. The Department also assisted by providing regularly medical check-ups. These check-ups comprised of blood pressure and cholesterol tests. Beyond blood pressure and cholesterol the medical check-ups also tracked the development of opportunistic infections, etc.

The following table summarizes achievements that were made.

Table- Achievements and Outcome of EHW Programme

Programme	Achievements	Outcome
HIV/AIDS Awareness	The Department conducted six (6) workshops on HIV/AIDS and TB. These workshops were attended by one hundred and twenty three (123) employees.	Employees started to come forward to share their experiences on HIV and AIDS, etc.
Training on HIV/AIDS and TB Management Policies	Employee Health and Wellness Committee members were educated and trained about Departmental policies pertaining to the management of HIV/AIDS and TB.	This enabled Committee members to guide supervisors and supervisees on policies concerned.
HCT Campaign	One thousand six hundred and thirty six (1,632) employees volunteered for pre-test counselling. One thousand three hundred and ninety four (1,394) employees were tested of which sixteen (16) tested positive.	There was a decrease in the number of infected employees compared to other years.
Eye Care Clinic Test by Shadow Optical	Two hundred and thirty seven (237) employees received free eye tests done by Shadow Optical.	This assisted employees with optical advice.

The attendance of the in house clinics by employees was good.

Human Resource Development

Adult Education and Training (AET)

AET in the workplace introduces government employees to a culture of continuous learning and provides employees with a foundation for acquiring the knowledge and skills needed for social, economic development, justice and equality. Given the importance of the AET Programme to service delivery the Department has taken steps to ensure that affected employees achieve the appropriate level of literacy and numeracy.

Of two hundred and eighty one (281) learners who wrote examinations, two hundred and one (201) learners passed which is seventy two per cent (72%) pass rate.

A total of twenty seven (27) AET learners have completed AET Level four (4) and qualified for GET Certificate/ NQF Level one (1) qualification during 2012/13 Financial Year.

Provincial Literacy Day Celebrations

The Office of the Premier through its Chief Directorate the Provincial Public Service Training Academy, hosted the Annual Provincial Literacy Day Celebrations on the 4th October 2012. The event was held at Nquthu Local Municipality, Ward two (2) at the sports ground of Msimbu Secondary School. Departmental AET learners from all four Regions attended this event to celebrate their achievements and also to encourage all South Africans to engage in lifelong learning.

Public Service Induction (PSI) and Compulsory Induction Programme (CIP) for Public Service

Public Service Induction (PSI) is a compulsory three (3) day training programme initiated by the Minister of Public Service and Administration. This is an induction programme targeting all newly appointed employees from levels one to twelve (1-12) in Public Service. The Training and Development section rolled out the Public Service Induction programme in all four regions of the Department.

Career Development

The Department intends complying with Outcome five (5) in the National Skills Development Strategy. The Department intends doing this by creating awareness especially in rural areas about the existence of careers opportunities in Public Service. Beyond notifying people that live in rural areas about the existence of employment opportunities in Public Service, the Department also wants to inform learners about the existence of the mechanical and civil engineering fields. The Department hopes that by providing information of this sort to learners it will foster interest in these fields thus encouraging learners to pursue them.

The 2012/13 Financial Year saw the launch of the Public Service Career Exhibition. The aim of this Exhibition is the creation of awareness about the existence of various careers in the Public Service. This exhibition is in accordance with the National Skills Development Strategy III. This event was successful launched in the Zululand Region with ten thousand (10,000) learners being accommodated.

Bursary Assistance

The Department offers assistance in the form of bursaries to youth's out-of public service and in-service employees of the Department in various fields of study. Even though the Department offers assistance to people in all fields of study its main focus is Civil Engineering, Mechanical Engineering, Surveying, Transportation, etc. To date a total number of one hundred and thirty five (135) external bursaries have been awarded.

The Department has always shown commitment to the education of the youth. A large number of prospective employees graduated in the 2012/13 year. A total number of twenty three (23) have been appointed on a contractual basis to fulfill their contractual obligation.

The Department also advertised external bursaries under the umbrella of the Office of the Premier and received more than one thousand five (1,500) applications. The applications underwent a rigorous selection process which resulted in three hundred and sixty (360) applicants being shortlisted.

Workplace Skills Plan

The Department submitted its approved Workplace Skills Plan for 2012/13 and Annual Training Report 2011/12 to the relevant stakeholders on 26 June 2012. The Workplace Skills Plan and the Annual Training Report were in accordance with the terms of the Skills Development Act 1997 of 1998. In terms of the Skills Development Levies Act, the Department made a payment of ten per cent (10%) of the one per cent (1%) training budget to its line function SETA i.e. Construction Education Training Authority (CETA). The training needs emanated through the Training Needs Analysis process through the collection and analysis of Personal Development Plans and consultation with relevant Manager/Supervisors.

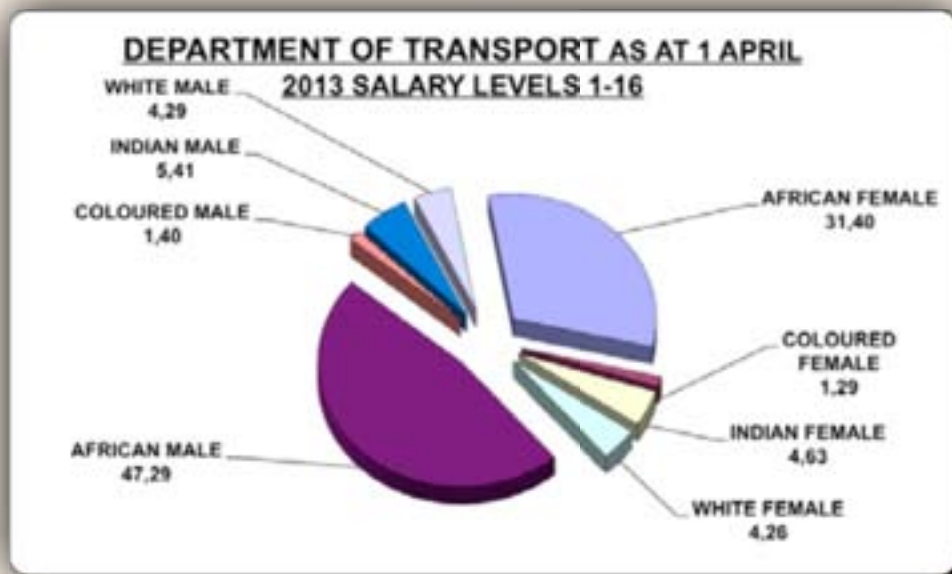
Achievements and Constraints

The implementation of cost cutting measures had hindered the Department's ability to meet all its training needs. The Department was however able to train a total of one thousand three hundred and fifteen (1,315) employees during the Financial Year 2012/13. This was achieved through various learning programmes i.e. short courses, skills programmes, workshops and conferences etc. These learning programmes were provided internally by the Department and externally through Service Providers. Generic and Transversal training programmes were also administered through the Public Service Training Academy and PALAMA. The Department will in future also embark on alternative strategies, i.e. forging partnerships with Further Education and Training institutions (FETs) and Higher Education Institutions (HEIs) to address scarce and critical skills shortages emanating from the Workplace Skills Plan.

Employment Equity

The Department has complied with the requirements of the Employment Equity Act by providing relevant and accurate reports to the Department of Labour (DOL). There have been no queries received from the DOL with regard to the reports submitted.

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

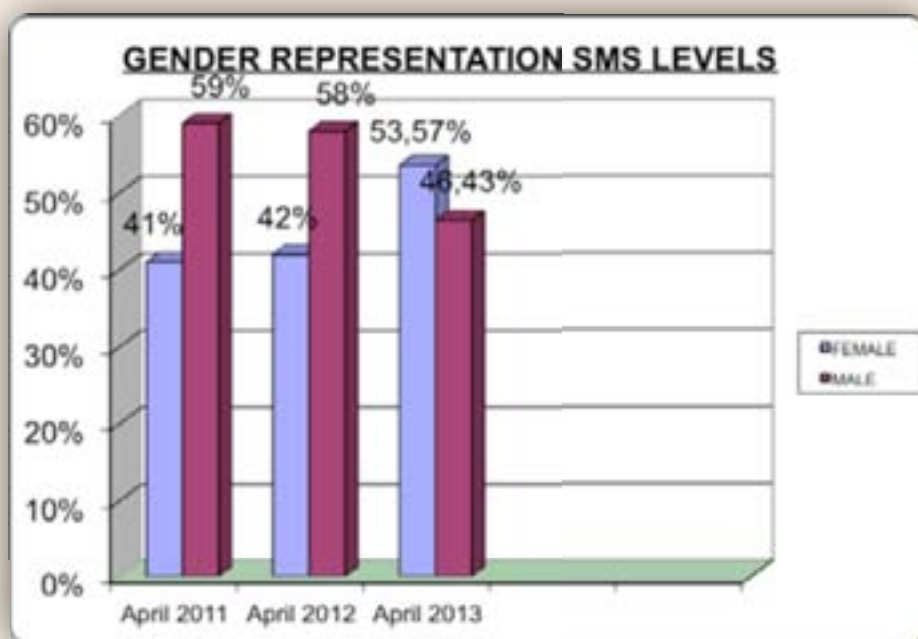


Workforce profile of the Department

The workforce profile of the Department as of 01 April 2013 shows that fifty three point fifty seven per cent (53, 57%) of the posts at SMS level are occupied by women, women of all races and men occupy the corresponding percentage.

The following graph shows a comparison between females and males at SMS level from April 2011 to April 2013.

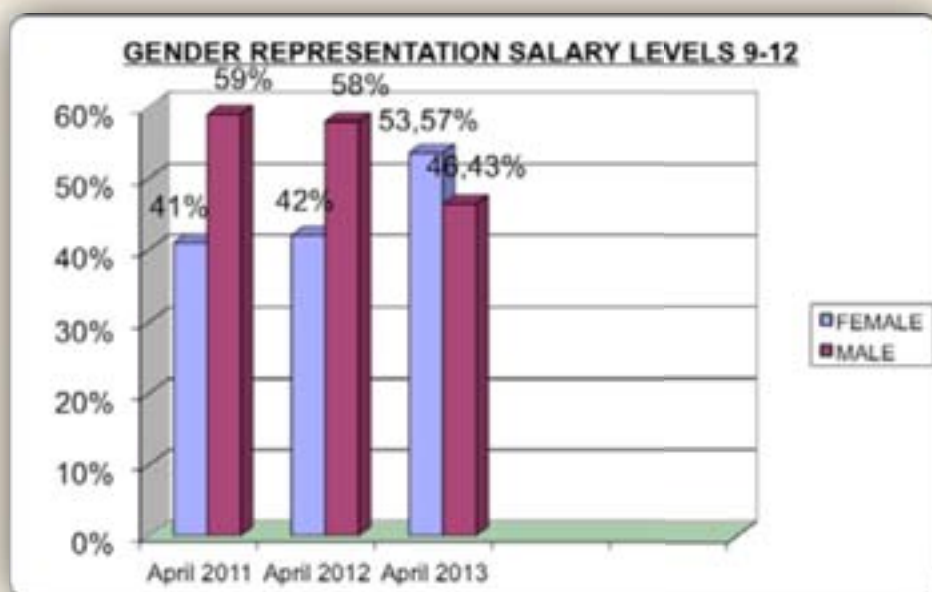
Graph shows a comparison between females and males at SMS level



Comparison between females and males at SMS level from April 2011 to April 2013.

PERFORMANCE INFORMATION

The following graph depicts the comparison between males and females at the Middle Management Level, i.e. salary levels nine (9) to twelve (12). This graph provides a comparison from April 2011 to April 2013.



Comparison between Males and Females at Middle Management Level

This graph shows that fifty three point fifty seven per cent (53.57%) of Middle Management is currently comprised of females relative to forty six point forty three (46.43%) which is comprised of males. When comparing this year's data with last year's, it shows an increase of eleven point fifty seven per cent (11.57%) of women at Middle Management levels.

Cabinet states that the Department's staff complement should be representative of the population and thus should also have people with disabilities. Beyond specifying that the Department should employ people with disabilities the Cabinet specifies a number. According to Cabinet two per cent (2%) of the Department's staff should be people with disabilities and that this percentage encompass all occupational categories and levels. The Department has yet to meet Cabinet's recommendation, at the current moment only zero point sixty seven (0.67%) of the Department's staff complement is composed of people with disabilities.

The Department continues to drive transformation as part of its strategic objectives and continues to fill vacant posts in terms of its numerical targets.

Injury on duty

The following table illustrates the Injury on duty incidents that were reported for the Year

Table – Injury on Duty, 1 April 2012 to 31 March 2013

Nature of injury on duty	Number	% of total
Required basic medical attention only	41	89.13
Temporary Total Disablement	5	10.87
Permanent Disablement	-	-
Fatal	-	-
Total	46	100

Land and Legal Services

During the Financial Year under review, the Department successfully performed the following activities;

- Rendered efficient and professional legal services to top management and line functionaries in the Department.
- Reviewed draft legislation and prepared input as well as conducted research.
- Formulated Departmental/Provincial legislation.
- Assisted and provided support with regard to the administration of legal matters relating to the Department as well as statutory bodies including liaisons with other government departments regarding legal matters.
- Provided support in respect of legal matters relating to formal and informal interventions and commissions of enquiry.
- Provided training and presentations on Acts administered by the Department

Real Estates

Expropriation

A total of twenty four (24) sites in rural areas were inspected and assessed under ARRUP projects which resulted in the owners being compensated. Sixty seven (67) Notices were served for Main roads and Sixty nine (69) sites along Main and District roads were inspected.

Conveyancing

Thirteen (13) Certificates of non-affected of expropriated properties were processed and approximately one hundred (100) investigations were carried out at the Deeds and Surveyor general's offices. Fifteen (15) Vesting's were also lodged at the Deeds Office.

Disposal

The Department is currently dealing with one hundred and nineteen (119) possible disposal cases.

Leases and Litigation

This section is dealing with two (2) leases and there are one hundred and four (104) matters pending before court. Legal advice has been provided on matters of loss and claims by and against the Department.

Labour Relations

During the Financial Year under review, the Department focused on improving employer-employee relations by focusing its attention on matters pertaining to the training of Shop stewards and increasing the frequency of bilateral and multilateral meetings with the various recognized unions. There were thirteen (13) Shop stewards from POPCRU, PSA and NEHAWU as well as two (2) Senior Labour Relations Officers who attended the 2nd Annual Labour Law for Shop stewards Conference which was a National event. This initiative was carried out to ensure that Senior Management and Shop stewards were properly trained in order to be properly equipped to carry out their various functions.

Grievances

The 2012/13 Financial Year saw one hundred and twenty eight (128) grievances filed with only ten per cent (10%) resolved, this presents an increase from the previous Financial Year. The increase in the total number of grievances resolved and the total number of unresolved grievances can be attributed to the fact that there was an increase in the numbers of collective grievances received compared to individual grievances.

Disciplinary Matters

During the previous Financial Year 2011/12, ten (10) disciplinary matters were finalized of which eighty per cent (80%) were informal matters and twenty per cent (20%) formal. During the period of reporting there was an overall increase in disciplinary matters attended to. The number of disciplinary matters attended to increased by fifty five per cent (55%) in the year under review. Eighteen (18) disciplinary matters were finalized sixty one per cent (61%) of which were informal disciplinary matters and thirty eight point eight per cent (38, 8%) were formal matters. There were a high number of informal disciplinary matters as opposed to formal matters which demonstrated stability in the workplace.

Disputes Lodged

There was an increase in the number of disputes referred outside the Department for resolution. In the year under review six (6) cases were referred outside of the Department for resolution. Although this represents an increase the level was still considered acceptable.

Strike Action and Precautionary Suspensions

No strike action took place during this reporting period which confirms workplace stability and the maintenance of sound Labour Relations. Sixteen (16) staff members were suspended during 2012/13 Financial Year. This represents a fifty per cent (50%) increase from last Financial Year.

Collective Bargaining

The Department continued to participate meaningfully at the Provincial level with respect to the following;

- General Public Service Sectorial Bargaining Council(GPSSBC)
- Public Service Coordinating Bargaining Council(PSCBC)
- Labour Relations Forum and
- Social Grants and Housing Task Team level

The following table shows the outcomes of disciplinary hearings that were held during the year as well as the types of misconducts.

Table- Misconduct and Discipline Hearings Finalised

Outcomes of disciplinary hearings	Number
Written warning	2
Final written warning	9
Dismissal	2
Not guilty	5
TOTAL	18
Type of misconduct	Number
Misuse of State Property	5
Insubordination	5
Assault	1
Theft/Fraud	2
Low Income housing	3
Other	2
TOTAL	18

Media Liaison

In order to ensure that the Department, the MEC and the Senior Management received maximum and positive media coverage, a series of revamped campaigns and activities were undertaken by the Department during the Financial Year 2012/13. These campaigns and activities resulted in a significant increase in the amount of media coverage and attention received by the Department. These activities were steered by a solid mobilization plan. Feedback from citizens proved to be highly positive. This was proven by the positive testimonials given by people on radio talk shows and print media opinion columns. The Department continues to build and maintain good relations with reporters and managers of various media houses that exist Nationally as well locally in the

Province of KwaZulu-Natal. These relations were strengthened through various strategies both formal and informal.

The Department has also worked hard to strengthen its relationship with the non-mainstream community media which are distributed freely throughout KwaZulu-Natal. High volumes of newspapers were distributed every morning from community to mainstream media for interviews and reporting. This was ensured by freely supplying and supporting through the insertion of Provincial newsletter, Simama and supplement. The community media, which are mostly resource poor, were also assisted to cover Departmental events by providing transport to attend events. This resulted in the Department receiving massive coverage from the community media. The services of the Outside Broadcasting Van were utilised to broadcast Departmental events and the MEC's keynote addresses. The Outside Broadcasting Van allowed the Department to link with community media in the Province.

Regular press statements stating statistics on the successes of road safety and law enforcement programmes were sent to the media and satisfactory coverage was received in this regard.

Media Monitoring

Both positive and negative reporting on Departmental issues was constantly monitored through a manual Departmental system as well as through the assistance of Newsclip Media Monitoring. The monitoring was of print, electronic, and radio coverage.

Responses to factually incorrect media reports were also provided. The Department ensured that it responded timeously to dismiss incorrect media reports. In the event that there were media reports that required prompt responses an SMS system/service was set up which notified the relevant Senior Managers.

The Law Enforcement and Road Safety campaigns also attracted huge media coverage due to comprehensive media planning which was inclusive of all forms of media.

Media Briefings

There was a significant increase in Departmental campaigns. Feed-back on these campaigns was communicated through regular press briefings. These press briefing were conducted with the intension of communicating the effectiveness of these campaigns. A comprehensive media plan was established with the intention of ensuring that the media was frequently updated on Law Enforcement and Road Safety activities particularly about Easter and December Campaigns. The unfortunate tragedy which occurred during the recruitment process of Road Traffic Officers also received a large amount of publicity. A media crises plan has recently been undertaken to spin negative publicity.

The Department through vigorous campaigns, conducted a series of media briefings to outline its intentions. Most of the Department's campaigns and events have been orchestrated under the theme "Operation Valingozi", an initiative by the government to assist it in decreasing road carnage. As it has been bestowed upon the MEC to officiate two portfolios, urgent media briefings were often required to inform the media about emerging issues that needed immediate attention.

Media and Stakeholders Launches

Transport Month, December Summer Holiday and Easter Weekend Road Safety Launches

With regard to the December Summer Holiday and Easter Weekend Road Safety Launch, the Department embarked on strong media campaigns. The media campaigns were twofold, firstly the intention was to inform motorists and pedestrians about the campaigns and thus hopefully ensure compliance and the second intention was to ensure that the Department was well represented throughout various media platforms. The National Department of Transport has declared the month of October, "Transport Month". Transport month was used by the Department as a tool or opportunity to enhance its media profile through producing supplements that were dedicated to notifying the public about issues related to transportation and thus the Department. All activities that the Department embarked on during this month received enormous media coverage.

Media Statements and Alerts

The Department released one hundred and seventy nine (179) media statements pertaining to issues of public interest. This resulted in the media requesting interviews with the MEC or the HOD. These interview requests were for the sole purpose of clarify issues of interest and concern. To ensure maximum coverage of Departmental activities, telephonic interviews with the media were also conducted.

The Department fielded queries from both the media and the public. In an effort to improve relations with the media and the citizens, the Department ensured that responses to queries were professional and forwarded on time to their respective media houses.

Public Relations

Public participation was successfully achieved through Departmental Events and by permitting people to speak for themselves. The family visits concept which was initiated by the Media Liaison and Public Relations Directorate as part of the Department's public relations exercise contributed to positive media coverage. The Department took care of those who had lost their loved ones due to road accidents.

Talk shows also provided a platform for communicating Departmental programmes and projects. These talk shows offered the Department a further opportunity for sharing Departmental information. During the Financial Year under review two (2) talk shows were aired a month. One talk show was aired on Ukhozi FM (Transport Ibandla) and the other on iGagasi FM.

The Department was vocal on issues pertaining to road safety. The Department articulated issues pertaining to road safety through Operation Valingozi. Operation Valingozi is a project that endeavours to change the mind-sets, behaviours and attitudes of road users.

The MEC also passed on road safety messages in support of the campaigns on air during peak seasons i.e. Festive season (December); Back to School (January); Easter month (April) and Transport Month (October).

Church visits were also undertaken during the Easter Holidays with a view of spreading the gospel of road safety.

Tavern and beach visits were undertaken during the festive season, these visits were undertaken with the intension of creating awareness about road safety.

Wrap-around supplements for major highlights e.g. budget speech, transport month and other special projects were placed on newspapers and adverts were also placed on various media platforms like print, broadcast (radio) and electronic media.

Information was disseminated to both local and mainstream radio stations. The dissemination of information through radio stations was intended to raise the profile of service delivery projects. Ukhozi FM was one of the radio stations that the Department worked with. Ukhozi FM conducted at least two (2) live broadcasts at events that were held by the Department.

Cross overs linking live interviews occurred through mainstream and community radio stations on numerous occasions afforded the Department the opportunity to share its services with the public. The Department did not only rely on broadcast media for purposes of disseminating information, it also developed and distributed pamphlets. The pamphlets proved to be a more effective method of communicating information pertaining to service delivery.

Communication Support

Communication Support continued to maintain the Department's high media profile by ensuring that the Department remained visible and relevant to the media. This was done by providing the media with pictures and captions intended for the print media as well as facilitating or coordinating television material for broadcast purposes in collaboration with relevant service providers.

Resource Centre

Internal Communication

The Intranet facility was successfully used for the dissemination of internal information. The Intranet was used to inform internal stakeholders and particularly staff about the Department's activities, goals and achievements.

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



Header featuring the new Departmental Logo

The Intranet site was updated on an almost daily basis. This was done to ensure that the users of this facility were informed and up-to-date on issues pertaining to the Department. The Intranet has an Electronic Information function. The Electronic Information function of the Intranet was created to cater for all the informational needs of a Departmental employee. The Electronic Information function is a hub that stores information that may be of use to a Departmental employee. The Electronic Information function contains information sources such as Circulars, Forms, Policies and Procedures, Legislation, Manuals, Media Releases, Speeches and Reports. The function contains most if not all of the information that an employee of the Department may need to execute their duties.

Other features of the Intranet include the Applications and Systems function. This function gives Departmental employees access to various systems used by the Department systems such as the searchable Resource Centre catalogue, Hardcat, BAS and the Subsidised Vehicle Web. This function has extensive links to related websites, websites like the recently launched Departmental Gift and Hospitality Register and the COIDA (Compensation for Occupational Injuries and Diseases Act) Web.

External Communication

External communication, communication with the public was fostered through weekly articles published by Office of the Premier using a publication called Simama. Simama is published on a monthly basis in isiZulu. The purpose of Simama is to communicate information about and thus promote the Department's programmes. The Department's Internet website has a world-wide reach.

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



Header featuring the new Departmental Logo

During the 2012/13 Financial Year, a total of five hundred and ninety one (591) enquiries were handled, these included requests for information, praise and complaints.

Table-Internet Statistics

Total Hits to the website	600,467
Average Hits per Day	497
Total Unique Visitors to website	1,914
Average Visit Duration (in minutes and seconds)	16:46
Most Popular Page and download	Criminal Procedure Act
Most Popular Entry Page	Home Page

Research, Monitoring and Speech Writing

The Department continued research and media monitoring and in the process seventy seven (77) speeches were written in both English and isiZulu. The Department's Resource Centre continued to provide an information management service. The Resource Centre coordinated the content, management and publication of information on the Department's Internet and Intranet websites. A number of collections that were kept in the Resource Centre included books, reports and journal collections.

During the Financial Year under review, the Resource Centre catalogued two hundred and sixty eight (268) information sources, both electronic/softcopy and physical/hardcopy. After the process of classification these two hundred and sixty eight (268) information sources were incorporated into the Resource Centre's collection. In addition to that two thousand and seventy two (2,072) information requests were dealt with and a total number of one thousand and eighty two (1,082) requests for publishing were sent to SITA for publication.

Desktop Publishing and Branding Services

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

The DTP services included provisions for the design and printing of posters, pamphlets, calendars, book covers, invitations and banners. The DTP service also assisted in the layout of publications as well as advertisements and branding material. Design of logos and general signage were also undertaken in-house thereby saving costs.

Branding formed part of the Department's marketing and advertising strategy. This marketing and advertising strategy was successful; it increased both the visibility of the Department and that of the office of the MEC. Innovative banners were displayed at all Departmental and Interdepartmental events and functions. Banners were designed and erected based on the nature of events with themes

changing from Road Safety, Construction of Public Transport etc. Specific banners were designed for specific events like the Budget Speech. The Department designed an interactive walk through exhibition. The walk through exhibition was designed to promote the Department's programmes.

Publications

Audio-Visual Services

The coordination and provision of photography and video services was undertaken through collaboration with independent TV production house(s). Some of the key achievements include the following;

- TV coverage for the Department's representatives (MEC and or HOD) when major accidents occurred,
- The coordination and upgrading of *Accident Videos* for the Department's community-based events,
- Coordination and compilation of DVD documentaries for internal and external stakeholders, documentaries about road infrastructure provision, road maintenance programmes as well as road safety and crime awareness, documentaries in line with the MEC's portfolio,
- Coordinating the collection of Departmental videos and events for archival and research purposes,
- Coordinating the creation and dissemination of various inserts in various mainstream newspapers including *Ilanga*, *Isolezwe* and *UmAfrika* as well as community newspapers, etc.

Financial Services

In an endeavour to render an efficient and effective financial management support service a comprehensive financial manual was developed and approved for implementation.

Loss Management

Cases that were reported and recorded on the Loss Control System are presented in the following table:

PERFORMANCE INFORMATION

Table-Losses and Claims

	CASES AS AT 2010/11 FINANCIAL YEAR	CASES AS AT 2011/12 FINANCIAL YEAR	Cases as at 2012/13	FINALIZED AS AT 2010/2011	CASES FINALISED AS AT 2011/12	Finalized cases as at 2012/13	TOTAL NO. OF CASES ON HAND
CLAIMS AGAINST STATE	743	834	1,169	(47)	33	(63)	116
THEFT and LOSSES	86	129	180	(109)	79	(50)	130
CLAIMS BY STATE	50	49	43	(4)	8	(20)	23
COLLISION and ACCIDENT	306	377	123	(133)	61	(70)	53
REMOVAL	325	369	451	(11)	8	(10)	441

Payroll and Voucher Control

The Department ensured that payrolls and vouchers were compiled, signed and authorized by designated officials. Control measures were improved to ensure the accuracy of the payment of salaries, allowances and the validation vouchers.

Debts

During the Financial Year 2012/13 recoveries from beneficiaries, late estates and third parties were processed with the assistance of the State Attorney.

Banking

The Section has closely monitored the banking related suspense accounts. Bank Reconciliations were timeously prepared and submitted to the Provincial Treasury on a monthly basis. A rollout of easy-pay receipts system was initiated during the third quarter of the year of which credits into the Department's Bank Account were cleared.

Taxation Section

The Department complied with requirements and standards set up by SARS for Tax Reconciliation purposes. The Bi-annual reconciliations were submitted on time; however the challenges presented by Zibambele Contractors remain significant. In spite of that the Department managed to balance its tax reconciliation for the 2012/13 tax year successfully and thus submitted to SARS timeously. The Department also acted as a tax collecting agent for SARS by implementing garnishee orders (ITA88) to non-tax compliant employees.

The Department reached a remarkable milestone in respect of tax refunds and an amount of R386,089.91 was accordingly received from SARS.

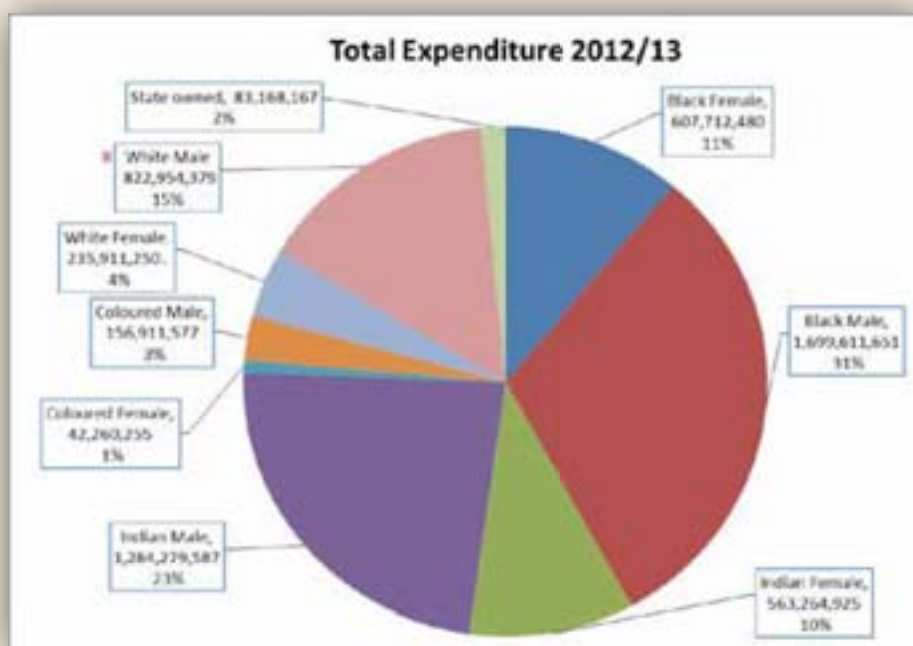
Supply Chain Management (SCM)

The handling of Supply Chain Management issues within the Department is in accordance to the rules and terms set out by the Treasury (Regulations), appropriate legislation and relevant Practice Notes.

The following table depicts the expenditure to BEE Suppliers in terms of SCM prescripts:

Table- BEE Awards

BEE EXPENDITURE			
Encouragement of BEE business	2010/11	2011/12	2012/13
Total value of expenditure to BEE	R 2,196 billion	R 3,431 billion	R4,354 billion
% of total Expenditure to BEE by value	72.8	75	79
TOTAL value of Expenditure	R3,827 billion	R 5,612 billion	R5,496 billion



Asset Management

Movable Assets

During the 2012/13 Financial Year the Department has met the minimum requirements set out in the Treasury Regulations under the Asset Management Framework and Asset Management Practice Notes. An asset register extracted from our asset management system (HARDCAT) was produced and had the following categories:

- Transport asset,
- Computer equipment
- Computer software
- Furniture and office equipment,
- Other machinery and equipment; and
- Other fixed structures (road network)

As disclosed in the Annual Financial Statement, the additions movement and disposals were accurately accounted for on HARDCAT. The adjustments resulting from the exclusion list of the asset register were reconciled to the Basic Accounting System (BAS).

The asset management Framework and asset Management Practice Notes which pertain to the Accounting Officer's functions related to Asset Management were adhered to. Assets that were reported as stolen were reported to the South African Police Services (SAPS). Cases of theft were opened, reported and forwarded to the Department's Loss Control Section in accordance with Departmental policies and procedures.

Monthly reconciliations were performed as per the responsibility of the Department and all discrepancies identified were resolved during the Financial Year under review. The Department's Asset Management policy was developed and approved for implementation.

Programme 2: Transport Infrastructure

This programme stimulates local tourism sectors. It also provides much needed access for the distribution of agricultural produce, connects communities, creates job opportunities both upstream and downstream, etc. The KwaZulu-Natal Department of Transport developed a regulatory framework. The framework was developed to help Emerging Contractors by providing them with support, information and the entrepreneurial skills they need to succeed. The framework encourages the targeting of specific grades in the procurement process procedures. It is in line with the affirmative action policy and aims to address the legacy of apartheid (racial discrimination) and gender discrimination. The Vukuzakhe Emerging Contractors Programme is a four (4) staged advancement programme which facilitates the growth and development of small businesses. The programme is designed to remove the barriers that prevent the entry and full participation of emerging contractors in the road construction industry. Contracts were awarded to Emerging Contractors on the Department's database; these contracts were awarded against Departmental estimates.

The ZIBAMBELE Road Maintenance Contract System is a poverty alleviation programme initiated by the KwaZulu-Natal Department of Transport. This innovative programme was adapted from the Kenyan Lenghman model in which contracts pertaining to the maintenance of a length of road are awarded to households rather than individuals. The aim of the programme is the stabilization of destitute families thus breaking the poverty cycle.

Progress was made with respect to the provision of agricultural road linkages in rural areas and the provision of serving nodes for agricultural activities. Rural roads were surfaced, tracks were upgraded to gravel in accordance to Departmental standards and bridges, causeways and pedestrian bridges were constructed.

The Rural Road Transport Forum (RRTF) played an important role in ensuring that the needs and objectives of the community were catered for. The RRTF comprises of a variety of community stakeholders, stakeholders drawn from their respective tribal authorities. Stakeholders have various functions and responsibilities in the RRTF AmaKhosi for instance are stakeholders whose responsibility is monitoring projects undertaken in their respective chiefdoms.

The Department required its District Councils to show case their dedication to rural development and the upliftment of the lives of the people living in these impoverished communities. The Department has demonstrated commitment to job creation through its road construction and maintenance programmes.

The Department is thus at the forefront of promoting broad based black economic empowerment (BBBEE), job creation, gender equity, skills development and integrated and sustainable rural development. The acclaimed Vukuzakhe, Zibambele, African Renaissance Roads Upgrading Programme (ARRUP), Roads for Rural Development (RRD), Roads of National Importance

(RNI), Operation Kushunquthuli (OK) and other programmes undertaken by the Department contribute towards uplifting marginalised communities, poverty alleviation and empowerment. The Department worked hand in hand with structures such as RRTF's, Community Road Safety Councils (CRSCs), Public Transport Associations (PTA), traditional leaders and other relevant social structures such as amaKhosi, iZinduna, abeFundisi, to mention a few.

The programmes and key projects undertaken within these programmes will be discussed under the sub-programmes of Construction and Maintenance.

Sub Programme: Programme Support Office

Assistance Programme:

On-going training and mentorship was provided to trainee engineers and technicians. This was done with the intension of increasing their levels of competence in their respective fields as well as increasing their knowledge and understanding of other civil engineering fields. Training courses were provided and individuals were assisted on a person to person basis.

An intense skills transfer mentorship programme is currently underway. The intension of this programme is to ensure that skills are transferred to young graduates by involving them in relevant work which allows them to qualify as professionals. The idea is to equip graduates with the knowledge they need for their current and continuous professional development.

Technical Support

In order to ensure that construction and maintenance standards were upheld assistance was provided on an on-going basis to technical staff on the field.

Operations Head Office in conjunction with Regional Offices, Cost Centres and the appointed District Consultant managed the maintenance activities and the construction of access roads and causeways.

Sub-Programme: Infrastructure Planning

Training

The Department's Technology Transfer (T²) centre continued to provide training during the 2012/13 Financial Year. Besides the International Computer Driving Licence (ICDL) programme the Department offered other various in-house training courses and programmes.

Infrastructure Management Systems:

Bridge Management System

The Web2Project system was utilised to successfully manage the prioritisation and designs of bridges.

Transport Infrastructure Management System

The Department is currently in the process of finalising a Transport Infrastructure Management System (TIMS). The TIMS will capture information pertaining to projects, information about contract levels, time frames, priorities and budget allocations. This tool will be used to monitor the progress of projects in terms of outputs as well expenditure.

Betterment and Re-gravelling

Unpredictable and extreme weather conditions coupled with an increase in traffic volumes continue to impact negatively the overall condition of the road network. The Department has nevertheless ensured that the road network is serviceable and accessible. Assessments were undertaken in order to determine which roads needed either betterment or re-gravelling. Assessments were done at the District level; each District identified and prioritised roads that either required betterment or re-gravelling during 2012/13 Financial Year.

Pavement Management System

The Department undertook a complete network analysis of both the paved and unpaved road networks. This network analysis utilised leading and world-class network survey technology that enhances road and bridge interventions. Using the Hawkeye two thousand (2000) and Falling Weight Deflector (FWD) technologies the Department was able to acquire information about seven thousand three hundred and sixty five kilometres (7,365km) of paved roads and fourteen thousand five hundred and fifty eight kilometres (14,558 km) of unpaved roads. Images from Hawkeye were analysed and a VCI report was drafted. The rutting, texture and international roughness index data collected through the laser profiler supplemented the visual assessments, while the FWD analysis identified roads with structural capacity deficiencies.

Images were captured at intervals of twenty metres (20m) while profiles (IRI, RUT, and TEXTURE) were recorded between one millimetre (1mm) and twenty five millimetres (25mm) intervals. All the data that was collected was geo-referenced with sub-meter accuracy. Hawkeye was also used to identify and record roadside inventory for asset management purposes. The data was non-destructive so that layer thickness and bearing capacity testes could be performed using Ground Penetration Radar (GPR) and FWD as opposed to the conventional method of digging up test pits. In comparison to the conventional method of visual assessments by eye, this scientific method of assessment rules out subjectivity as it has a high level of repeatability.

During the assessment of the seven thousand three hundred and sixty five kilometres (7,365km) of paved roads, it was observed that the Department's post 1994 paved roads network maintenance had deteriorated to such an extent that a high degree of rehabilitation was required. In initiating the Pavement Management System (PMS) various types of asset management equipment were utilised. The equipment was used to obtain scientific data, data needed in order to validate the condition of the road network. After the acquisition of the data it was entered into the RosyCam system, which is a pavement management system that optimises the network and produces a report on prioritisation of repair. The output produced by the RosyCam system was then modelled around budget constraints and thus adequate repair strategies devised.

The emphasis placed on maintenance and repair is a clear indication of the fact that the Department's focus and thus priority was on conservation of the road network.



Hawkeye 2000 and Falling Weight Deflector (FWD)

Traffic Counting System

The Department used Mykros to update the traffic counts and ensure timeous data update.

Accident Management System

The updating of the accident management system continued regardless of the challenges in respect of limited bandwidth available between servers.

Sub-Programme: Infrastructure Design

Planning and designing were continued to ensure that designs were completed timeously. As part of the planning and designing process, standards for road construction were evaluated and tested to ensure value for money.

Survey and Road Information

Survey

The planning, design, construction and maintenance processes were supported by the Survey Section as follows:

- Consultants were assisted with Survey Contract specifications, adjudications, appointments, checking and archiving,

- Land Surveyors were appointed to survey expropriated land and to file 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 evolved during the year.

Road Information

In terms of the Legislation, the Road Information Services maintained the Geographical Information System (GIS) it classified Core data in terms of RIFSA in respect of National, Provincial, Municipal and private roads within the GIS. The Internet Map Server was also upgraded and declarations of roads in terms of the Roads Act continued. The documents and plan libraries were made available on the server.

The following table provides road length statistics per surface type as at end of the Financial Year.

Table-Road Length Statistics per Surface Type

Road Class	Surface Type			Total (km)
	Blacktop	Gravel	Concrete	
Main Road	703,848	597,163	1,14	1,301,125
District Road	59,772	1,088,546	3,52	1,148,670
Local Road	6,107	617,049	5,80	623,736
	769,727	2,302,758	1,046	3,073,531
Road Class	Surface Type			Total (km)
	Blacktop	Gravel	Concrete	
Ramps (G)	5,455	2,84		5,739
On-Line Main (OP)	1,745	4,537		6,282
	7,200	4,821		12,021

Transportation Engineering

Road Control

The Department dealt with various applications pertaining to the subdivision of and development of land, etc. during 2012/13 Financial Year.

Table- Applications Received

Category	No. Received
Subdivisions	478
Rezoning	369
Building line relaxation	125
Development	2,617
Access	214
Mining	125
Miscellaneous	352
Compliance of conditions	163
Special consent	181
Environmental	632
Municipal Structures	12
Road closures	178
Total received	5,446

Structural Design

A total number of thirteen (13) pedestrian bridges were designed and ten (10) constructed. Construction of a further thirteen (13) pedestrian bridges and seven (7) vehicle bridges are currently underway. Wherever possible the Department provided dual purpose structures at pedestrian bridge sites.

Geometric Design

The Department completed twenty four (24) infrastructure design projects for construction, approximately fifty (50) projects were reviewed and approximately forty (40) design projects are currently being amended.

There has been an ongoing training program in place for Candidate Technicians. The training is intended to give Candidate Technicians skills necessary for them to register with ECSA. Currently four (4) Candidate Technicians are designing DR348 in-house as part of their training for registration with ECSA.

Traffic Engineering Design

Traffic surveys for the ten (10) traffic signal applications were received and processed.

The designs of four (4) traffic signals were completed and approved. Furthermore numerous requests for various traffic calming measures were dealt with.

Signposting

The following table presents information in respect of signposts that were erected.

Table-Signpost

Description	Year 2011/12		Year 2012/13	
	Private Sector	State Institutions	Private Sector	State Institutions
Applications for the design of sign-faces and intersection layout diagrams for Tourism Directional Road Signage from the Private Sector and State Institutions (Hospitals, Clinics, Schools, SAPS, Dept Social Welfare, Dept Housing etc.)	192	67	105	33
Applications for the design of sign-faces and updating of intersection layout diagrams from Regional Cost Centre's for replacement of existing signs and new signs	-	146	-	26
Total	192	213	105	59

Sub-Programme: Construction

New Surfaced Roads Constructed and Gravel Road Upgraded to Blacktop Roads:

The following photographs present visual evidence of newly surfaced roads that were constructed and gravel roads that were upgraded to blacktop roads during the 2012/13 Financial Year .



P496, Alton intersection at km 10.9 and completed part, CBD interchange at km 13.0

PERFORMANCE INFORMATION



Parts of Gravel Road P58 during Construction and after Construction



D130/D877 portion of newly surfaced road, P735 19mmstone-1st seal and P735 after construction



D1514 during and after construction

P711@km21.86 before and after construction



P711 @ km 21.86 during construction



D348 before and after construction,



P487 before and after construction

New Gravel Roads Constructed

The buzz word of the government of the day is RURAL DEVELOPMENT. Operation kuShunquthuli is a programme that attempts to attain rural development by focusing on road infrastructure development in rural areas. The development of rural areas is the main emphasis of service delivery in this term of governance.

The following photographs are illustrations of Gravel Roads Constructed during the 2012/13 Financial Year .



James/Mabhawani Access Road before, during and after Construction



Emaplazini road before and after construction L651 Mkhambathini before and after construction

New Bridges Constructed

Bridge construction forms the backbone of rural development; bridges allow access to facilities and connect isolated communities. The following photographs showcase new bridges constructed during the Financial Year under review.

PERFORMANCE INFORMATION



Mweni River Vehicle Bridge before and after construction, Ntinini White Umfolozi River Bridge before and after construction



Sehlabathele Tugela River Bridge during and after construction

New Pedestrian Bridges Constructed

The construction of pedestrian bridges is central to the provision of access to facilities and to the improvement of the quality of lives of people. This is due to the fact that these structures provide access over rivers and impassable landscapes thereby enabling communities to gain access to vital public amenities like clinics, schools, etc.

The following photographs are illustrations of some of the New Pedestrian Bridges Constructed during the Financial Year 2012/13.



Isiminye River Pedestrian Bridge before and after construction, Maduma River Pedestrian Bridge before and after construction



KwaPata River Pedestrian Bridge before and after Construction

New Causeways Constructed

The Msila, Kokshil Masamini, Cebe / Nomgobho, Mahlatini causeways present a subsection of the causeways that were constructed during the 2012/13 Financial Year .



Msila Causeway Before and after Construction, Kokshil Masamini Causeway During and after Construction



Cebe / Nomgobho Causeway before and after Construction



Mahlatini causeway before and after Construction

Sub-programme: Maintenance

The maintenance programme is vital for purposes of increasing the lifespan of provincial roads thereby decreasing vehicle operating costs. Preventative, routine and emergency maintenance was carried out subject to the availability of funds.

Road maintenance is also critical for supporting economic activity and improving access to schools, clinics, social amenities and government services. Road maintenance ultimately ensures an equitable, affordable, safe and well managed transportation system. The slogan that exemplifies the Department's attitude towards road maintenance is "Maintain the road network in a sustainable manner in order to ensure the safety of road users"

The key performance indicators for this strategic objective are as follows:

- Rehabilitate Surfaced Roads,
- Reseal Surfaced Roads,
- Blacktop Patching,
- Betterment and Re-gravelling, and
- Blading.

In addition to these activities other routine maintenance activities such as replacement of hand and guardrails, pipe de-silting, grass-cutting and verge maintenance were also undertaken.

Rehabilitation

Some of the projects that were undertaken under this sub-programme include: P316-1, P603, P237, and P47-5 these projects are depicted in the following photographs.



P316-1 before and after rehabilitation



P603 during and after rehabilitation progress



P237 during and after rehabilitation



P47-5 during and after rehabilitation

Reseals

The following photographs illustrate some of the projects that were undertaken. These projects include: P3-1, P578, P6-3, and P316-2.



P3-1 before and after reseal,



P578 before and after reseal



P6-3 reseal in and after progress



P316-2 before and after reseal

Blacktop Patching

Hlanganani Road presents an example of a road that was patched up. Other roads patched include P73 and D1099. The patched up roads are depicted in the photographs below.



P73 @ km 7.5 Pre-Treatment by Blacktop Patching

D1099 before and after patching



Hlanganani road during and after Black top Patching

Betterment and Re-gravelling

During the Financial Year under review, re-gravelling and betterment of roads was successfully conducted throughout the Province. Some of the roads that were re-gravelled and bettered include –P299 and P346.



P299 during and after betterment and re-gravelling



P346 before and after betterment and re-gravelling

Headwall Construction

L1954 and Magwaza Road in Ndwedwe were amongst some of the projects that were undertaken taken by the Department. The L1954 and Magwaza Road are examples of the Department's headwall constructed project.



L1954 Ndwedwe Completed Outlet Headwall, with Reno mattress erosion protection and Magwaza Road, Ndwedwe - Construction of Inlet and Outlet Headwall

Guardrail Installation and Road Marking

The following photographs depict road P50-2, which is one of the roads which had guardrails installed and road markings applied.



P50-2 Installation of Guardrails and P50-2 Completed Road Marking and Guardrails

Signage and Walkways

During the 2012/13 Financial Year signage was installed along Walkways. The erection of signage is illustrated in the following photographs



P15-1 @km 10.1 - High visibility sign for heavy vehicle guidance and control

P15-1 @ km 11.5 – Walkways

Sidewalks

The following photographs depict sidewalks that were constructed on roads P711 and P26. Sidewalk construction is one of the projects assumed by this sub program.



P711 @ km23.8 before, during and after casting of concrete sidewalks



P26 before and after Construction of Sidewalk

Handrail Installation

The installation of handrails was carried out during the year. One of the roads that had handrails installed was P3-1, the following photographs show road P3-1 before and after the installation of handrail.



P3-1 before and after Handrail Installation

Expanded Public Works Programme (EPWP)

The following photographs depict some of the work that was carried out under the EPWP programme



P712 local labour employed - opening waterway and P69 Grade 1 contractor created the Road Signs km8

PERFORMANCE INFORMATION

Table illustrating Programme 2: Transport Infrastructure

Programme/ sub-programme	Performance Measure	Annual Target	Annual Output	Explanation of Responses
Construction	Kilometres of new surfaced roads constructed	2	5	Target exceeded due to completion of work roll-over from 2011/12 to 2012/13.
	Kilometres of gravel roads upgraded to surfaced roads	85	112	Exceeded target due to favourable weather conditions during the first half of the Financial Year
	Kilometres of gravel roads constructed	285	382	Target exceeded due to additional funding.
	Number of bridges constructed	7	7	Target met
	Number of pedestrian bridges constructed	13	10	Target not met due to incomplete structures as an unfavourable harsh weather conditions.
	Integrated Public Transport Networks	-	-	
Maintenance	Kilometres of surfaced roads rehabilitated	200	204	Target met
	Number of square metres of surfaced roads resealed	1,900,000	2,547,700	Target exceeded due to reprioritisation of projects as a result of increased emphasis on maintenance of ageing blacktop network.
	Number of kilometres of road re-gravelled	2,000	2,214	Target exceeded as a result of additional funding.
	Square meters of blacktop patching	200,000	461,557	Target exceeded due to increased utilisation of internal resources as well as annual contract.
	Number of kilometres of roads bladed	110,000	94,400	Target not met due to poor performance of ageing equipment, unfavourable weather conditions. Additional new equipment was purchased in the 4th quarter and there should be an improvement in the output in the new Financial Year.
	Kilometres maintained using Zibambele Contractors	25,420	25,802	Target met

Programme 3: Transport Operations

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

The main functions of the Department include the development of policies and plans for public and freight transport services, the construction and maintenance of supporting infrastructure, the regulation of public and freight transport services and the enforcement of legislation pertaining to public transport.

The programme consists of three sub-programmes namely: Programme Support Operations, Public Transport Services and Transport Safety and Compliance. These sub-programmes are aligned to the sector specific budget format.

Sub Programme: Programme Support Operations

Planning

Integrated Public Transport System

In line with the National Transport Policy, Public Transport Strategy and Action Plan, the Department continues to be instrumental in assisting Planning Authorities that lack the capacity to prepare Integrated Rapid Public Transport Networks (IRPTN) and Integrated Public Transport Networks (IPTN). The progress of the development of IRPTN/IPTN in the Province can be summarised as follows.

The following Municipalities have prepared and completed their IRPTNs/IPTNs: eThekweni Transport Authority, uGu, uMgungundlovu, uThungulu, iLembe and uMkhanyakude District Municipalities. The Development of Zululand, uThukela, Amajuba and uMzinyathi District Municipalities has commenced. The IPTN concept was presented at Council meetings and steering committees have been established so as to guide and facilitate this exercise. Each of the above mentioned District Municipalities has a steering committee dedicated to assisting it with this process. Extensive consultation is currently being conducted to ensure buy in from all affected and interested parties.

It is anticipated that the IPTN for Zululand, Amajuba, uMzinyathi and uThukela will be completed by the end of 2013/14 Financial Year. The Sisonke District Municipality's IRPTN/IPTN will be prepared in 2014/15 Financial Year as per Departmental plans.

Public Transport Infrastructure

Weighbridges

The weighbridges are calibrated bi-annually as determined by legislation. During 2012, one hundred and eighty, seven hundred and sixty four (180,764) vehicles were weighed on the fifteen (15) provincial weighbridges. The average overloading of trucks was seventeen per cent (17%); trucks are given leeway with respect to overloading. Yet even with the leeway three point six per cent (3,6%) of the initial seventeen per cent (17%) had exceeded the amended load specifications and thus were charged. There was an increase in the number of vehicles weighed in 2012 when compared to 2011. This due to the installation of standalone systems placed in Midway and Groutville. These standalone systems were installed after Telkom cabling was repeatedly vandalized and Telkom refused to replace them.

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 required at the weighbridge offices was conducted and improvements were prioritized to ensure the Department remained within our budget.

Investigations are currently underway for the proposed construction of weighbridges in Teza (North Coast, N2), Camperdown (N3), Kokstad (N2-21) and the John Ross highway.

In order to enable the Department to determine the extent of overloading on provincial roads where there are no static weighbridges, the Department used alternative control measures to determine weight and thus overloading. The Department utilized 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.

Weigh-In-Motion (WIM) Sites

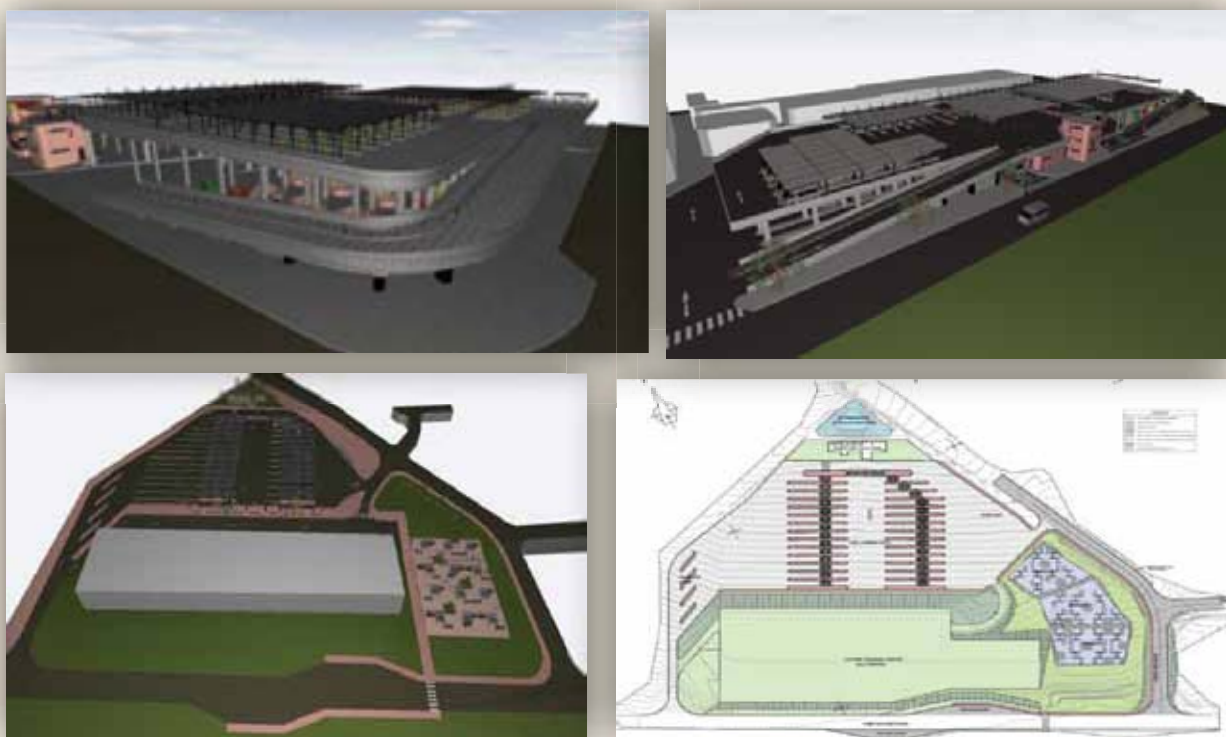
A WIM is a sensor pan that is installed on the road surface; the WIM sensor resembles a steel pan. It is a permanent traffic monitoring site and is used in conjunction with a traffic counting station to determine axle loads of vehicles in motion. It is a scanning device and cannot be used for prosecution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

The Department has installed twelve (12) WIM at various locations on the provincial road network. The WIMs are supposed to improve the acquisition and quality of traffic information thereby enabling the Department to make informed decisions regarding the control of overloading, driving enforcement and for general design purposes using the available E80's. Two months of data per annum and per station is collected.

Public Transport Facilities

The Department remains committed to constructing and improving public transport infrastructure in the province.

The implementation of Intermodal facilities in KwaDukuza and Port Shepstone is on-going. The Port Shepstone Public Transport Facility is currently going through the municipal procurement processes for the appointment of a suitable contractor. Whilst the Port Shepstone Public Transport Facility progresses the KwaDukuza Public Transport Facility has been delayed due to land related matters, the municipality is currently dealing with these matters. The Department petitioned PRASA to assist with the development of the KwaDukuza Facility. PRASA has through Intersite (section of PRASA) indicated an interest in getting involved in the construction of the facility. The construction of the Estcourt and Mondlo Public Transport Facilities has commenced and stakeholder consultation remains a critical factor in ensuring continuous buy in from all affected and interested stakeholders. A feasibility study and preliminary designs were also commissioned and completed for Umzimkhulu. The preparation of detailed designs is currently eighty per cent (80%) complete.



Proposed Public Transport Facility

Sub Programme: Public Transport Services

The purpose of this subprogram 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, 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 the Public Transport Operations Grant. The aim is to ensure that users, especially the poor, enjoy affordable public transportation. In many respects performance with respect to the provision of a subsidized public transport service has been above average.

PERFORMANCE INFORMATION

In 2012/13 Financial Year the Department received a Public Transport Operations Grant to the amount of eight hundred and eight million, two hundred and seventy nine thousand Rands (R808, 279, 000). Performance outputs achieved during the reporting Financial Year are demonstrated on the following table:

Table-Subsidised Public Transport Performance

Performance measure	Output
Total number of kilometres subsidized	48,240,401
Total number of passengers subsidized	75,779,004
Total number of trips subsidized	1,408,209
Total penalties accumulated	R 21,425,961

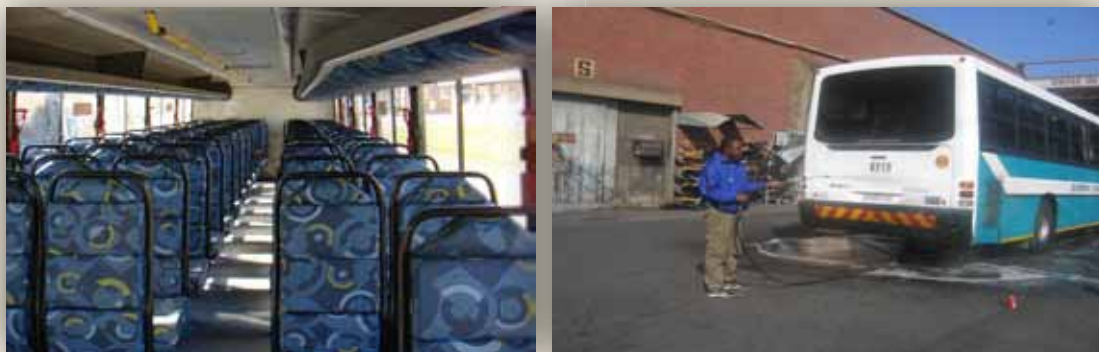


Subsidised Public Transport

Monitoring Of Subsidised Services

In order to ensure that service providers contracted to render subsidized services complied with their contractual provisions and performance standards, the department monitor the services provided through the use of monitoring firms. Performance aspects which were monitored included departure and arrival time compliance, the perception passengers about transport, bus inspections, bus cleanliness and comfort among other things. The Department specified that at least sixty per cent (60%) of the service per contract had to be monitored. During 2012/13 Financial Year sixty

five point eight per cent (65.8 %) monitoring was done and accordingly twenty one million four hundred and twenty five thousand, nine hundred and sixty on Rands (R 21,425,961) in penalties for non-performance was imposed.



Learner Transport

The Department is currently providing services to two hundred and six (206) schools and nineteen thousand, five hundred and sixty two (19,562) learners covering all the districts in the Province. The plan is to increase the number of learners and schools year on year depending on budget availability and demand. The following table provides a summary of the schools that benefitted.

Table – Summary of Benefiting Schools

DISTRICT		NUMBER OF LEARNERS	NUMBER OF SCHOOLS
1	Amajuba	1,936	20
2.	Othukela	1,266	16
3.	Sisonke	2,384	23
4.	Ugu	2,747	18
5.	Umgungundlovu	1,691	15
6.	UMkhanyakude/ Obonjeni	1,696	30
7.	Umlazi	274	3
8.	Umzinyathi	857	11
9.	Uthungulu/ Empangeni	2,349	24
10.	Zululand/ Vyrheid	1,251	8
11.	Pinetown	1,732	13
12.	Ilembe	1,379	25
TOTAL		19,562	206

PERFORMANCE INFORMATION

The Department of Education has further identified an additional one hundred and sixteen (116) schools and six thousand, one hundred and sixty seven (6,167) learners to benefit in the 2013/14 Financial Year and accordingly designs for these schools have been completed and are listed in the following table.

Table- Summary of Additional Schools

NO.	DISTRICT	NO. OF LEARNERS	NO. OF SCHOOLS
1.	UMZINYATHI	892	21
2.	AMAJUBA	570	8
3.	UTHUKELA	755	21
4.	UTHUNGULU/ EMPANGENI	312	12
5.	UGU	614	6
6.	ETHEKWINI (PINETOWN/UMLAZI)	343	5
7.	UMKHANYAKUDE OBONJENI	430	8
9.	UMGUNGUNDLOVU	746	14
10.	SISONKE	615	11
11.	ZULULAND / VRYHEID	890	10
	TOTAL	6,167	116

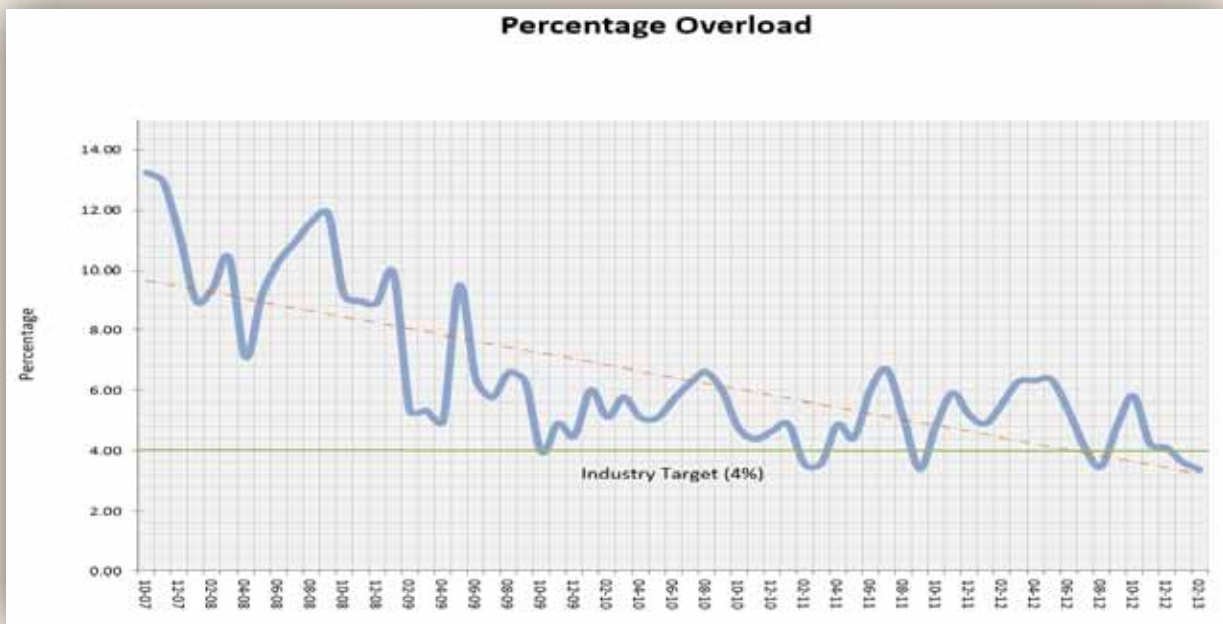
Sub programme: Transport Safety and Compliance

Regulatory Control

Overloading Control

Heavy vehicle overloading continues to be a major problem in South Africa irrespective of the efforts aimed at more effective overloading control by the authorities. Overloading causes premature road deterioration. This coupled with poor vehicle maintenance and driver fatigue contributes significantly to South Africa's poor road safety record. It is estimated that approximately sixty per cent (60 %) of the damage to the road network is caused by overloaded heavy vehicles and this represents a cost of at least seven hundred and fifty million (750,000,000) Rands per annum to South Africa. To control overloading in the Province the Department has constructed fifteen (15) static weighbridges at various locations in the province. The Department has also implemented a Road Transport Management System (RTMS) in order to control overloading of Heavy Industry vehicles.

The following graph depicts the extent of the reduction of overloads in Forestry Industry.



Extent of Overload Reduction in Forestry Industry: RTMS

Abnormal Loads

To facilitate and support the country's economic and or social interests various vehicles that are used in the transportation of heavy loads may be exempted from the dimensional and mass limitations as prescribed in the Regulations pertaining to the National Road Traffic Act, Act No. 93 of 1996. During the 2012/13 Financial Year, the Abnormal Load Permit Office processed twenty thousand, one hundred and seventy three (20,173) permits.

The following picture depicts the transportation of a typical Abnormal Load.



Abnormal Load

Performance Base Standards (PBS)

The KwaZulu-Natal Department of Transport successfully piloted the Performance Based Standards Scheme. This scheme is intended to decrease the number of heavy vehicles on the mainstream road network. This is done by encouraging heavy vehicles to travel on a subset of the road network so as to ensure the protection of the road infrastructure and the maintenance of safety levels. During the Financial Year under review there was a reduction in the number of heavy vehicle on the road and thus a reduction in Carbon Dioxide emission, traffic congestion and costs of logistics, etc.

The following picture shows a one hundred and seventy five (175) ton BAB Quad Road Train operated by Unitrans Mining which was introduced at Richards Bay Minerals as part of the Performance Based Standard Pilot Project.



175 ton BAB Quad Road Train

Transport Safety and Compliance

As public transport related conflict continues to plague the industry, its nature requires investigation and the creation of interventions that include amongst other stakeholders:

- The South African Police Services – To investigate crimes committed.
- The Municipalities – To deal with matters that are of Municipal competence such as Public Transport Facilities.
- Municipal Police – To enforce matters within their competency.
- The Public Transport Enforcement Unit – To enforce matters regulated by the National Land Transport Act and related legislation.
- Community Structures such as the Public Transport Passenger's Associations - To assist in matters that involve passengers and or general members of the community.
- Industry Leadership – To deal with internal industry matters.

It is therefore inevitable that some matters may take longer to resolve than others. This is due to the fact that every matter attended is unique and presents its own set of challenges. Some of the reasons for outstanding matters are the following:

- Awaiting decisions by competent Authorities, such as the Adjudication Committee, The Transport Appeals Tribunal, the courts and the municipalities.
- On-going Interventions.

The following table presents a summary of the achievements (resolved matters) and outstanding matters for the Financial Year under review.

Table- Conflict Resolution

Region	Number of Matters Resolved	Number of Matters Outstanding
Durban	24	7
Empangeni	16	5
Ladysmith	7	3
Pietermaritzburg	7	6
Totals	54	21

Table illustrating Programme 3: Transport Operations

Programme/ sub- programme	Performance Measure	Annual Target	Annual Output	Explanation of Responses
Public Transport Services	Kilometres of Public Transport subsidised	40,600,000	42,751,838	Target met
	Kilometres of subsidised Public Transport trips monitored	28,000,000	25,976,742	Target not met due to overstating of outputs compare to service provider's contract (the contract stipulates that the service provider monitors 60% of the kilometres subsidised).
	Number of Public Transport Infrastructure projects implemented	-	-	
	Number of kilometres of Public Transport routes subsidised	39,500	39,500	Target met
	Number of passengers subsidised	3,961,000	3,159,173	Attainment of target is not within Departmental control
	Subsidy per passenger	9,43	12,94	Subsidy increased as a result of fuel hikes

PERFORMANCE INFORMATION

Transport Safety and Compliance	Undertake goal directed enforcement of public transport (Operation Shanela)	400	798	Target exceeded due to increased goal directed enforcement activities on public transport.
	Number of schools involved in road safety education	950	944	Target slightly not met due to the amalgamation of structures, some scheduled schools could not be reached.
	Number of school children trained	480,000	345,400	Unable to predict the number of children per school as enrolment varies when implementing road safety talks. The Principal also determines on site how many classes will attend the presentations.
	Number of adults trained	41,700	59,633	Target exceeded due to Freight companies and Eskom amongst others requesting educational workshops to their staff.
	Number of crossing patrols provided	123	123	Target achieved
	Number of scholars transported	13,000	19,562	Target exceeded as a result of local emergencies as well as some schools closing down requiring the transportation of additional learners.
	Number of schools receiving transport services	171	206	Target exceeded as a result of local emergencies as well as some schools closing down requiring the transportation of additional learners.

Programme 4: Transport Regulation

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

Sub- Programme: Programme Support Office

Flagship Projects (s)

Commissioning of Vehicles

During the period 2012/13, seventy seven (77) pool and twenty six (26) subsidized motor vehicles were commissioned to perform operational law enforcement in the Province's road network.



Roll Out of Easy Pay

It had become necessary to facilitate payment of traffic fines through easy pay at any of the outlets or agencies which have this facility. Payment can also be made online on the Easy Pay website. The Traffic Management System has been modified so as to accommodate the Easy Pay method of payment. The Easy Pay method has improved collection of revenue for traffic offences especially those captured by Traffic Cameras.

Smart Road Block Technology

On 4th October 2012 (Transport Month) the average speed over distance in conjunction with the black technology were officially launched on the N3 at Midmar by Mr T. W.Mchunu, The Honourable MEC for Transport, Community Safety and Liaison in KwaZulu-Natal and the Honourable Deputy Minister for Transport Ms S. Chikunga. The technology was introduced with the intention of increasing effective and efficient law enforcement.

PERFORMANCE INFORMATION

*Launch of Smart Road Block Technology***Table- Resources for Traffic Management by Region**

Regions of Province	Number		
	2010/11	2011/12	2012/13
Region 1			
Traffic officers	210	204	193
Administrative staff	21	26	26
Highway patrol vehicles	73	78	85
Region 2			
Traffic officers	193	185	184
Administrative staff	22	34	30
Highway patrol vehicles	109	117	112
Region 3			
Traffic officers	152	143	136
Administrative staff	29	34	26
Highway patrol vehicles	89	89	74
Region 4			
Traffic officers	202	211	202
Administrative staff	87	127	63
Highway patrol vehicles	97	136	104
Special Operations			
Traffic officers	88	86	83
Administrative staff	13	13	12
Highway patrol vehicles	71	84	89
Traffic Training College			
Traffic officers	17	16	16
Administrative staff	6	7	10
Highway patrol vehicles	14	20	21

Head Office			
Traffic officers	5	5	5
Administrative staff	16	29	19
Highway patrol vehicles	7	10	6
Traffic Camera Office			
Traffic officers	-	-	-
Administrative staff	44	44	44
Highway patrol vehicles	-	-	-
Whole Province			
Traffic officers	867	850	819
Administrative staff	194	270	230
Highway patrol vehicles	460	534	491

Sub Programme -Transport Administration and Licensing

National Traffic Information System (eNaTIS)

The National Traffic Information System (eNaTIS) is a National on-line system that registers and licences motor vehicles. The Department acting on the behalf of National Department of Transport has achieved the following:

AARTO Readiness

Following the RTMC directive issued in 2011 it became necessary to ensure that all Provincial Issuing Authorities (IA's) were ready for the implementation of the Administrative Adjudication of Road Traffic Offences (AARTO). Readiness for the implementation of the AARTO entailed ensuring that all IA sites had the necessary eNaTIS equipment to effectively perform the functions associated with AARTO. With the exception of one site all Provincial IA sites are AARTO ready.

Upgrade of Equipment

The Department working in conjunction with the National Department of Transport has embarked on a project aimed at ensuring that all outdated and obsolete eNaTIS Equipment is replaced. The Department has given itself the task of replacing obsolete eNaTIS equipment every four (4) years. To date eighty three (83) Registering Authorities, forty eight (48) Driving Licence Testing Centres and Vehicle Testing Stations that have opted to acquire the eNaTIS equipment via the Department. To date seventy six (76) sites have been upgraded with no disturbance to Service Delivery.

Payment of Motor Vehicle Licences

Responding to requests by the public to have the ability to renew their motor vehicle licences at any Registering Authorities other than their appropriate Registering Authority in KwaZulu-Natal, the Department responded by obtaining approval of a gazette notice from the MEC for Transport and Community Liaison which granted this request. As consequence motor vehicle owners can now renew their vehicle licences at their convenience.

Vehicle Technical Compliance

A total of 327 applications for special classifications in term of Regulation 21 to the National Road Traffic Act, 1996 (Act No. 93 of 1996) were dealt with, this ensured that correct license fees were recovered and that vehicles not allowed on public roads were not issued normal license discs. In addition two hundred twenty nine (229) applications for tire mass changes were dealt with. The Department received forty seven (47) applications for motor dealerships whilst some ninety one (91) motor dealership sites were inspected for continued compliance. A total of ten (10) new Manufacturers, Importers and Builders were audited for compliance during this period ensuring that the end product supplied is in compliance with the specification made by the SABS.

An Annual Provincial fleet verification exercise was conducted and eighty three per cent (83 %) of the fleet was inspected. A total of fifty (50) weighbridge inspections were conducted to ensure that these were calibrated and complied with legislative requirements, of the National Road Traffic Act, 1996 (Act No. 93 of 1996). A total of hundred and fifteen (115) Certificates of Road Worthiness inspections were conducted.

Vehicle Test Station Administration

The Department's Vehicle Test Station Administration component had monitored the compliance of seventy (70) Vehicle Test Stations in the Province of KwaZulu-Natal. As a result new Test Stations were established while some were suspended. Those that were not suspended but were still not in compliance were issued notices of intention to suspend, etc.

Administrative Compliance

During this reporting period inspections on irregularities were conducted, these inspections resulting in some fraudulent activities being identified. As a consequence cases of fraud were investigated and disciplinary hearings were conducted.

Sub-Programme: Operator and Permits:

Regulation of Public Transport Operations

The Department continued to successfully accelerate the issuing of operating licenses and permits to all modes of public transportation. The Regulation and Support directorate within the Provincial Regulatory Entity is responsible for the regulation of public transport in the Province.

Section 32 of the National Land Transport Transition Act, 22 of 2000(NLTTA) requires that all permits should be converted to Operating Licences on a date to be determined by the minister. In Gazette number twenty seven thousand, nine hundred and ninety nine (27,999), the Minister of Transport gazetted that all permits should have been converted by 30 November 2005.

To date, there were approximately twenty one thousand (21,000) permits that have yet to be converted. A total of four thousand, six hundred and thirty two (4,632) operating licenses , one thousand, five hundred and eighty four (1,584) permits and three hundred and sixty three (363) permits converted to operating licences were processed during the Financial Year under review.

Public Transport Associations

The provision of a safe, reliable, affordable and integrated public transport service requires that there be a close working relationship between government, public transport operators and public transport users. The Department is still committed to working closely with KwaZulu-Natal SANTACO, KWANABUCO and Public Transport Passenger Associations, toward the improvement of our public transport system.

Sub-Programme: Law Enforcement

Table-Traffic Law Enforcement

Measurable Objective	Performance Measure	Actual Outputs 2011/12	Target Outputs 2012/13	Actual Outputs 2012/13	Deviation from Target	
					Unit	%
Input						
Number of traffic officials per km of surfaced road in province	Ratio	1:57	1:54	1:37	17	(11)
Number of officers per highway patrol vehicle	Ratio	2:1	2:1	2:1	-	-
Process						
Number of hours speed-traps operated	Actual number	309,236	40,000	75,679	35,679	89
Number of roadblocks held	Actual number	68,976	36,000	71,728	35,728	99,24
Output						
Number of unroadworthy vehicles impounded	Actual number	8,354	7,518	7,072	4,46	(6)
Number of licenses suspended	Actual number	85	1,34	1,89	55	41,04
Number of licenses cancelled	Actual number	5	4	8	4	(50)
Quality						
-	-	-	-	-	-	-
Efficiency						
Number of registered vehicles per traffic officer	Ratio	1:393	1:386	1:419	33	8.5
Ratio of fines issued paid	Ratio	12:1	10:1	15:1	5	50

Overloading Control

During the 2012/13 Financial Year a total of one hundred thousand and eighty one thousand, five hundred and thirty eight (181,538) vehicles were weighed at the fifteen (15) operational provincial weighbridges, of which one hundred thousand and nineteen thousand, six hundred and twenty (119,620) were weighed on the N3 corridor. The extent of overloading on the N3 corridor decreased by approximately two per cent (2%) moving from an estimated figure of eighteen per cent (18%) to sixteen per cent (16%).

Table- Weighbridge Performance

Measurable Objective	Performance Measure	Actual Outputs 2011/12	Target Outputs 2012/13	Actual Outputs 2011/12/13	Deviation from Target	
					Unit	%
Input						
Number of weighbridges	Number	15	15	-	-	-
New weighbridges to be constructed	Number	-	-	-	-	-
Process						
Hours weighbridges to be operated	Number	17,924	20,000	16,588	5,703	(29)
Number of transport vehicles inspected	Number	154,721	150,000	181,538	31,538	21
Output						
% of vehicles overloaded (i.e. over the 2 % tolerance)	Percentage	4.3	4	5	1	25
Number of overloaded vehicles impounded	Number	6,723	7,429	6,686	78	1.2
Efficiency						
Number of hours weighbridges operated as % of total hours in year	Percentage	3,06	8	7	1	(13)
Number of vehicles inspected per hour	Number	8	4	7	3	75

Road Safety Education

Road Safety

The strategic objectives of Road Safety are the provision of a safe road environment and the facilitation of the change of the behaviours and attitudes of road users. In view of these objectives, the Road Safety Program aims to conduct road safety education and create awareness to the public. The fourfold (4) strategy provides an approach to the primary areas of concern concentrating on

the behaviour of road users and geographical hazardous areas. The fourfold (4) strategy comprises of enforcement, education of both adults and children, remedial engineering measures in the form of high impact low cost projects and evaluation based on research.

Learner Education Projects

Scholar Patrol

The Department has implemented Road Traffic Act (Act 93 of 1996), section 57.5 which states that scholars and students can be organized into patrols (known as scholar patrols) in order to display a stop sign in the prescribed manner so as to ensure the safety of pedestrians crossing a public street or road. The Scholar Patrol program has been successful in helping regulate traffic and improving speed calming.



Scholar Patrol Competition in progress

Participatory Education Techniques

The Participatory Education Techniques Project is aimed at high school learners in Grade ten (10) and eleven (11). These learners conduct research on a road safety problem within their school or community and are required to present both the problem and proposed solutions to a panel of judges. In the Financial Year 2012/13 a total number of one hundred and twenty five (125) schools participated in the project.

Ingwavuma High School from the Empangeni Region won the Provincial Competition and participated in the National Competition which was co-ordinated by the Road Traffic Management Corporation. Ingwavuma High School was placed first in the country and each learner was awarded a laptop by the Road Traffic Management Corporation.



The team of learners from Ingwavuma High that represented KwaZulu-Natal in the National competition

Road Safety Talks

This project was conducted in High and Primary Schools as well as at educational fairs. The Asiphephe Road Safety Truck -which provides a mobile stage and sound effects- was used as a basis to teach road safety rules. At Primary Schools the Road Safety Mascot (Robbie Robot) interacted with learners thus reinforcing basic road safety rules through play. A total number of six hundred and sixty two (662) Primary and eighty two (82) High/Secondary Schools were reached in the 2012/13 Financial Year.



Learners participating in the Road Safety "Dance" as part of the Road Safety Talks project

School Crossing Patrol Service

The main aim of this service is to ensure that children cross the road safely and under the supervision of an adult. The School Crossing Patrol Service is in compliance with The National Road Traffic Act number 93 of 1996 Section 3 A (1) (e). Two hundred and two schools (202) participated in the scholar patrol service.

Road Safety Debates

The main purpose of the project is to educate learners about Road Safety through the participatory education approach. The project instils in learners a culture of safe traffic participation and also addresses the underlying problems of Road Safety. Four (4) Regional Competitions were held to determine the top four (4) schools in the Province.



Learners from Sacred Heart High at Provincial Debate

At the National competition KwaZulu-Natal successfully progressed through the various rounds and reached the final. For the first time in the history of the National debating competition one (1) Province walked away with all the awards at National level. KwaZulu-Natal triumphant in the final debate and scooped up all the awards. The awards included the following:

- The National winners
- Best Speaker
- Best Trainer

The following table depicts the Schools that represented the Province at National level

Table- Details of Competitors

Region	Name	Name of School
Ladysmith	Sibahle Shabalala	Estcourt High
Empangeni	Ziyanda Dlamini	Landbou Hoerskool
Pietermaritzburg	Anna-Lisa Chetty	Heather Secondary
Durban	Senzekile Bhengu	Sacred Heart Secondary
Pietermaritzburg	Kaylin Samlaal	Heather Secondary

Adult Education

Driver Development: Thuthukisa Abashayeli

A large percentage of accidents on Provincial roads can be attributed to poor driver behaviour/ attitude, fatigue and lack of skills, etc. In an attempt to curb these problems the Department shared information on the consequences of driver behaviour with heavy motor vehicle and bus drivers.

Drivers representing KwaZulu-Natal in the International UICR Competition were selected based on their performance in the National Best of the Best Competition, where drivers from all nine (9) Provinces competed against each other for a place in the team representing South Africa at an International level.

Every two (2) years the Union Internationale Des Chauffeurs Routiers (UICR) which is an International body for professional drivers organises a World Professional Drivers Championships for heavy duty vehicle drivers. The aim of the world championship is to assess and advice Professional drivers on issues pertaining to safety and economical driving. Besides issues pertaining to safety and economical driving the world championship also focuses on the safe transportation of goods and people.

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

Table- Details of Drivers who formed the South African Team

NAME OF DRIVER	CATEGORY FOR PARTICIPATION
Mr I Khan	Rigid Truck Trailer
Mr V Naidoo	Rigid
Ms L Mtshali	Light Delivery
Mr A Naidoo	Novice (rigid)

Driver Development: Freight Industry

Road Safety Education is conducted within the Freight Industry. During workshops drivers were provided with information about basic road safety rules so as to educate them about the dangers of unsafe driving. The Department developed a handbook/manual for drivers in the Freight Industry. The purpose of the handbook/manual is to educate drivers within the Freight Industry about road safety issue. A total number of eighty nine (89) freight companies were reached during the 2012/13 Financial Year.

Truck Drivers' Day and Truck Drivers Wellness

The Department in collaboration with Shongweni Expo and Fleet Watch organized a Drivers Day. The purpose of this day was to share information about correct driver practices and instilling a sense of professionalism in truck drivers. This event accommodated heavy, medium and light category

drivers from all segments of the transport industry. Health Services personnel were present to provide free and general medical checks such as eyesight, blood pressure, blood sugar, cholesterol and HIV/AIDS. A joint operation was also conducted to promote driver wellness at Mkondeni and Marrianhill weighbridges where approximately hundred (100) truck drivers were screened. That promote driver wellness such as condoms, pamphlets and breathalyzers were distributed.



In an endeavour to further enhanced the development of truck drivers, the Truck Drivers Wellness programme was implemented in order to promote health and wellness amongst truck drivers. The following services were offered by health care professionals: eye testing, blood sugar reading, blood pressure reading and TB screening. A total number of eight (8) wellness clinics in partnership with N3TC Toll were held.



A wellness clinic held at Mooi River Toll Plaza

Number 1 Taxi Competition

Public Transport is one of the major contributors to road accidents. The KwaZulu-Natal Department of Transport has partnered with the Road Traffic Management Corporation and Brandhouse and have established the Number One (1) Taxi Competition, which aims to educate and train taxi drivers about safe driving practices. This competition has two components one of which is theoretical and the other practical.



Drivers from KwaZulu-Natal during their theoretical training session

Public Transport Education

In an attempt to curb the high fatality rate on our roads, road safety education was also provided to taxi owners. The intention was encourage taxi owners to protect the lives of the commuters that their taxis transport on a daily basis. During the Financial Year, 2012/13, three hundred and fifty (350) owners were reached.

Adult Pedestrian

The main aim of the Adult Pedestrian Project is to impart knowledge about road usage and alcohol consumption to pedestrians. The intension of the project is to change the habits of pedestrians' specifically to encourage pedestrians to refrain from using the road under the influence of liquor.



Adult Pedestrian Awareness Campaign in progress at Ixopo

Community Road Safety Councils

The Department contributed to capacity building in community members so as to enable them to participate as Community Road Safety Councils assisting the Department in prioritizing road safety needs in their communities.

Inter-faith Project

The Department entered into various partnerships with religious bodies to promote road safety within their respective organisations. Four (4) Interfaith Ambassadors were appointed to assist the Department in the implementation of road safety projects, secure commitment from various organisations on road safety and providing counselling to road accident victims and affected families. Accordingly, nine hundred and thirty six (936) presentations were conducted by Community Road Safety Council Members to various religious organisations.

Road Safety Displays/Awareness Campaigns

During the 2012/13 Financial Year the Department embarked on thirty three (33) road safety awareness campaigns. During these displays and awareness campaigns, road safety information was disseminated to road users.



Road Safety display at Top Gear Festival

These were some of the major events held during the peak periods of the 2012/13 Financial Year ;

- Healing of the Wounds,
- Dakota Beach Festival
- Richards Bay Beach Festival,
- Hazelmere Jazz Festival,
- AMCO Dam Festival,
- Midmar Music Festival and Easter Launch,
- Umlazi Ministers Fraternal,
- Bundu Mix and
- The Summer Holiday Launch.



Road Safety Awareness Campaign

Mpimpa Call Centre

The continued operation of a twenty four (24) hour manned call Centre allowed road users to become more active citizens and to act as road safety ambassadors by reporting unsafe road behaviour. In essence the Mpimpa Call Centre provides a platform which allows the ordinary road users to assist the Department in curbing unacceptable road behaviour.

Table illustrating Programme 4: Transport Regulation

Programme 4 sub-programme	Performance Measure	Annual Target	Annual Output	Explanation of Responses
Transport Administration and Licensing	Number of license compliance inspections executed	267,000	300,656	There is no control of the number of vehicles requiring testing.
	Number of new vehicles registered	80,000	104,366	New vehicle sales are driven by economic and private sector activity. The Department thus cannot influence these sales and registration figures
Operator Licence and Permits	Number of operator permits still to be converted to licences	400	363	Target not met due to delay in capturing of conversion as a result of system problem (National).
	Number of abnormal load permits issued	17,800	20,173	Attainment of target is not within Departmental control

Traffic law enforcement	Number of vehicles exceeding the speed limit	280,798	396,775	With the introduction of compulsory speed timing activities this has resulted in the over performance
	Number of vehicles checked in roadblocks	2,040,000	1,682,933	Roadblocks were held at different locations resulting in fewer vehicles being checked
	Number of roadblocks held	36,000	71,408	With the introduction of compulsory roadblocks the number of roadblocks increased
	Number of vehicles screened (heavies)	3,000,000	3,385,603	Target met
	Number of heavy vehicles weighed	150,000	181,538	Target exceeded due to extra emphasis on heavy vehicle weighing.
	Number of vehicles which are overloaded	25,901	30,950	Statistic and attainment of target is not within Departmental control
	Number of vehicles detained	7,429	6,686	Reduction as a result of more effective law enforcement
	Number of hours that weighbridges are operated	20,000	16,588	Target not met due to Weighbridges under repair as well as theft of data cables.
	Number of kilometres patrolled	6,090,000	6,882,596	Target exceeded due to increase in events which contributed to high performance
	Number of law enforcement officers trained: Diploma courses	12	11	Target met
	Number of law enforcement officers employed	840	824	Decrease due to resignations
	Hours of manual speed timing activities	40,000	75,679	Target exceeded due to compulsory speed timing exercises on specific days

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 namely: Programme Support Community Based, Community Development, Innovation and Empowerment and EPWP Co-ordination and Monitoring. These four sub-programmes are aligned with the sector specific budget format.

Sub- Programme: Programme Support Community Based

Enterprise Development

The Department has advanced Black Economic Empowerment (BEE) 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 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 the Provincial co-ordination of this 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 and thus contribution towards halving the unemployment rate as per Governments strategic objectives. The Department is also responsible for co-ordinating the monitoring of the incentive grant budget allocation, expenditure on infrastructure projects as well as the implementation of pilot programmes through labour 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 Departmental information pertaining to service delivery information.

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 other spheres of Government.

During the 2012/13 Financial Year, ten (10) policies were approved for implementation in the Department. Details of the approved policies are as follows;

Table- Approved Policies

NO	TITLE	DATE APPROVED
1	Policy for Monitoring, Evaluation and Reporting	02:04:2012
2	Risk Management Policy	02:04:2012
3	Retention Policy	05:04:2012
4	Special Leave Policy	27:07:2012
5	Policy on the Administration and Allocation of Subsidised Vehicles	23:10:2012
6	Directive on the Utilisation of "Private on Official" Transport	23:10:2012
7	Declaration of Interests Policy	23:12:2012
8	Information Security Policy: IT Operations	22:02:2013
9	Information Security Policy: Users of Information	22:02:2013
10	Appointment of Consultants Policy	27:03:2013

The Department attempted to ensure that all Departmental activities, programmes, projects and policies were aligned with and supported the Provincial Growth and Development Strategy (PGDS) and the Provincial Growth and Development Plan (PGDP) which were approved by Cabinet for implementation by Departments.

The Department continued to champion its role as the coordinator of planning with other Transport Planning Authorities through participating in an Integrated Development Planning Forum with Municipalities and State Owned Enterprises such as the Passenger Rail Agency (PRASA).

The Department's Annual Performance Plan (APP) for 2012/13 to 2014/15 was developed and approved for implementation. This document is a road map which indicates how the Department intends to fulfil the mission and vision it articulated in the five (5) year strategy Plan which was tabled by the MEC on his Budget Speech on 29 May 2012.

The Department has been tasked with the coordination of Road Asset Management Systems for the municipalities by the National Department of Transport and accordingly the Department has initiated the process.

The Department has also been tasked with the coordination of Strategic Infrastructure Projects 2(SIP2) in the Province. As a consequence of this task a focus group has been established, this focus group contains all the relevant stakeholders from the Province. The intention behind this initiative is to ensure an integrated approach in the improvement of freight movement and the decrease of related logistic costs within the Durban-Free State-Gauteng Corridor.

The Department has undertaken the Functional Road Classification for all roads within the Province and has engaged all municipalities to get consensus on the classification. The next step in terms of the Road Infrastructure Strategic Framework of South Africa is the issue of road ownership and responsibility. The Department is in the process of developing a strategy to engage with the municipalities about this.

Sub-Programme: Community Development

Community Liaison

The Department established community structures and Rural Road Transport Fora to promote community participation on road related matters. Community participation was promoted in order to ensure that Departmental policies and strategies that were put in place had the desired socio economic impact in the targeted communities. The Fora however needed to be coordinated, capacitated and trained in various fields in order for them to respond accordingly to the identified needs and be effective in their interventions to meet the desired goals.

In order for the Rural Road Transport Fora (RRTF) to function effectively the Department had to intervene by providing capacity/training on the decision making process, the implementation of empowerment programmes and facilitation of the monthly meetings of the RRTF. The capacitation of RRTF was facilitated and achieved through the appointment of social consultants, Iphungelimnandi Development Services, Sakhumnotho Business and Tax Consultants, people that understand how community liaison structures operate.

Performance Targets

The performance targets for 2012/13 Financial Year were to facilitate capacity building and training on business planning, facilitation of RRTF's monthly meetings and facilitation of the alignment of Departmental structures with Municipality structures.

The following are some of the training modules that were conducted during special meetings;

- communication,
- Leadership
- Life skills

There were three hundred and eighty four (384) local RRTF monthly meetings to ensure active involvement of communities and other stakeholders in the implementation of rural road infrastructure projects and the discussion of developmental issues. Joint meetings between all Departmental community structures were also facilitated to ensure Integrated Planning.

Alignment of Departmental Structures with Municipality Structures

The Department conceptualized a model for consolidating or aligning the current community liaison structures and Ward committees. This model was approved by Provincial Executive in October 2012 and implementation thereof, is underway.

Pilot Programmes: Labour-Intensive and Labour-Based Programmes

Pilot Programme

A pilot programme was undertaken mainly on the labour-intensive construction of the roadbed, mechanised base stabilisation and the labour-intensive construction of a continuously reinforced ultra-thin concrete pavement. During the Financial Year under review the Department piloted two (2) Labour Intensive projects on Road D1264 in Bergville and Road 50 km in Ebusingatha to test the viability of the Labour Intensive methods in terms of job creation and maintenance of road infrastructure.

Roadbed Preparation

The 3.9kms of roadbed was constructed using labour-intensive methods, these labour intensive methods required the employment of ten (10) grade one (1) contractors and created hundred (100) job opportunities.



Roadbed Preparation and Concrete Mixing

Continuously Reinforced Ultra-Thin Concrete Pavement

The construction of continuously reinforced ultra-thin concrete pavement is a relatively new road surfacing method and has only been implemented using conventional contractors. The construction of D1264 continuously reinforced ultra-thin concrete pavement was done using two (2) grade one (1) contractors and created thirty two (32) job opportunities.



D1264 Concrete Placing and Continuously Reinforced Ultra-Thin Concrete Pavement

During the construction of D1264 the following alternative Labour Intensive methods of construction were also explored.

- crushing of rock
- construction of side drains using rocks
- concrete dish drains
- manufacture of construction tools
- construction of pipes using old car tyres



Rock Crushing

The Use of Local Rock in the Construction of Side Drains

In order to reduce the amount of material needed for concrete lined drains, locally sourced rocks were used to create stone pitches and dish drains.



Concrete Stone and Dish Drain

Local labour was also used to manufacture tools to be used in the construction of road D1264.



A Local Manufacturing Tools

Concrete pipes are general used to allow the drainage of access water. The Department is however exploring the use of pipes made from old vehicle tyres as an alternate to concrete pipes.



Tyre Pipe

Overall the labour content on this pilot project constituted thirty one (31 %); two hundred and seventy two (272) opportunities were inclusive of unskilled and skilled labour of which forty two (42) were trained on Road Formation, Health and Safety, etc. There were six (6) learners that also received on-site technical training.

Social Development

The Department continued to provide support to Savings Clubs and Savings and Credit Cooperatives (SACCO).

In August to October 2012, an audit exercise of all the savings clubs was conducted. During this audit exercise it was discovered that poor savings records were one of the challenges facing SACCOs. In order to mitigate this weakness various workshops were held with a view to educating and encouraging the members of the clubs to increase their savings level. In addition assistance by the Provincial Treasury's Internal Audit Unit was provided through Risk Management workshops. These workshops identify risk areas and action plans to mitigate those risks were developed. The Department is in the process of implementing those action plans

Sub-Programme: Innovation and Empowerment

Emerging Contractor Development

Vukuzakhe Emerging Contractor's Association (VECA)

In September 2012, the Department embarked on a drive to align VECA with the legal framework and principles that apply to Section 21.



Eshowe and EThekweni consultation meeting

VECA with the assistance of the Department successfully held its first annual general meeting where sixteen (16) new Provincial Executive Council members were elected. The VECA elections were hosted successfully with the assistance of the Independent Electoral Commission. VECA AGM was attended by the Honourable MEC for Transport and Community Safety and Liaison, Mr T. W Mchunu.



The Department also agreed to provide support to VECA in the following areas;

- Signing of a Memorandum of Understanding between the Department and VECA
- Provision of capacity building to VECA
- Financial Support
- Administrative Infrastructural needs
- Communication channels

The following table presents information on VECA meetings that had been held, to date.

Table-Performance of Vukuzakhe Emerging Contractor's AssociationsZ U U - N A T A L D E M

32 VUKUZAKHE EMERGING CONTRACTOR ASSOCIATIONS				
Number of Meetings Attended				AVERAGE MONTHLY GENERAL MEETING ATTENDANCE
General Association Meetings	Executive Committee Meetings	VECA (Provincial Executive Structure)	Veca Annual General meeting	
320	25	8	1	600

Workshop

During the Financial Year under review the Department engaged with ABSA Bank (Enterprise Development Section) with a view to creating a working relationship that would benefit the Department's emerging contractors. Accordingly ABSA committed itself to provision of financial literacy support to emerging contractors. So far four hundred and seventy two (472) contractors have attended a one (1) day financial literacy workshop.

Savings and Credit Co-operatives (SACCO)

In an effort to expand the opportunities for emerging contractors in the Construction Industry and to upscale support initiatives, the Department facilitated the establishment of Savings Clubs and Savings and Credit Co-Operative (Sacco) within Vukuzakhe Associations. To this end a total of six (6) Associations were provided with information and support on how to establish a Savings and Credit Co-Operative and consequently three (3) Vukuzakhe Associations are currently in the process of formally transforming their savings clubs into a registered SACCO's.

Technical/Mentorship Support

The Department continued to provide mentorship and support to Vukuzakhe Contractors by introducing outcomes based short training programmes. In the Financial Year 2012/13, the Department engaged technical mentorship consultants to provide support to Vukuzakhe Contractors in all four (4) Regions of the Departments.

Those contractors were able to fulfil their contractual obligations and achieved project outputs in accordance to specified timelines. Technical consultants provided on-site support to the emerging contractors which enhanced emerging contractor's capabilities to adhere to project targets without compromising on quality.

One hundred and thirty eight (138) on-site training/ technical support sessions were provided, thereby creating five thousand, nine hundred and seventy three (5,973) individual training opportunities for participating contractors.

Broad- Based Black Economic Empowerment

The Department has devoted itself to developing programmes to further Broad Based Black Economic Empowerment (B-BBEE). In 2012/13 Financial Year, the Department with the assistance of the Department of Economic Development and Tourism shared information on B-BBEE issues with thirty two (32) Vukuzakhe Associations and contractors registered on the Vukuzakhe database. The business entities were exposed to issues of B-BBEE verification and scorecards to ensure that their business entities are in good standing in terms of B-BBEE verification processes. To date approximately ninety per cent (90%) of Vukuzakhe Contractors have gone through B-BBEE verification processes.

The Department continued to actively participate as members of the Provincial Stakeholder Fora under the auspice of Department of Education. The Department is in the process of developing a Departmental B-BBEE framework. The Department also continued to pioneer and introduce programmes that enhance B-BBEE initiatives to ensure sustainability.

Registration of Vukuzakhe contractors as reflected within the CIDB database for 2012/13 is reflected in the following table.

Table-Vukuzakhe

Grades	Total Contractors registered on Vukuzakhe Database	Total Vukuzakhe Contractors on CIDB Register	Total contractors on CIDB Register	% Representation of Vukuzakhe Contractors within CIDB Register	Maximum Rand Value
1	33,493	4,301	6,522	66	R200,000
2	609	247	645	38	R650, 000
3	282	67	264	25	R2,000,000
4	100	46	178	26	R4,000,000
5	32	21	137	15	R6,500,000
6	21	18	138	13	R13,000,000
7	3	3	35	9	R40,000,000
Total	34,540	4,703	7,919	59	66,350,000

Sub-Programme: EPWP Co-ordination and Monitoring

Expanded Public Works Programme

The Department continued to support EPWP job creation initiatives by using Labour Intensive programmes for purposes of road maintenance and construction projects reported in Programme: Transport Infrastructure. The focus areas for EPWP included safety maintenance, routine maintenance, new infrastructure and special maintenance. The Labour Intensive programmes were funded through the EPWP conditional grant. Over the MTEF, the Department targeted four million, two hundred and two thousand, three hundred and thirty (4,202,330) person days of work equating to fifty seven thousand, four hundred and ninety four (57,494) work opportunities,

sixty five per cent (65%) of these were for women and thirty five per cent (35%) for youth. During the reporting period five million sixty eight thousand and five hundred and forty nine (5,068,549) person days of employment were created and fifty eight thousand, three hundred and twenty nine (58,329) work opportunities were created.

Monitoring and Evaluation

Monitoring and Evaluation as the central hub of the Department's service delivery information has instrumental in ensuring that the Department complies with service delivery information in terms of mandatory reporting to National Treasury, Provincial Treasury and Parliament/Legislature.

Evaluation exercises were undertaken from time to time in order to establish the impact of the programmes, projects and policies. During the year under review, the following evaluations were conducted;

- approach adopted by the Road Safety in implementation of the road safety scholar debates project
- Department's Human Resources Development in relation to the workplace skills plan
- effectiveness of the pilot Zibambe management model

Table illustrating Programme 5: Community Based Programme

Programme5 sub-programme	Performance Measure	Annual Target	Annual Output	Explanation of Responses
EPWP Coordination and Monitoring	Number of people employed	57,000	58,329	Target exceeded
	Number of employment days created	5,280,000	5,068,549	Target met.
	Number of Full-Time Equivalents (FTE's)	22,950	22,036	Target met
	Number of youth (16-35) employed	8,200	10,747	Increased emphasis on the employment of women, youth and PLWDs
	Number of women employed	38,500	41,171	Increased emphasis on the employment of women, youth and PLWDs
	Number of persons living with disabilities (PLWD) employed	15	17	Increased emphasis on the employment of women, youth and PLWDs
	Number of people trained	9,000	10,197	Target met

PERFORMANCE INFORMATION

Community Development	Number of Zibambele contractors employed	41,000	41,617	Target met
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Summary of Financial Information

Voted Funds

Main Appropriation R'000	Adjusted Appropriation R'000	Actual Amount Spent R'000	(Over)/Under Expenditure R'000
7,418,873	7,643,794	7,650,308	6,514
Responsible Minister/ MEC Administering Department	Minister Mr T.W. Mchunu, MEC for Transport and Community Safety and Liaison KwaZulu-Natal Department of Transport		
Accounting Officer	Head :Transport : Mr B. S. Gumbi		

Departmental Revenue, Expenditure, and other Specific Topics

Revenue Collection

Motor Vehicle Licensing

The Department has not only centralised the function of eNaTIS so as to permit addition and removal of outstanding motor vehicle registration and licensing fees, but has also linked all debt on eNaTIS to intensify debtor control. Initiatives such as eNaTIS coupled with the undertaking of predetermined processes and preventative measures prior to the registration and licensing of a motor vehicle have contributed to the collection of motor vehicle registration and licensing fees.

The Department contributed to job creation through its Agency Offices by creating five hundred and sixty seven (567) jobs, three hundred and three (303) of which were occupied by females. These outlets totalling eighty three (83) in number some of which are Provincial Registering Authorities and some Municipal or Post Offices captured approximately fourteen million (14 million) transactions relating to the registration and licensing of motor vehicles on eNaTIS. The Department continued to collect levies on behalf of the Road Traffic Management

Table-Breakdown of the sources of revenue

	2009/10 Actual	2010/11 Actual	2011/12 Actual	2012/13 Target	2012/13 Actual	% deviation from target
Tax revenue	997,227	1,083,507	1,231,524	1,316,604	1,318,621	0.15
(Specify)						
Non-tax revenue	136,604	153,192	168,085	165,694	177,411	7
(Specify)						
Sales of capital assets	6,687	4,009	3,558	4,500	1,951	(57)
(specify)						
Financial transactions (Recovery of loans and advances)	1,034	5,271	6,315	4,107	4,282	4
TOTAL DEPARTMENTAL RECEIPTS	1,139,462	1,245,979	1,409,482	1,490,905	1,502,265	8

Interest, Dividends and Rent on Land

Interest, dividends and rent on land consists mainly of interest on staff debts. There was a fluctuating trend that can be attributed to the difficulty of 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 was 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. These transactions are made up of recoveries of staff debts and stale cheques. The fluctuations witnessed 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 2012/13 Revised Estimate is due to improved revenue and debt collection strategies learnt from previous years.

Departmental Expenditure

The services rendered by the Department are categorised under five programmes. These programmes are aligned to the revised uniform budget and programme structure of the Transport sector which was revised in 2011. The Department's mission is to provide the public with an integrated and accessible public transport infrastructure and also to promote road and public transport safety through the interaction of these five programmes.

PERFORMANCE INFORMATION

This section summarises the payments and budget estimates for the vote in terms of programme.

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	243,337	-	7,320	250,657	250,657	-
Transport infrastructure	5,722,314	-	31,773	5,754,087	5,766,900	(12,813)
Transport operations	997,862	-	15,124	1,012,986	1,012,986	-
Transport regulations	620,796	-	(49,458)	571,338	566,332	5,006
Community based programme	59,485	-	(4,759)	54,726	53,433	1,293
Total	7,643,794	-	-	7,643,794	7,650,308	(6,514)

Conditional Grants and Earmarked Funds

There was a significant increase against the conditional grant allocation over the period under review, particularly from 2010/11 onward as explained per grant below:

- Sani Pass Road grant: A once-off amount of thirty four million three hundred and forty seven thousand Rands (R34, 347,000) was allocated against Buildings and other fixed structures for the upgrading of the P318 Sani Pass in 2009/10.
- Transport Disaster Management grant: A once-off amount of twenty nine million, seven hundred and thirty six thousand Rands (R29, 736,000) was allocated against Goods and services in respect of roads and infrastructure damage caused by floods in December 2010 and January 2011.
- Public Transport Operations grant: Funds are allocated against *Transfers and subsidies to:* Public corporations and private enterprises in respect of the PTOG for the payment of bus subsidies to bus operators. As previous explained the high 2012/13 Revised Estimate against the grant is in respect of the projected over-expenditure which resulted from the increase in fuel prices. The increase in fuel prices resulted in higher than anticipated claims with respect to bus subsidies. The increase over the MTEF relates mainly to inflationary increments as well as additional funding allocated in 2015/16 only.
- EPWP Integrated Grant for Provinces: Funds were allocated against Goods and services from 2009/10. The increase in the 2012/13 Adjusted Appropriation relates to funds in respect of this grant transferred to the PRF in 2011/12, but only allocated in 2012/13 to be utilised for the creation of EPWP job opportunities. The increase in 2013/14 is mainly due to inflationary increments. This grant is allocated on an annual basis; hence no funds are allocated in the two outer years of the 2013/14 MTEF, as this stage.

- Provincial Roads Maintenance grant: The grant allocation which has increased substantially over the seven years is in respect of maintenance and construction of road infrastructure in KZN. The allocations are reflected against Buildings and other fixed structures from 2009/10 to 2011/12. The grant funding was reclassified from 2012/13 onward under Goods and services, as the Department will be undertaking road maintenance work with this grant as opposed to construction. The grant funding increases over the 2013/14 MTEF particularly in 2015/16. It should be noted that portion of the Provincial Roads Maintenance grant amounting to forty five million, five hundred and seventy three thousand Rands (R45,573 million) in 2013/14 and forty five million, four hundred and sixty four thousand Rands (R45,464 million) in 2014/15 is earmarked for repairs relating to flood damage in the province.
- Provincial Disaster Relief grant: A once-off amount of two hundred and fourteen million, three hundred and ninety eight thousand (R214,398 million) was allocated against Goods and services in 2010/11 for repair to roads and infrastructure damage caused by floods in 2009/10 in the South Coast area.

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 under review, 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 2011/12 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). Performance outputs achieved this Financial Year are as follows:

PERFORMANCE INFORMATION

Table- Public Transport Operations Grant Performance

Performance measure	Output
Total number of kilometres subsidized	48,240,401
Total number of passengers subsidized:	75,779,004
Total number of trips subsidized:	1,408,209
Total penalties accumulated:	R 21,425,961

Expanded Public Works Programme Incentive Grant

The aim of this grant is to incentivise provinces to increase labour intensive employment through programmes that maximise job creation and skills development as stipulated in the guidelines. Accordingly the Department has dedicated its focus to job creation and poverty alleviation. The following table indicates outputs that were achieved by the Department during 2012/13 Financial Year.

Table: EPWP Output

Department of Transport	Target	Actual	Target	Actual	Target	Actual
	2010/11	2010/11	2011/12	2011/12	2012/13	2012/13
DOT Infrastructure Budget	3,963,000	2,724,000	4,536,965	4,762,820	2,411,750	2,901,214
% of Infrastructure Budget	-	69	68	71	72	72
EPWP Project Budget (R '000)	-	504,1	586,181	619,166	64,290	64,290
Person days of Work	4,800,000	3,859,805	5,240,000	4,240,610	5,280,000	5,068,549
Number of Job Opportunities	54,750	48,862	57,000	45,035	57,000	58,329
Number of Fulltime Equivalent	-	-	22,782	19,843	22,950	22,036
Number of Youth Employed	8,750	8,838	11,400	34,114	8,200	10,747
Number of Women Employed	42,600	43,464	34,200	37,376	38,500	41,171
Number of People with Disabilities	13	-	8	32	15	17
Number of Learner ships	-	193	-	-	-	-
Number of Persons Trained	55,000	17,100	17,100	32,031	9,000	10,197
Number of Person days of Training	500,000	231,600	235,400	306,720	305,000	367,092

The following table indicates a summary of spending of the conditional grants

Table- spending of the conditional grants

Description	Audited Outcome			Main Appropriation	Adjusted Appropriation	Actual Expenditure	Medium Term Estimates		
	2009/10	2010/11	2011/12				2013/14	2014/15	2015/16
Public Transport Operations Grant	593,250	714,587	773,473	808,279	-	808,877	852,325	895,350	936,536
EPWP Incentive Grant	83,900	153,562	117,415	84,211	-	84,211	88,487	-	-
Provincial Roads Maintenance Grant	865,080	958,390	1,236,684	1,501,171	-	1,501,171	1,678,290	1,751,593	2,167,940
Provincial Disaster Relief Grant	-	214,398	29,736	--	-	-	-	-	-
Sani pass	34,347	-	-	-	-	-	-	-	-
TOTAL	1,576,577	2,040,937	2,157,308	2,393,661	-	2,394,259	2,619,102	2,646,943	3,104,476





Part C

Governance



Introduction

The Provincial Growth and Development Strategy (PGDS) of 2011 defines both the strategic vision for the Province going to 2030 as well as the underlying strategic goals required to attain the vision. Goal number six (6) is Governance and Policy; this is due to the fact that issues pertaining to Governance are pertinent.

The Department places substantial emphasis on good governance and is continuously developing governance structures to ensure that an efficient, effective and economical use of state resources is achieved. The formation of the Risk Management, Fraud Prevention and Anti-Corruption Committee during this Financial Year is an indication of the function of one of the internal oversight bodies that address good governance within the Department.

Risk Management

Based on the Provincial Framework for Risk Management, the Department applies Enterprise Risk Management (ERM) to link its processes of risk information to the Department's strategy. ERM is a formal and systematic response to all the key risks facing the Department. It encompasses various processes of identifying, assessing and responding to all kinds of risks.

The ERM is in its intermediate phase of development but is quickly reaching maturity. The Departmental Risk Management Strategy which addresses the gaps in the Department's risk management maturity level is being implemented and monitored.

Risk assessment workshops which include Fraud, Strategic and Operational risks are held annually. These workshops are currently facilitated by the Provincial Treasury. In these workshops risks and plans to mitigate such risks are identified and addressed. Various assurance providers such as the Auditor-General, Internal Audit Unit under the Provincial Treasury, Departmental Internal Compliance as well as appointed service providers are involved in the workshops. The purpose behind assurance providers and service providers is to assist the Department in assessing the shortfalls in its risk management processes especially risk identification within the various cycles of business.

The Department reports on a quarterly basis to the Cluster and Audit Committee on risk management activities. Significant progress was noted for the current Financial Year taking into consideration that long term actions spans across a multi-year focus.

Fraud and Corruption

The Department's fraud prevention plan is guided by the Departmental Fraud Prevention Policy. The plan includes structural, operational, response and maintenance strategies. The plan has specific focus areas as well as time frames and implementation is continuous.

An approved whistle blowing policy details mechanisms and procedures put in place to guide the reporting of suspected case of fraud and corruption. Officials are encouraged to report any

suspected illegal activity to the National Fraud and Corruption Hotline which is managed by the Public Service Commission (PSC) and monitored by the Office of the Premier. The hotline number is 0800 701701 and is manned twenty four (24) hours a day and seven (7) days a week.

The cases are reported to the Office of the Premier and reports are required on the progress of the cases until the matter is finalized.

Minimising Conflict of Interest

The Department has approved a Declaration of Interest Policy. This policy clearly outlines the requirements that need to be met by officials when making declarations of their interests. It includes Supply Chain Management responsibilities with regard to declarations.

Employees are obligated to formally declare in writing to management of any possible conflict of interest situation perceived or real. Employees are obliged to report on situations relating to themselves, their family, friends and work colleagues, situations which may arise at any time and not necessarily confined to normal working hours. A manual register of all declarations must be maintained by management and copies of all declarations must be filed on the official personal file of the individual declaring.

Should any employees be found deviating from the conditions of the policy in any way, the Department reserves the right to take disciplinary action against those employees.

Code of Conduct

The Code of Conduct is an important pillar in the establishment of good governance and ethical conduct of public servants. The Department of Transport adheres to and is bound by the Public Service Code of Conduct. A copy of this is given to all new employees of the Department and all employees of the Department have also been issued with a copy of the conduct. Workshops on the Code of Conduct have also been held to ensure that there is an understanding of the content of the document.

If any employee is found to be deviating from the provisions of the code of conduct the Department reserves the right to institute disciplinary action against that employee.

Health Safety and Environmental Issues

In respect of the Occupational, Health and Safety Act, Act No. 85 of 1993, it is mandatory that the Department complies fully with the Act and its Regulations. This applies to all buildings, offices, facilities, official houses, camp accommodation, building construction and road maintenance sites. The Department has identified numerous issues that affect its operations through extensive investigations, inspections, meetings and consultations with the relevant stakeholders.

Health, Safety and Environmental issues being addressed include:

- Living conditions in terms of official accommodation, office environment, noise induced hearing loss, operator/driver wellness and general employee wellness,
- the provision of the correct equipment, facilities, training and regular meetings,
- the assurance of compliance to the Act and Regulations In terms of external service providers relating to construction and maintenance sites and
- ensuring that compliance with various legislation is achieved and maintained, in order to preserve/sustain the environment and that the relevant rehabilitative processes are met.

Internal Control Unit

A programme of inspections was conducted for the 2012/13 Financial Year. This programme was drafted based on risk areas with particular emphasis being paid to Supply Chain Management. Check sheets for these inspections were verified to ensure their continued relevance and correctness, prior to the commencement of inspections.

Table-A summary of the programmes that were successfully executed for 2012/13.

INSPECTIONS CONDUCTED	Zibambele	Assets	Vehicles	Supply Chain Management
TIMEFRAMES	1 May – 29 June 2012	2 July – 28 Sept 2012	1 Oct – 28 Dec 2012	2 Jan – 30 March 2013

With assistance from the Provincial Treasury a Risk Register for the Department was drafted and is now being administered by Internal Compliance, from this a Risk Management Strategy was developed, approved and adopted for implementation, which is an ongoing process.

A lot of emphasis has been placed on ensuring that possible conflict of interest situations are minimized in the Department and as such Internal Compliance drafted a Declaration of Interest Policy which was approved and adopted for implementation.

The function involving the co-ordination and administration of audit queries was also performed effectively by Internal Compliance during this Financial Year.

The efforts of Internal Control during 2012/13 will assist with ensuring Auditor-General queries are limited.

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 2013.

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 2013, a total of sixteen meetings (16) were held, namely, two (2) PARC meetings, twelve (12) CARC meetings, 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	12	12 [#]	2	2	16	16
Ms M Mothipe	2	2	4	4 [*]	2	2	8	8
Ms N Jaxa	2	2	4	4 [*]	2	2	8	8
Mr L Mangquku	2	2	4	4 [*]	2	2	8	8
Mr T Boltman	2	2	4	4 [*]	2	2	8	8
Mr F Docrat	2	2	4	4 [*]	2	2	8	8
Mr V Naicker	2	2	4	2 [*]	2	2	8	6

* - 4 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 and financial internal controls were not effective and inadequate in certain areas for the entire year under review as control deficiencies were detected in the following significant areas:

- Human Resource Management
- Supply Chain Management
- Completeness of revenue
- Recoverability of receivables
- Asset Management
- Zibambele maintenance programme
- Traffic Management
- Mechanical Plant
- Information Technology General & Application Controls

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 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 is intended to provide reasonable assurance that the department will achieve its objectives.

During this financial year, the Committee reviewed risk reports of the department on a quarterly basis, with particular focus being on:

- Reviewing the Risk Maturity Gap Analysis Report as compiled and presented by the PIAS to determine if this department has key structures and policies to take over its risk management responsibilities.

The result of this analysis was discussed with the department's management, and the department was advised to build its internal risk management capacity through, among other things, the appointment of a Risk Manager at an appropriate level – i.e. the Risk Manager should be appointed at level 13 and should report directly to the HOD.

- Reviewing progress report on the implementation of risk mitigation plans. The department was urged to finalise the outstanding risk mitigation plans and to update its risk register with completed risk mitigations plans and emerging risks.

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 2 investigations that were completed, all of which 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 2013



Part D

Human Resource Management



Introduction

- **Overview of HR Matters**

The Human Resource Management Branch is responsible for the provision of efficient human resource management practice, administration services and the development of human resource strategies. The Human Resource Management Branch is also responsible for the management of the Department's human resources development which comprises of providing management advisory services, provision of harmonious employer-employee relations and ensuring the effective utilisation of human resources.

- **Set HR Priorities for the Year Under Review and the Impact of these Priorities**

- The issue of women, youth and disability advocacy was paramount in all Departmental programmes and policies. The Department continued with its mandate to support and give preference to women, youth and the disabled in our procurement processes. Targets were set to encourage the participation of women, youth and the disabled in the employment of labour in infrastructure construction and maintenance projects. The Department also gave preference to both women and the disabled group when filling vacant posts.
- The Department continued to promote the wellness of employees by amongst other things addressing HIV/AIDS. This resulted in improved employee health and therefore productivity.
- The Department trained and developed the workforce this resulted in a skilled and knowledgeable workforce which in turn improved service delivery.
- The Department retained and recruited officials/candidates with engineering and technical skills, which resulted in the right people in the right posts, thereby ensuring the efficient implementation of the core functions of the Department.
- The Department also reduced the vacancy rate to at least ten per cent (10%). The filled vacant posts contributed to the improvement of service delivery.

- **Workforce Planning Framework and Key Strategies to Attract and Recruit a Skilled and Capable Workforce**

- The Department developed a strategic human resource plan which addressed issues such as workforce profiling and planning as well as interventions to attract and recruit skilled and capable employees.
- A Departmental Policy on the Retention of Employees was developed and approved in April 2012 and provides a framework for the retention and attraction of employees, particularly those who possess the skills necessary to realise and meet the strategic objectives and service delivery needs of the Department.

- **Employee Performance Management Framework**

- Employee performance management was aimed at planning, managing and improving employee performance. The aim of performance management was to optimise every employee's output in terms of quality and quantity thereby improving the Department's overall performance and service delivery. The primary orientation

of performance management was developmental but also allowed for effective responses to consistent and inadequate performance and for recognising outstanding performance.

- Chapter 4 of the Senior Management Service (SMS) Handbook provides a framework for the management of performance for employees on remuneration band A to D (salary levels 13 to 16). The Provincial EPMDS Policy provides a standardised framework for employee performance management on salary levels one (1) to twelve (12), which is inclusive of employees covered by an occupational specific dispensation (OSD) and employees in elementary occupations in the Department and whilst it shares similarities and must be linked with the SMS PMDS, it is a distinct policy framework and system.
- Employee performance management is not applicable to Departmental, component or team performance management or assessment but linked to individual performance thus promoting individual growth and development as well as impacting on career pathing.
- **Employee Wellness Programmes**
 - Through the implementation of the Employee Health and Wellness Policy Frameworks, the Department promoted employee health and wellness through various programmes such as HIV/AIDS and TB Management Awareness, monthly wellness clinics, employee referrals and counselling. This contributed towards a healthy and productive workforce.

Policy Development

- **Achievements**

The successful development and implementation of three crucial HR policies namely: Overtime Policy, Special Leave Policy and Retention Policy as well as the review of the Recruitment and Selection Policy and its procedures. In addition, valuable comment and input was given to inform the various Provincial policies that were implemented during the reporting period. The implementation of these and other HR policies has resulted in a more informed workforce, standardisation of practices, prevention of abuse which has resulted in less frequent cases of discriminatory practice and thereby reducing wasteful expenditure and in some instances reduced potential disputes.
- **Challenges faced by the Department**

The delay in developing Departmental policies due to negotiation processes having to be done at Provincial level. The development and implementation of policies is entirely dependent on the buy in and support of management in that they are the critical drivers of any policy implementation process.
- **Future HR Plans/Goals**

The development of new HR policies as and when there is Departmental need and the continuous review of existing policies to ensure that the Department is abreast of changing legislation. Continuous provision of training on HR policies as and when requested or when the need arises in terms of new / reviewed policies thus ensuring HR policies and practices are implemented effectively and efficiently within the Department.

Sector: Roads and Transport				
Programme / Subprogramme / Performance Measures	Actual output for 2011/12 as per Annual Report	Target for 2012/13 as per Annual Performance Plan (APP)	Preliminary outputs for 2012/13	Responses
QUARTERLY OUTPUTS				
Programme 2: Transport Infrastructure				
Construction				
Kilometres of new surfaced roads constructed	-	2	5	
Kilometres of gravel roads upgraded to surfaced roads	85	85	112	Target exceeded due to completion of work roll-over from 2011/12 to 2012/13.
Kilometres of gravel roads constructed	297	285	382	Exceeded target due to favourable weather conditions during the first half of the financial year
Number of bridges constructed	3	7	7	Target exceeded due to additional funding.
Number of pedestrian bridges constructed	15	13	10	Target met
Design of Integrated Public Transport Networks	2	-	-	Target not met due to incomplete structures as a result of unfavourable and harsh weather conditions
Maintenance				
Kilometres of surfaced roads rehabilitated	151	200	204	Target exceeded due to reprioritisation of projects as a result of increased emphasis on maintenance of aging blacktop network.
Number of square metres of surfaced roads resealed	1,682,017	1,900,000	2,547,700	Target exceeded as a result of additional funding.
Number of kilometres of road re-gravelled	2,702	2,000	2,214	Target exceeded due to increased utilisation of internal resources as well as annual contract.
Square meters of blacktop patching	241,012	200,000	461,557	Target not met due to poor performance of aging equipment, unfavourable weather conditions.Additional new equipment was purchased in the 4th quarter and there should be an improvement in the output in the new financial year
Number of kilometres of roads bladed	100,520	110,000	94,400	Target met
Kilometres maintained using Zibambele Contractors	27,621	25,420	25,802	

Sector: Roads and Transport – continued				
Programme / Subprogramme / Performance Measures	Actual output for 2011/12 as per Annual Report	Target for 2012/13 as per Annual Performance Plan (APP)	Preliminary outputs for 2012/13	Responses
QUARTERLY OUTPUTS				
Programme 3: Transport Operations				
Public Transport Services				
Kilometres of Public Transport subsidised	61,103	40,600,000	42,751,838	
Kilometres of subsidised Public Transport trips monitored	41,400	28,000,000	25,976,742	Target not met due to overstating of outputs compare to service provider's contract (the contract stipulates that the service provider monitors 60% of the kilometers subsidised)
Number of Public Transport Infrastructure projects implemented	-	-	-	
Number of kilometres of Public Transport routes subsidised	-	39,500	39,500	Target met
Number of passengers subsidised	-	3,961,000	3,159,173	Attainment of target is not within Departmental control
Subsidy per passenger	-	9.43	12.94	Subsidy increased as a result of fuel hikes



Sector: Roads and Transport – continued					Responses
Programme / Subprogramme / Performance Measures	Actual output for 2011/12 as per Annual Report	Target for 2012/13 as per Annual Performance Plan (APP)	Preliminary outputs for 2012/13		
QUARTERLY OUTPUTS					
Programme 3: Transport Operations – continued					
Transport Safety and Compliance					
Undertake goal directed enforcement of public transport (Operation Shanela)	637	400	798	Target exceeded due to increased goal directed enforcement activities on public transport.	
Number of schools involved in road safety education	960	950	944	Target slightly not met due to the amalgamation of structures, some scheduled schools could not be reached.	
Number of school children trained	356,630	480,000	345,400	Unable to predict the number of children per school as enrolment varies when implementing road safety talks. The Principal also determines on site how many classes will attend the presentations.	
Number of adults trained	150,940	41,700	59,633	Target exceeded due to Freight companies and Eskom amongst others requesting educational workshops to their staff.	
Number of crossing patrols provided	100	123	123	Target achieved	
Number of scholars transported	-	13,000	19,562	Target exceeded as a result of local emergencies as well as some schools closing down requiring the transportation of additional learners.	
Number of schools receiving transport services	-	171	206	Target exceeded as a result of local emergencies as well as some schools closing down requiring the transportation of additional learners	

Sector: Roads and Transport – continued				
Programme / Subprogramme / Performance Measures	Actual output for 2011/12 as per Annual Report	Target for 2012/13 as per Annual Performance Plan (APP)	Preliminary outputs for 2012/13	Responses
QUARTERLY OUTPUTS				
Programme 4: Transport Regulation				
Transport Administration and Licensing				
Number of license compliance inspections executed	260,029	267,000	300,656	There is no control of the number of vehicles requiring testing.
Number of new vehicles registered	97,531	80,000	104,366	New vehicle sales are driven by economic and private sector activity. The Department thus cannot influence these sales and registration figures
Operator Licence and Permits				
Number of operator permits still to be converted to licences	681	400	363	Target not met due to delay in capturing of conversion as a result of system problem (National).
Number of abnormal load permits issued	17,167	17,800	20,173	Attainment of target is not within Departmental control
Traffic law enforcement				
Number of vehicles exceeding the speed limit	232,499	280,798	396,775	With the introduction of compulsory speed timing activities this has resulted in the over performance
Number of vehicles checked in roadblocks	2,383,291	2,040,000	1,682,933	Roadblocks were held at different locations resulting in fewer vehicles being checked
Number of roadblocks held	68,976	36,000	71,408	With the introduction of compulsory roadblocks the number of roadblocks increased
Number of heavy vehicles screened	3,400,131	3,000,000	3,385,603	Target met



Sector: Roads and Transport – continued					Responses
Programme / Subprogramme / Performance Measures	Actual output for 2011/12 as per Annual Report	Target for 2012/13 as per Annual Performance Plan (APP)	Preliminary outputs for 2012/13		
QUARTERLY OUTPUTS					
Programme 4: Transport Regulation – continued					
Number of heavy vehicles weighed	154,827	150,000	181,538	Target exceeded due to extra emphasis on heavy vehicle weighing.	
Number of vehicles which are overloaded	28,149	25,901	30,950	Statistic and attainment of target is not within Departmental control	
Number of vehicles detained	6,723	7,429	6,686	Reduction as a result of more effective law enforcement	
Number of hours that weighbridges are operated	17,924	20,000	16,588	Target not met due to Weighbridges under repair as well as theft of data cables.	
Number of kilometres patrolled	7,044,234	6,090,000	6,882,596	Target exceeded due to increase in events which contributed to high performance	
Number of law enforcement officers trained: Diploma courses	13	12	11	Target met	
Number of law enforcement officers employed	849	840	824	Decrease due to resignations	
Hours of manual speed timing activities	51,575	40,000	75,679	Target exceeded due to compulsory speed timing exercises on specific days.	

Sector: Roads and Transport – continued					Responses
Programme / Subprogramme / Performance Measures	Actual output for 2011/12 as per Annual Report	Target for 2012/13 as per Annual Performance Plan (APP)	Preliminary outputs for 2012/13		
QUARTERLY OUTPUTS					
Programme 5: Community-Based Programme					
EPWP Coordination and Monitoring					
Number of people employed	54,543	57,000	58,329	Target exceeded	
Number of employment days created	4,240,610	5,280,000	5,068,549	Target met	
Number of Full-Time Equivalents (FTE's)	19,843	22,950	22,036	Target met	
Number of youth (16-35) employed	34,114	8,200	10,747	Increased emphasis on the employment of women, youth and PLWDs	
Number of women employed	37,376	38,500	41,171	Increased emphasis on the employment of women, youth and PLWDs	
Number of persons living with disabilities (PLWD) employed	32	15	17	Increased emphasis on the employment of women, youth and PLWDs	
Number of people trained	35,031	9,000	10,197	Target met	
Community Development					
Number of Zibambele contractors employed	39,459	41,000	41,617	Target met	



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)	Employment
Administration	250,657	94,403	-	-	37.7	24	4005
Community Based Programme	54,726	12,534	-	-	23.5	3	4005
Road Infrastructure	5,754,087	647,501	-	-	11.2	162	4005
Transport Operations	1,012,986	26,704	-	-	2.6	7	4005
Transport Regulations	571,338	395,032	-	-	69.8	99	4005
Total as on Financial Systems (BAS)	7,643,794	1,176,174	-	-	15.4	294	4005

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)	Total Personnel Cost for Department including Goods and Transfers (R'000)	Number of Employees	
Lower skilled (Levels 1-2)	21,098	1.7	120,560	1,231,348	175	
Skilled (Levels 3-5)	224,020	18.2	143,603	1,231,348	1,560	
Highly skilled production (Levels 6-8)	434,195	35.3	283,232	1,231,348	1,533	
Highly skilled supervision (Levels 9-12)	136,502	11.1	525,008	1,231,348	260	
Senior management (Levels 13-16)	30,624	2.5	928,000	1,231,348	33	
Contract (Levels 1-2)	2,147	0.2	89,458	1,231,348	24	
Contract (Levels 3-5)	34,190	2.8	134,606	1,231,348	254	
Contract (Levels 6-8)	32,152	2.6	200,950	1,231,348	160	
Contract (Levels 9-12)	2,493	0.2	415,500	1,231,348	6	
Periodical Remuneration	17,217	1.4	13,264	1,231,348	1,298	
Abnormal Appointment	241,536	19.6	5,804	1,231,348	41,617	
TOTAL	1,176,174	96	25,068	1,231,348	46,920	



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	86,068	91.2	1,226	1.3	2,544	2.7	4,565	4.8	94,403
Community based programme	11,744	93.7	-	-	280	2.2	510	4.1	12,534
Road infrastructure	602,488	93	4,447	0.7	19,163	3	21,403	3.3	647,501
Transport Operations	24,897	93.2	70	0.3	540	2	1,197	4.5	26,704
Transport Regulations	290,117	73.4	65,129	16.5	13,549	3.4	26,237	6.6	395,032
TOTAL	1,015,314	86.3	70,872	6	36,076	3.1	53,912	4.6	1,176,174

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)	16,849	79.9	244	1.2	1,910	9.1	2,095	9.9	21,098
Skilled (Levels 3-5)	184,264	82.3	4,139	1.8	16,708	7.5	18,909	8.4	224,020
Highly skilled production (Levels 6-8)	333,044	76.7	58,187	13.4	15,235	3.5	27,729	6.4	434,195
Highly skilled supervision (Levels 9-12)	122,500	89.7	7,498	5.5	1,939	1.4	4,565	3.3	136,502
Senior management (Levels 13-16)	29,881	97.6	-	-	230	0.8	513	1.7	30,624
Contract (Levels 1-2)	2,143	99.8	4	0.2	-	-	-	-	2,147
Contract (Levels 3-5)	33,321	97.5	769	2.2	31	0.1	69	0.2	34,190
Contract (Levels 6-8)	32,121	99.9	31	0.1	-	-	-	-	32,152
Contract (Levels 9-12)	2,438	97.8	-	-	23	0.9	32	1.3	2,493
Periodical Remuneration	17,217	100	-	-	-	-	-	-	17,217
Abnormal Appointment	241,536	100	-	-	-	-	-	-	241,536
TOTAL	1,015,314	86.3	70,872	6	36,076	3.1	53,912	4.6	1,176,174

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	382	308	19.4	40
Community Based Programme	46	37	19.6	5
Road Infrastructure	2,505	2,075	17.2	237
Transport Operations	1,678	1,511	10	139
Transport Regulations	96	74	22.9	16
TOTAL	4,707	4,005	14.9	437

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)	239	175	26.8	-
Skilled (Levels 3-5)	1,885	1,560	17.2	-
Highly skilled production (Levels 6-8)	1,749	1,533	12.3	-
Highly skilled supervision (Levels 9-12)	330	260	21.2	-
Senior management (Levels 13-16)	60	33	45	-
Contract (Levels 1-2)	24	24	-	24
Contract (Levels 3-5)	254	254	-	251
Contract (Levels 6-8)	160	160	-	157
Contract (Levels 9-12)	6	6	-	5
TOTAL	4,707	4,005	14.9	437

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	191	146	23.6	3	
All artisans in the building metal machinery etc.	75	53	29.3	3	
Artisan project and related superintendents	19	15	21.1	-	
Auxiliary and related workers	30	27	10	-	
Building and other property caretakers	26	21	19.2	-	
Bus and heavy vehicle drivers	13	10	23.1	-	
Cartographic surveying and related technicians	10	10	-	9	
Civil engineering technicians	278	235	15.5	160	
Cleaners in offices workshops hospitals etc.	156	132	15.4	21	
Client inform clerks(switchboard receipt inform clerks)	36	32	11.1	1	
Communication and information related	4	4	-	-	
Engineering sciences related	38	24	36.8	-	
Engineers and related professionals	52	44	15.4	-	
Finance and economics related	5	5	-	-	
Financial and related professionals	10	9	10	-	
Financial clerks and credit controllers	14	10	28.6	4	
Food services aids and waiters	19	19	-	1	
General legal administration & rel. professionals	1	1	-	1	
Head of department/chief executive officer	1	-	100	-	
Human resources & organisational development & related professions	31	27	12.9	-	

TABLE 3.3 - Employment and Vacancies by Critical Occupation at end of period – continued					
Critical Occupations	Number of Posts	Number of Posts Filled	Vacancy Rate	Number of Posts Filled Additional to the Establishment	
Human resources clerks	97	81	16.5	17	
Human resources related	14	12	14.3	-	
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	13	18.8	-	
Logistical support personnel	1	1	-	-	
Messengers porters and deliverers	71	68	4.2	2	
Motor vehicle drivers	389	301	22.6	-	
Other administrat & related clerks and organisers	950	874	8	198	
Other administrative policy and related officers	213	183	14.1	4	
Other information technology personnel	2	2	-	-	
Other occupations	1	1	-	-	
Regulatory inspectors	851	767	9.9	-	
Road superintendents	20	18	10	-	
Road trade workers	151	128	15.2	3	
Road workers	597	472	20.9	-	
Safety health and quality inspectors	3	3	-	-	
Secretaries & other keyboard operating clerks	36	29	19.4	7	
Security guards	72	57	20.8	-	
Security officers	7	7	-	-	
Senior managers	56	28	50	-	
Trade labourers	137	123	10.2	2	
Trade trainers	1	1	-	-	
TOTAL	4,707	4,005	14.9	437	

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)	239	212	88.7	-	-	-	-	-	-
Contract (Levels 1-2)	24	3	12.5	-	-	-	-	-	-
Contract (Levels 3-5)	254	20	7.9	-	-	-	-	-	-
Contract (Levels 6-8)	160	3	1.9	-	-	-	-	-	-
Contract (Levels 9-12)	6	-	-	-	-	-	-	-	-
Skilled (Levels 3-5)	1,885	1,045	55.4	-	-	-	-	-	-
Highly skilled production (Levels 6-8)	1,749	155	8.9	-	-	-	-	-	-
Highly skilled supervision (Levels 9-12)	330	3	0.9	-	-	-	-	-	-
Senior Management Service Band A	40	-	-	-	-	-	-	-	-
Senior Management Service Band B	14	3	21.4	-	-	-	-	-	-
Senior Management Service Band C	4	-	-	-	-	-	-	-	-
Senior Management Service Band D	2	-	-	-	-	-	-	-	-
TOTAL	4,707	1,444	30.7	-	-	-	-	-	-

TABLE 5.1 - Annual Turnover Rates by Salary Band

Salary Band	Employment at Beginning of Period (April 2012)	Appointments	Terminations	Turnover Rate
Lower skilled (Levels 1-2)	201	-	8	4
Skilled (Levels 3-5)	1,650	-	107	6.5
Highly skilled production (Levels 6-8)	1,592	-	59	3.7
Highly skilled supervision (Levels 9-12)	267	1	5	1.9
Senior Management Service Band A	18	-	1	5.6
Senior Management Service Band B	8	-	-	-
Senior Management Service Band C	3	-	-	-
Senior Management Service Band D	1	-	-	-
Contract (Levels 1-2)	24	1	2	8.3
Contract (Levels 3-5)	254	70	41	16.1
Contract (Levels 6-8)	77	34	7	9.1
Contract (Levels 9-12)	4	1	1	25
TOTAL	4,099	107	231	5.6

TABLE 5.2 - Annual Turnover Rates by Critical Occupation					
Occupation	Employment at Beginning of Period (April 2012)	Appointments	Terminations	Turnover Rate	
Administrative related	146	1	2	1.4	
All artisans in the building metal machinery etc	57	-	4	7	
Artisan project and related superintendents	17	-	2	11.8	
Auxiliary and related workers	28	-	2	7.1	
Building and other property caretakers	21	-	-	-	
Bus and heavy vehicle drivers	11	-	1	9.1	
Cartographic surveying and related technicians	1	5	1	100	
Civil engineering technicians	185	73	33	17.8	
Cleaners in offices workshops hospitals etc	137	-	10	7.3	
Client inform clerks(switchb receipt inform clerks)	33	1	2	6.1	
Communication and information related	4	-	-	-	
Engineering sciences related	23	-	-	-	
Engineers and related professionals	46	-	2	4.3	
Finance and economics related	5	-	-	-	
Financial and related professionals	9	-	-	-	
Financial clerks and credit controllers	10	-	1	10	
Food services aids and waiters	21	-	-	-	
General legal administration & rel. professionals	1	-	-	-	
Human resources & organisat developm & relate prof	27	-	-	-	
Human resources clerks	79	8	3	3.8	
Human resources related	11	1	-	-	

TABLE 5.2 - Annual Turnover Rates by Critical Occupation

Occupation	Employment at Beginning of Period (April 2012)	Appointments	Terminations	Turnover Rate
Language practitioners interpreters & other commun	8	-	-	-
Legal related	1	-	-	-
Librarians and related professionals	1	-	-	-
Library mail and related clerks	2	-	-	-
Light vehicle drivers	14	-	-	-
Logistical support personnel	1	-	-	-
Messengers porters and deliverers	70	-	2	2.9
Motor vehicle drivers	322	-	23	7.1
Other administrat & related clerks and organisers	893	15	36	4
Other administrative policy and related officers	185	1	3	1.6
Other information technology personnel	2	-	-	-
Other occupations	1	-	-	-
Regulatory inspectors	796	-	29	3.6
Road superintendents	19	-	1	5.3
Road trade workers	133	-	5	3.8
Road workers	521	-	53	10.2
Safety health and quality inspectors	3	-	-	-
Secretaries & other keyboard operating clerks	29	2	3	10.3
Security guards	60	-	4	6.7
Security officers	7	-	-	-
Senior managers	29	-	1	3.4
Trade labourers	129	-	8	6.2
Trade trainers	1	-	-	-
TOTAL	4099	107	231	5.6

TABLE 5.3 - Reasons why staff are leaving the department

Termination Type	Number	Percentage of Total Resignations	Percentage of Total Employment	Total	Total Employment
Death	39	16.9	1	231	4,099
Resignation	60	26	1.5	231	4,099
Expiry of contract	36	15.6	0.9	231	4,099
Transfers	2	0.9	-	231	4,099
Discharged due to ill health	4	1.7	0.1	231	4,099
Dismissal-misconduct	2	0.9	-	231	4,099
Retirement	88	38.1	2.1	231	4,099
TOTAL	231	100	5.6	231	4,099

TABLE 5.4 - Granting of Employee Initiated Severance Packages

Category	No of applications received	No of applications referred to the MPSA	No of applications supported by MPSA	No of Packages approved by department
Lower Skilled (Salary Level 1-2)	-	-	-	-
Skilled (Salary Level 3-5)	-	-	-	-
Highly Skilled Production (Salary Level 6-8)	-	-	-	-
Highly Skilled Production (Salary Level 9-12)	-	-	-	-
Senior Management (Salary Level 13 and higher)	-	-	-	-
Total	-	-	-	-

TABLE 5.5 - Promotions by Critical Occupation							
Occupation	Employment at Beginning of Period (April 2012)	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	146	-	-	126	86.3		
All artisans in the building metal machinery etc.	57	-	-	51	89.5		
Artisan project and related superintendents	17	-	-	13	76.5		
Auxiliary and related workers	28	-	-	17	60.7		
Building and other property caretakers	21	-	-	18	85.7		
Bus and heavy vehicle drivers	11	-	-	9	81.8		
Cartographic surveying and related technicians	1	-	-	-	-		
Civil engineering technicians	185	-	-	76	41.1		
Cleaners in offices workshops hospitals etc.	137	-	-	106	77.4		
Client inform clerks(switchboard reception inform clerks)	33	-	-	30	90.9		
Communication and information related	4	-	-	3	75		
Engineering sciences related	23	-	-	20	87		
Engineers and related professionals	46	-	-	47	102.2		
Finance and economics related	5	-	-	5	100		
Financial and related professionals	9	-	-	7	77.8		
Financial clerks and credit controllers	10	-	-	7	70		
Food services aids and waiters	21	-	-	14	66.7		
General legal administration & rel. professionals	1	-	-	1	100		
Human resources & organisational development & related professions	27	-	-	24	88.9		
Human resources clerks	79	1	1.3	66	83.5		

TABLE 5.5 - Promotions by Critical Occupation

Occupation	Employment at Beginning of Period (April 2012)	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
Human resources related	11	-	-	11	100
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	14	-	-	12	85.7
Logistical support personnel	1	-	-	1	100
Messengers porters and deliverers	70	-	-	62	88.6
Motor vehicle drivers	322	-	-	297	92.2
Other administrat & related clerks and organisers	893	-	-	598	67
Other administrative policy and related officers	185	-	-	159	85.9
Other information technology personnel.	2	-	-	2	100
Other occupations	1	-	-	0	-
Regulatory inspectors	796	-	-	773	97.1
Road superintendents	19	-	-	14	73.7
Road trade workers.	133	-	-	116	87.2
Road workers	521	-	-	463	88.9
Safety health and quality inspectors	3	-	-	3	100
Secretaries & other keyboard operating clerks	29	-	-	22	75.9
Security guards	60	-	-	52	86.7
Security officers	7	-	-	6	85.7
Senior managers	29	-	-	25	86.2
Trade labourers	129	-	-	114	88.4
Trade trainers	1	-	-	1	100
TOTAL	4,099	1	-	3,382	82.5

TABLE 5.6 - Promotions by Salary Band							
Salary Band	Employment at Beginning of Period (April 2012)	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), Permanent	201	-	-	135	67.2		
Skilled (Levels 3-5), Permanent	1,650	-	-	1,537	93.2		
Highly skilled production (Levels 6-8), Permanent	1,592	1	0.1	1,351	84.9		
Highly skilled supervision (Levels 9-12), Permanent	267	-	-	235	88		
Senior management (Levels 13-16), Permanent	30	-	-	26	86.7		
Contract (Levels 1-2), Permanent	24	-	-	1	4.2		
Contract (Levels 3-5), Permanent	254	-	-	89	35		
Contract (Levels 6-8), Permanent	77	-	-	8	10.4		
Contract (Levels 9-12), Permanent	4	-	-	-	-		
TOTAL	4,099	1	-	3,382	82.5		

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	9	-	-	9	5	12	-	1	13	2	29
Professionals	29	-	11	40	24	52	4	8	64	10	138
Technicians and associate professionals	223	14	33	270	33	232	4	30	266	36	605
Clerks	110	10	41	161	13	627	31	103	761	93	1,028
Service and sales workers	378	23	95	496	46	232	11	32	275	14	831
Craft and related trades workers	130	2	20	152	33	30	-	-	30	-	215
Plant and machine operators and assemblers	313	-	-	313	1	10	--	-	10	-	324
Elementary occupations	647	2	7	656	1	174	1	3	178	-	835
TOTAL	1,839	51	207	2,097	156	1,369	51	177	1,597	155	4,005
Employees with disabilities	8	-	1	9	4	6	-	3	9	2	24

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	7	-	-	7	7	12	-	1	13	2	29
Professionally qualified and experienced specialists and mid-management	72	10	27	109	44	82	2	14	98	9	260
Skilled technical and academically qualified workers, junior management, supervisors, foremen	535	30	138	703	94	486	28	93	607	129	1,533
Semi-skilled and discretionary decision making	985	9	27	1,021	6	454	15	53	522	11	1,560
Unskilled and defined decision making	84	1	1	86	1	84	1	3	88	-	175
Contract (Professionally qualified)	3	-	-	3	-	3	-	-	3	-	6
Contract (Skilled technical)	100	-	3	103	2	55	-	-	55	-	160
Contract (Semi-skilled)	43	1	11	55	1	177	5	13	195	3	254
Contract (Unskilled)	8	-	-	8	-	16	-	-	16	-	24
TOTAL	1,839	51	207	2,097	156	1,369	51	177	1,597	155	4,005

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
Professionally qualified and experienced specialists and mid-management	-	-	-	-	-	1	-	-	1	-	1
Contract (Professionally qualified)	1	-	-	1	-	-	-	-	-	-	1
Contract (Skilled technical)	18	-	1	19	-	14	-	-	14	1	34
Contract (Semi-skilled)	29	-	4	33	-	35	-	-	35	2	70
Contract (Unskilled)	1	-	-	1	-	-	-	-	-	-	1
TOTAL	49	-	5	54	-	50	-	-	50	3	107

TABLE 6.4 - Promotions(Inclusive of Progressions to another Notch within Salary Level)											
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	-	-	-	-	-	2
Senior Management	7	-	-	7	5	10	-	1	11	1	24
Professionally qualified and experienced specialists and mid-management	62	9	27	98	42	71	2	13	86	9	235
Skilled technical and academically qualified workers, junior management, supervisors, foremen	517	27	118	662	86	463	19	62	544	60	1,352
Semi-skilled and discretionary decision making	981	9	25	1,015	6	448	14	46	508	8	1,537
Unskilled and defined decision making	59	1	1	61	-	70	1	3	74	-	135
Contract (Skilled technical)	6	-	-	6	-	2	-	-	2	-	8
Contract (Semi-skilled)	5	1	1	7	-	72	2	6	80	2	89
Contract (Unskilled)	-	-	-	-	-	1	-	-	1	-	1
TOTAL	1,638	47	172	1,857	140	1,137	38	131	1,306	80	3,383
Employees with disabilities	7	-	1	8	3	5	-	3	8	2	21

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
Senior Management	1	-	-	1	-	-	-	-	-	-	1
Professionally qualified and experienced specialists and mid-management	3	-	1	4	1	-	-	-	-	-	5
Skilled technical and academically qualified workers, junior management, supervisors, foremen	22	-	4	26	11	13	1	1	15	7	59
Semi-skilled and discretionary decision making	89	-	1	90	-	15	-	1	16	1	107
Unskilled and defined decision making	6	-	-	6	-	2	-	-	2	-	8
Contract (Professionally qualified)	1	-	-	1	-	-	-	-	-	-	1
Contract (Skilled technical)	2	-	-	2	-	4	-	-	4	1	7
Contract (Semi-skilled)	23	-	-	23	-	17	-	-	17	1	41
Contract (Unskilled)	-	-	-	-	-	2	-	-	2	-	2
TOTAL	147	-	6	153	12	53	1	2	56	10	231

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
Written warning	1	-	-	1	-	-	1	-	1	-	2
Final written warning	5	1	1	7	-	2	-	-	2	-	9
Dismissal	2	-	-	2	-	-	-	-	-	-	2
Not Guilty	4	-	-	4	-	1	-	-	1	-	5
TOTAL	12	1	1	14	-	3	1	-	4	-	18

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	-	-	-	-	3	2	-	1	3	-	6
Professionals	11	-	8	19	10	29	1	4	34	5	68
Technicians and Associate Professionals	99	8	11	118	6	124	2	14	140	16	280
Clerks	43	2	13	58	6	287	12	47	346	33	443
Service and Sales Workers	78	9	32	119	8	70	4	9	83	4	214
Skilled Agriculture and Fishery Workers	-	-	-	-	-	-	-	-	-	-	-
Craft and related Trades Workers	65	1	8	74	7	10	-	-	10	-	91
Plant and Machine Operators and Assemblers	75	-	-	75	-	4	-	-	4	-	79
Elementary Occupations	100	-	3	103	-	29	1	1	31	-	134
TOTAL	471	20	75	566	40	555	20	76	651	58	1,315
Employees with disabilities	2	-	-	2	-	3	-	1	4	1	7

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	423	1,363	31	3,980	9,431
African, Male	407	1,831	22.2	3,853	9,513
Asian, Female	85	174	48.9	1,036	12,329
Asian, Male	84	206	40.8	1,231	14,660
Coloured, Female	21	51	41.2	206	9,799
Coloured, Male	21	51	41.2	336	15,982
Total Blacks, Female	529	1,588	33.3	5,221	9,908
Total Blacks, Male	512	2,088	24.5	5,420	10,627
White, Female	83	153	54.2	1,181	14,235
White, Male	73	152	48	1,520	22,350
Employees with a disability	14	24	58.3	283	20,182
TOTAL	1,211	4,005	30.2	13,625	11,335

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)	65	175	37.1	312	4,800
Skilled (Levels 3-5)	435	1,560	27.9	2,428	5,582
Highly skilled production (Levels 6-8)	531	1,533	34.6	5,955	11,215
Highly skilled supervision (Levels 9-12)	154	260	59.2	3,599	23,370
Contract (Levels 1-2)	-	24	-	-	-
Contract (Levels 3-5)	11	254	4.3	47	4,273
Contract (Levels 6-8)	1	160	0.6	13	13,000
Contract (Levels 9-12)	1	6	16.7	58	58,000
TOTAL	1,198	3,972	30.2	12,412	10,361

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	90	146	61.6	2,227	24,744
All artisans in the building metal machinery etc.	24	53	45.3	200	8,333
Artisan project and related superintendents	3	15	20	35	11,667
Auxiliary and related workers	15	27	55.6	124	8,267
Building and other property caretakers	4	21	19	17	4,250
Bus and heavy vehicle drivers	6	10	60	43	7,167
Cartographic surveying and related technicians	-	10	-	-	-
Civil engineering technicians	16	235	6.8	203	12,688
Cleaners in offices workshops hospitals etc.	37	132	28	163	4,405
Client inform clerks(switchb receipt inform clerks)	20	32	62.5	209	10,450
Communication and information related	1	4	25	58	58,000
Engineering sciences related	19	24	79.2	412	21,684
Engineers and related professionals	20	44	45.5	377	18,850
Finance and economics related	4	5	80	120	30,000
Financial and related professionals	5	9	55.6	98	19,600
Financial clerks and credit controllers	6	10	60	68	11,333
Food services aids and waiters	16	19	84.2	124	7,750
General legal administration & rel. professionals	-	1	-	-	-
Human resources & organisat developm & relate prof	8	27	29.6	133	16,625
Human resources clerks	36	81	44.4	223	6,194
Human resources related	6	12	50	168	28,000
Language practitioners interpreters & other commun	1	8	12.5	7	7,000

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	-	-	-
Library mail and related clerks	-	2	-	-	-
Light vehicle drivers	4	13	30.8	23	5,750
Logistical support personnel	1	1	100	13	13,000
Messengers porters and deliverers	28	68	41.2	142	5,071
Motor vehicle drivers	56	301	18.6	320	5,714
Other administrat & related clerks and organisers	318	874	36.4	2,182	6,862
Other administrative policy and related officers	104	183	56.8	1,242	11,942
Other information technology personnel.	2	2	100	18	9,000
Other occupations	-	1	-	-	-
Regulatory inspectors	191	767	24.9	2,501	13,094
Road superintendents	5	18	27.8	57	11,400
Road trade workers.	33	128	25.8	212	6,424
Road workers	50	472	10.6	234	4,680
Safety health and quality inspectors	1	3	33.3	10	10,000
Secretaries & other keyboard operating clerks	18	29	62.1	236	13,111
Security guards	6	57	10.5	23	3,833
Security officers	4	7	57.1	30	7,500
Senior managers	13	28	46.4	1,213	93,308
Trade labourers	40	123	32.5	160	4,000
Trade trainers	-	1	-	-	-
TOTAL	1,211	4,005	30.2	13,625	11,251

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	8	19	42.1	714	89,250	4.2	16,872
Band B	3	10	30	256	85,333	2.4	10,791
Band C	2	3	66.7	243	121,500	6	4,059
Band D	-	1	-	-	-	-	-
TOTAL	13	33	39.4	1,213	93,308	4	31,722

TABLE 8.1 - Foreign Workers by Salary Band

Salary Band	Employment at Beginning of 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 of 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 2012 to Dec 2012

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)	881	87.1	115	4.4	8	231	2,621	767
Skilled (Levels 3-5)	6,749	83.8	870	33.2	8	2,295	2,621	5,659
Highly skilled production (Levels 6-8)	9,012	75.5	1,137	43.4	8	5,286	2,621	6,803
Highly skilled supervision (Levels 9-12)	994	77.5	163	6.2	6	1,324	2,621	770
Senior management (Levels 13-16)	116	95.7	14	0.5	8	356	2,621	111
Contract (Levels 1-2)	112.5	75.6	19	0.7	6	26	2,621	85
Contract (Levels 3-5)	1,436	75.3	215	8.2	7	475	2,621	1,081
Contract (Levels 6-8)	287	72.5	84	3.2	3	167	2,621	208
Contract (Levels 9-12)	15	93.3	4	0.2	4	20	2,621	14
TOTAL	19,602.5	79.1	2,621	100	7	10,180	2,621	15,498



TABLE 9.2 - Disability Leave (Temporary and Permanent) for Jan 2012 to Dec 2012

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)	193	100	10	5	19	53	193	202
Skilled (Levels 3-5)	1,335	100	80	39.6	17	476	1,335	202
Highly skilled production (Levels 6-8)	2,306	100	100	49.5	23	1,307	2,306	202
Highly skilled supervision (Levels 9-12)	134	100	3	1.5	45	185	134	202
Senior management (Levels 13-16)	43	100	1	0.5	43	124	43	202
Contract (Levels 1-2)	9	100	1	0.5	9	2	9	202
Contract (Levels 3-5)	47	100	7	3.5	7	16	47	202
TOTAL	4,067	100	202	100	20	2,163	4,067	202

TABLE 9.3 - Annual Leave for Jan 2012 to Dec 2012

Salary Band	Total Days Taken	Average days per Employee	Number of Employees who took leave
Lower skilled (Levels 1-2)	4,286.92	22	192
Skilled (Levels 3-5)	36,955.83	23	1,621
Highly skilled production (Levels 6-8)	34,942.33	22	1,556
Highly skilled supervision (Levels 9-12)	5,733	23	254
Senior management (Levels 13-16)	708	22	32
Contract (Levels 1-2)	3,94.6	14	29
Contract (Levels 3-5)	4,157	15	272
Contract (Levels 6-8)	1,501	10	146
Contract (Levels 9-12)	76	13	6
TOTAL	88,754.68	22	4,108

TABLE 9.4 - Capped Leave for Jan 2012 to Dec 2012

Salary Band	Total days of capped leave taken	Average number of days taken per employee	Average capped leave per employee as at 31 December 2012	Number of Employees who took Capped leave	Total number of capped leave available at 31 December 2012	Number of Employees as at 31 December 2012
Lower skilled (Levels 1-2)	64	32	47	2	4,544	97
Skilled (Levels 3-5)	131	7	71	20	75,218	1,066
Highly skilled production (Levels 6-8)	271	8	63	33	44,499	703
Highly skilled supervision (Levels 9-12)	18	6	77	3	12,939	167
TOTAL	484	8	67	58	137,200	2,033

TABLE 9.5 - Leave Payouts

Reason	Total Amount (R'000)	Number of Employees	Average Payment per Employee (R)
Leave payout for 2012/13 due to non-utilisation of leave for the previous cycle	-	-	-
Capped leave payouts on termination of service for 2012/13	1,878	178	10,551
Current leave payout on termination of service for 2012/13	-	-	-
TOTAL	1,878	178	10,551



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	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.
	Condom container shelves have 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.
	HIV/AIDS was conducted for EHW coordinators by the Department of Health which was organised by the EAP Component

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 General Manager : Human Resource Management : Ms C Zwane
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 for	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 5, 500, 000 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	Professional Counselling, Assessment, Debriefing, Crisis intervention, Referral 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 Head of the Department and the has 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 wha
7. Does the department encourage its employees to undergo Voluntary Counselling and Testing? If so, list the results that you have achieved.	Yes	<p>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.</p> <p>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.</p>
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
NIL	NIL

TABLE 11.2 - Misconduct and Discipline Hearings Finalised

Outcomes of disciplinary hearings	Number	Percentage of Total	Total
Correctional counselling	-	-	-
Verbal warning	-	-	-
Written warning	2	11	2
Final written warning	9	50	9
Suspension without pay	-	-	-
Fine	-	-	-
Demotion	-	-	-
Dismissal	2	11	-
Not guilty	5	28	5
Combination of sanction	-	-	-
TOTAL	18	100	16

TABLE 11.3 - Types of Misconduct Addressed and Disciplinary Hearings

Type of misconduct	Number	Percentage of Total	Total
Misuse of State Property	5	28	5
Insubordination	5	28	5
Assault	1	5	1
Theft/Fraud	2	11	2
Low Income housing	3	17	3
Other	2	11	2
TOTAL	18	100	18

TABLE 11.4 - Grievances Lodged

Number of grievances addressed	Number	Percentage of Total	Total
Number of grievances resolved	13	10	13
Number of grievances not resolved	115	90	115
TOTAL	128	100	128

TABLE 11.5 - Disputes Lodged		
Number of disputes addressed	Number	% of total
Upheld	6	100
Dismissed	-	-
TOTAL	6	100

TABLE 11.6 - Strike Actions	
Strike Actions	—
Total number of person working days lost	-
Total cost(R'000) of working days lost	-
Amount (R'000) recovered as a result of no work no pay	-

TABLE 11.7 - Precautionary Suspensions	
Precautionary Suspensions	—
Number of people suspended	16
Number of people whose suspension exceeded 30 days	16
Average number of days suspended	30
Cost (R'000) of suspensions	R 1,042,191

TABLE 12.1 - Training Needs identified

Occupational Categories	Gender	Employment	Learnerships	Skills Programmes & other short courses	Other forms of training	Total
Legislators, senior officials and managers	Female	15	-	6	-	6
	Male	14	-	55	-	55
Professionals	Female	74	-	13	-	13
	Male	64	-	10	-	10
Technicians and associate professionals	Female	302	-	60	-	60
	Male	303	-	43	-	43
Clerks	Female	854	-	391	-	391
	Male	174	-	221	-	221
Service and sales workers	Female	289	-	159	-	159
	Male	542	-	209	-	209
Skilled agriculture and fishery workers	Female	-	-	-	-	-
	Male	-	-	-	-	-
Craft and related trades workers	Female	30	-	2	-	2
	Male	185	-	30	-	30
Plant and machine operators and assemblers	Female	10	-	-	-	-
	Male	314	-	49	-	49
Elementary occupations	Female	1,78	-	67	-	67
	Male	657	-	556	-	556
Gender sub totals	Female	1,752	-	698	-	698
	Male	2,253	-	1,173	-	1,173
Total		4,005	-	1,871	-	1,871

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	15	-	3	-	3
	Male	14	-	1	2	3
Professionals	Female	74	-	18	21	39
	Male	64	-	14	15	29
Technicians and associate professionals	Female	302	-	106	50	156
	Male	303	-	72	52	124
Clerks	Female	854	-	231	148	379
	Male	174	-	40	24	64
Service and sales workers	Female	289	-	85	2	87
	Male	542	-	122	5	127
Skilled agriculture and fishery workers	Female	-	-	-	-	-
	Male	-	-	-	-	-
Craft and related trades workers	Female	30	-	10	-	10
	Male	185	-	70	11	81
Plant and machine operators and assemblers	Female	10	-	4	11	15
	Male	314	-	64	-	64
Elementary occupations	Female	178	-	20	11	31
	Male	657	-	76	27	103
Gender sub totals	Female	1,752	-	477	243	720
	Male	2,253	-	459	136	595
Total		4,005	-	936	379	1,315

TABLE 13.1 - Injury on Duty

Nature of injury on duty	Number	% of total
Required basic medical attention only	41	89.1
Temporary Total Disablement	5	10.9
Permanent Disablement	-	-
Fatal	-	-
TOTAL	46	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
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
Total number of projects	Total individual consultants	Total duration: Work days	Total contract value in Rand
-	-	-	-
-	-	-	-
-	-	-	-

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
-	-	-	-
-	-	-	-
-	-	-	-

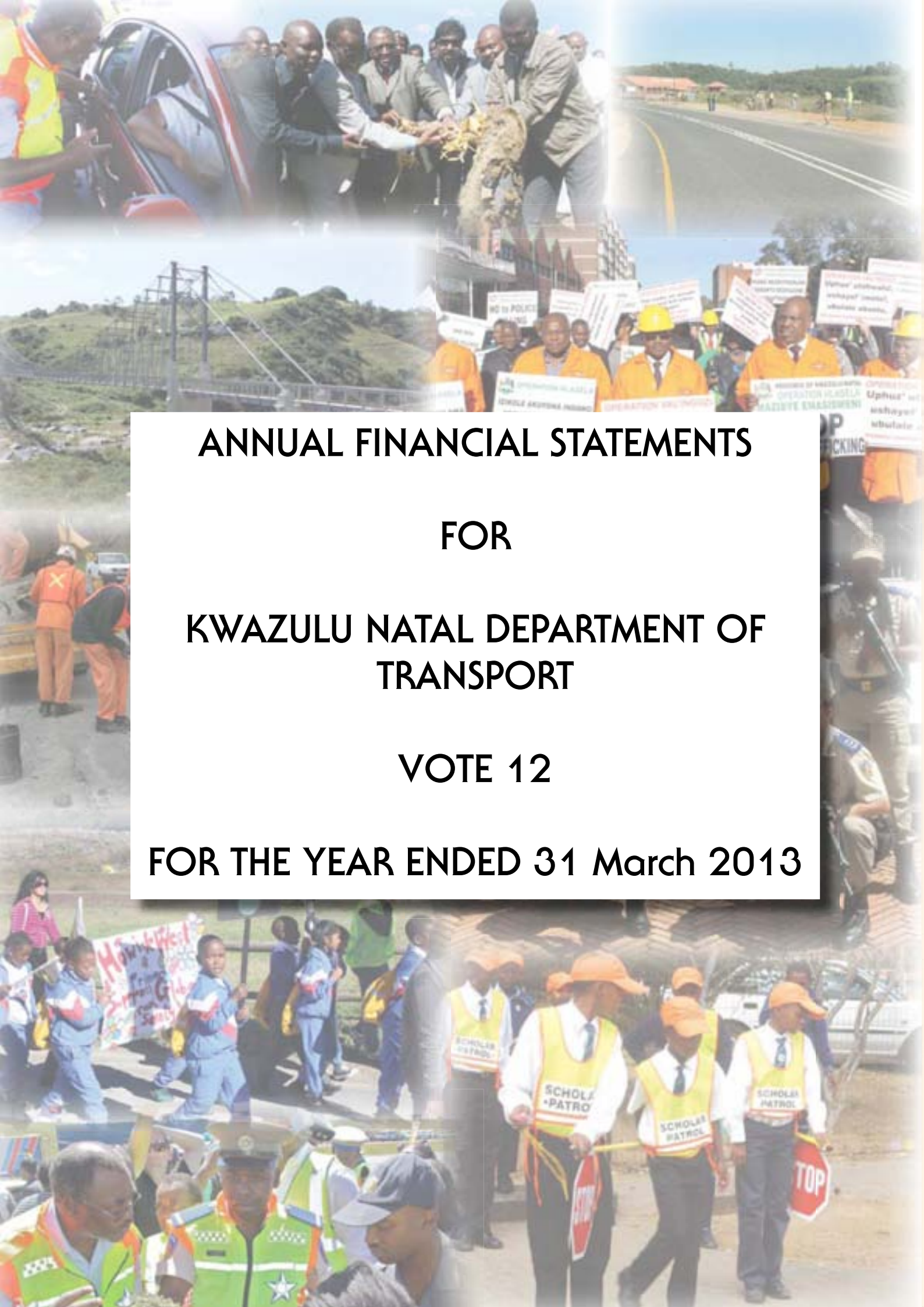
TABLE 14.3 - Report on consultant appointments using Donor funds			
Project Title	Total number of consultants that worked on the project	Duration: Work days	Donor and Contract value in Rand
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
Total number of projects	Total individual consultants	Total duration: Work days	Total contract value in Rand
-	-	-	-
-	-	-	-
-	-	-	-
TABLE 14.4 - Analysis of consultant appointments using Donor 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
-	-	-	-
-	-	-	-



Part E

Financial Information





ANNUAL FINANCIAL STATEMENTS

FOR

KWAZULU NATAL DEPARTMENT OF

TRANSPORT

VOTE 12

FOR THE YEAR ENDED 31 March 2013

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Report by 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 2013/14.

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

The department continued to strive to ensure that the gains made in the reduction of crashes and fatalities on KZN's roads are maximised under the theme, "Deepening People's Activism Against Road Carnage and Transgressions". The department's Red Spot Team, which is a special task team that targets identified high accident areas around KZN through high visibility of traffic officers, road blocks, vehicle inspections, etc., continued to focus on the reduction of accidents in these areas.

During 2012/13, the department implemented wellness clinics along the N3 in collaboration with the N3 Toll Concession (N3TC), and also increased the number of school crossing patrol employees by 79 (from 101 employees).

S'hamba sonke

- *S'hamba sonke* (moving together) is a programme introduced in 2012/13 and continued in 2013/14. The programme entailed road upgrades and maintenance of the KZN secondary road network. This programme was aimed at creating jobs for emerging contractors across KZN, and was implemented in the following five key areas:
- The rehabilitation of key arterial routes in support of the rural economy through labour intensive methods 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.

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

The department will continue with this programme throughout the 2013/14 MTEF.

Learner Transport

The department provided learner transport services to 203 schools and 25 725 learners in 2012/13. This is an increase from the planned 171 schools and 13 000 children anticipated to receive learner transport services in 2012/13. The department will continue to provide learner transport services in KZN over the 2013/14 MTEF.

Expanded Public Works Programme (EPWP)

The department continued to expand community-based labour-intensive road construction and maintenance programmes, which are aligned with the objectives of EPWP. The department created 5 280 000 person days of employment, equating to 57 000 jobs created over the 2012/13 financial year.

Over the 2013/14 MTEF, the department is committed to creating over 5 439 920 days of employment, equating to 58 840 jobs created, of which 38 980 are for women and 8 200 for youth. The department will continue with the development of a Broad-Based Black Economic Empowerment (BBBEE) road construction and maintenance industry, through the provision of accredited business skills training for the *Vukuzakhe* contractors.

1.2 Spending Trends

PROGRAMME 1: ADMINISTRATION

R NIL

There was neither savings nor over-expenditure on this programme

PROGRAMME 2: ROAD INFRASTRUCTURE

OVER EXPENDITURE R12,813,000

The over expenditure on this programme is a result of demand from the public for road infrastructure which in turn resulted in construction projects commencing earlier than anticipated to meet this demand.

PROGRAMME 3: TRANSPORTATION

R NIL

There was neither savings nor over-expenditure on this programme

PROGRAMME 4: TRAFFIC MANAGEMENT

SAVINGS R5,006,000

A savings under this programme is a result delays in the filling of vacant posts that were budgeted for.

PROGRAMME 5: COMMUNITY BASED PROGRAMME

SAVINGS R1,293,000

A savings under this programme is a result delays in the filling of vacant posts that were budgeted for.

1.3 Virements

Virements that have taken place during the 2012/13 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 2012/13 Annual Financial Statements are as per the below:

Appropriation per programme				
2012/13				
Programme	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation
R'thousand	R'000	R'000	R'000	R'000
1. ADMINISTRATION	243,337	-	7,320	250,657
2. TRANSPORT INFRASTRUCTURE	5,722,3144	-	31,773	5,754,087
3. TRANSPORT OPERATIONS	997,862	-	15,124	1,012,986
4. TRANSPORT REGULATIONS	620,796	-	(49,458)	571,338
5. COMMUNITY BASED PROGRAMME	59,485	-	(4,759)	54,726
TOTAL	7,643,794	-	-	7,643,794

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 largely 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 2013/14 MTEF, in line with the sector specific budget format, namely: Programme Support Regulation, Transport Administration and Licensing, Operator Licence and Permits 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 2013 is R 20,716 million made up as follows:

Store	Total R'000
Empangeni	4,857
Durban	4,239
Pietermaritzburg	5,741
Ladysmith	5,879
TOTAL	20,716

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 1B 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 2013/14 MTEF.

Details of transfer payments are reflected in Annexure 1A.

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

There are no new/proposed activities during the financial year under review.

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 2013. 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 guideline

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	
		2012/13 Original target	2012/13 Actual Target
1. Surfaced roads			
1.1. Rehabilitation of surfaced roads	<ul style="list-style-type: none"> Kilometres of surfaced roads rehabilitated Square metres: Surfaced roads resealed 	200 1,900,000	204 2,547,700
1.2. Maintain surfaced roads	<ul style="list-style-type: none"> Square metres: Blacktop patching 	200,000	461,557
1.3. Construct surfaced roads	<ul style="list-style-type: none"> Kilometres upgraded: Upgrade gravel to surfaced roads 	85	112
2. Gravel roads			
2.1. Construct local access roads	<ul style="list-style-type: none"> Kilometres of gravel roads constructed 	285	382
2.2. Maintain gravel roads	<ul style="list-style-type: none"> Kilometres of road: blading 	110,000	94,400

Service delivery measures – Programme 3: Transport Operations			
Outputs	Performance indicators	Performance targets	
		2012/13 Original target	2012/13 Actual Target
1. Provision of Public Transport Services	<ul style="list-style-type: none"> Kilometres of Public Transport subsidised Kilometres of subsidised Public Transport Trips monitored Number of schools receiving transport services Number of scholars transported 	40,600 000 28,000,000 171 13,000	42,751 838 25,976,742 206 19,562
2. Facilitate behavioural and attitude change of road users	<ul style="list-style-type: none"> No. of schools involved in road safety education No. of school children trained No. of adults trained 	950 480,000 41,700	944 345,400 59,633

Service delivery measures – Programme 4: Transport Regulation			
Outputs	Performance indicators	Performance targets	
		2012/13 Original target	2012/13 Actual Target
1. Transport Administration and Licencing	• No. licence compliance inspections executed	267,000	300,656
	• No. new vehicles registered	80,000	104,366
2. Operator Licence and Permits	• No. of operator permits to be converted to licences	400	363
	• No. of abnormal permits issued	17,800	20,173
3. Traffic Law Enforcement	• No. of vehicles exceeding the speed limit	280,798	396,775
	• No. of vehicles checked in roadblocks	2,040,000	1,682,933
	• No. of roadblocks held	36,000	71,408
	• No. of heavy vehicle screened	3,000,000	3,385,603
	• No. of heavy vehicles weighed	150,000	181,538
	• No. of heavy vehicles overloaded	25,901	30,950
	• No. of vehicles detained (overloading)	7,429	6,686

Service delivery measures – Programme 5: Community Based Programme			
Outputs	Performance indicators	Performance targets	
		2012/13 Original target	2012/13 Actual Target
1. EPWP Coordination and Monitoring	• No. of Zibambele contractors employed	41,000	41,617
	• No. of People employed	57,000	58,329
	• No. of employment days created	5,280,000	5,068,549
	• No. of full time equivalents	22,950	22,036
	• No. of youth employed	8,200	10,747
	• No. of women employed	38,500	41,171
	• No. of persons living with disabilities	15	17
	• No. of people trained on EPWP projects	9,000	10,197

14. SCOPA resolutions

There are no outstanding SCOPA resolutions.

15. Prior modifications to audit reports

2010/11 – clean audit

2011/12 – Financially unqualified audit, with one other matter being the monitoring of Zibambele Contractors.

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.

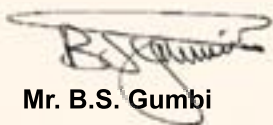
No conditions apply to these exemptions for the year ended 31 March 2013.

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.



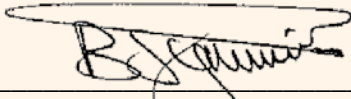
Mr. B.S. Gumbi

Head: Transport

31 May 2013

Accounting Officers' Statement of Responsibility for Annual Financial Statements

I, Mr B. S. Gumbi: Head: Transport have the honour of presenting the Department of Transport performance information per Programme for the period 1 April 2012 to 31 March 2013.



Mr B. S. Gumbi: Head: Transport

31 May 2013

Date

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 182 to 230, which comprise the appropriation statement, the statement of financial position as at 31 March 2013, 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 the 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, 2012 (Act No. 5 of 2012) (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 entity'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 entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.
5. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my audit opinion.

Opinion

6. In my opinion, the financial statements present fairly, in all material respects, the financial position of the Department of Transport as at 31 March 2013, 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.

Financial reporting framework

8. As disclosed in note 24 to the financial statements, the National Treasury has exempted the department from full measurement and disclosure of receivables from departmental revenue.

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 231 to 245 do 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 231 to 245 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's 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 did not identify any instances of 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.

Internal control

17. I did not identify any deficiencies in internal control which I considered sufficiently significant for inclusion in this report.

OTHER REPORTS**Investigations**

18. Various investigations are currently being conducted by internal audit on alleged irregularities in the awarding of tenders at the department, payment to fictitious service providers, processing of leave gratuities as well as fraud and corruption relating to the appointment of consultants.

Auditor General

Pietermaritzburg
31 July 2013



AUDITOR GENERAL
SOUTH AFRICA

Auditing to build public confidence

PART E APPROPRIATION STATEMENT

FOR THE YEAR ENDED 31 MARCH 2013

Appropriation per Programme									
	2012/13					2011/12			
	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	230,176	-	(10,429)	219,747	219,747	-	100%	217,465	194,877
Transfers and subsidies	7,988	-	(6,534)	1,454	1,454	-	100%	5,071	2,998
Payment for capital assets	5,155	-	24,241	29,396	29,396	-	100%	6,485	6,485
Payment for financial assets	18	-	42	60	60	-	100%	123	123
2. Transport Infrastructure									
Current payment	3,241,660	-	(485,079)	2,756,581	2,756,581	-	100%	2,581,755	2,539,634
Transfers and subsidies	1,971	-	5,280	7,251	7,251	-	100%	8,138	8,138
Payment for capital assets	2,478,648	-	511,549	2,990,197	3,003,010	(12,813)	100.4%	2,293,115	2,400,501
Payment for financial assets	35	-	23	58	58	-	100%	38	38
3. Transport Operations									
Current payment	189,307	-	15,400	204,707	204,707	-	100%	89,802	89,802
Transfers and subsidies	808,279	-	-	808,279	808,279	-	100%	797,340	797,340
Payment for capital assets	276	-	(276)	-	-	-	-	39	31
Payment for financial assets	-	-	-	-	-	-	-	-	8
4. Transport Regulations									
Current payment	598,770	-	(30,425)	568,345	563,339	5,006	99.1%	520,948	519,621
Transfers and subsidies	50	-	1,542	1,592	1,592	-	100%	581	581
Payment for capital assets	21,976	-	(20,575)	1,401	1,401	-	100%	38,888	38,888
Payment for financial assets	-	-	-	-	-	-	-	55	55
5. Community Based Programme									
Current payment	59,100	-	(4,374)	54,726	53,433	1,293	97.6%	67,813	40,732
Payment for capital assets	385	-	(385)	-	-	-	-	385	-
Payment for financial assets	-	-	-	-	-	-	-	3	3
Total	7,643,794	-	-	7,643,794	7,650,308	(6,514)	100.1%	6,628,044	6,639,855
Reconciliation with Statement of Financial Performance									
Add: Departmental receipts				1,502,265				1,409,482	
Aid assistance									
Actual amounts per Statement of Financial Performance (Total Revenue)				9,146,059				8,037,526	
Add: Aid assistance					4,887				3,413
Actual amounts per Statement of Financial Performance (Expenditure)					7,655,195				6,643,268

Appropriation per Economic classification									
	2012/13						2011/12		
	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	1,262,000	-	(79,527)	1,182,473	1,176,174	6,299	99.5%	1,163,499	1,100,404
Goods and services	3,057,013	-	(430,917)	2,626,096	2,626,096	-	100%	2,314,315	2,284,262
Interest and rent on land	-	-	1	1	1	-	100%	-	-
Transfers & subsidies									
Provinces & municipalities	850	-	1,529	2,379	2,379	-	100%	600	652
Departmental agencies & accounts	-	-	-	-	-	-	-	-	-
Public corporations & private enterprises	808,279	-	598	808,877	808,877	-	100%	797,340	797,340
Households	9,159	-	(1,201)	7,958	7,958	-	100%	13,159	11,065
Gifts, donations and sponsorships made	-	-	-	-	-	-	-	-	-
Payment for capital assets									
Buildings & other fixed structures	2,411,750	-	476,651	2,888,401	2,901,214	(12,813)	100.4%	2,256,217	2,374,923
Machinery & equipment	94,690	-	29,296	123,986	123,986	-	100%	79,952	68,247
Software & other intangible assets	-	-	3,505	3,505	3,505	-	100%	2,743	2,743
Payment for financial assets									
	53	-	65	118	118	-	100%	219	219
Total	7,643,794	-	-	7,643,794	7,650,308	(6,514)	100.1%	6,628,044	6,639,855

PART E APPROPRIATION STATEMENT

FOR THE YEAR ENDED 31 MARCH 2013

DETAIL PER PROGRAMME 1 – ADMINISTRATION									
Details per Sub-Programme	2012/13						2011/12		
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
1.1 Office of the MEC									
Current payment	14,586	-	(3,266)	11,320	11,320	-	100%	13,404	11,135
Transfers and subsidies	-	-	1	1	1	-	100%	-	-
Payment for capital assets	-	-	9	9	9	-	100%	50	37
1.2 Management									
Current payment	12,396	-	(5,015)	7,381	7,381	-	100%	19,412	8,134
Transfers and subsidies	-	-	7	7	7	-	100%	100	100
Payment for capital assets	-	-	180	180	180	-	100%	40	40
Payment for financial assets	-	-	-	-	-	-	-	-	-
1.3 Corporate Support									
Current payment	188,225	-	(3,209)	185,016	185,016	-	100%	163,286	161,686
Transfers and subsidies	7,988	-	(6,542)	1,446	1,466	-	100%	4,971	2,898
Payment for capital assets	5,155	-	24,044	29,199	29,199	-	100%	6,345	6,387
Payment for financial assets	18	-	42	60	60	-	100%	123	123
1.4 Departmental Strategy									
Current payment	14,969	-	1,061	16,030	16,030	-	100%	21,363	13,922
Transfers and subsidies	-	-	-	-	-	-	-	-	-
Payment for capital assets	-	-	8	8	8	-	100%	50	21
Payment for financial assets	-	-	-	-	-	-	-	-	-
Total	243,337	-	7,320	250,657	250,657	-	100%	229,144	204,483

2012/13							2011/12		
Programme 1 per Economic Classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments									
Compensation of employees	92,657	-	1,746	94,403	94,403	-	100%	109,774	88,034
Goods and services	137,519	-	(12,053)	125,466	125,466	-	100%	107,691	106,843
Interest and rent on land	-	-	1	1	1	-	100%	-	-
Transfers & subsidies									
Provinces & Municipalities	10	-	20	30	30	-	100%	600	652
Households	7,978	-	(6,554)	1,424	1,424	-	100%	4,471	2,346
Payments for capital assets									
Buildings & other fixed structures								-	-
Machinery & equipment	5,155	-	20,613	25,768	25,768	-	100%	3,742	3,742
Software & other intangible assets	-	-	3,505	3,505	3,505	-	100%	2,743	2,743
Payment for financial assets	18	-	42	60	60	-	100%	123	123
Total	243,337	-	7,320	250,657	250,657		100%	229,144	204,483

PART E APPROPRIATION STATEMENT

FOR THE YEAR ENDED 31 MARCH 2013

DETAIL PER PROGRAMME 2 - TRANSPORT INFRASTRUCTURE									
Details per Sub-Programme	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
2012/13									
2011/12									
2.1 Programme Support Office									
Current payment	174,833	-	(34,084)	140,749	140,749	-	100%	158,604	125,252
Transfers and subsidies	840	-	8	848	848	-	100%	5,358	4,691
Payment for capital assets	-	-	-	-	-	-	-	-	1,342
Payment for financial assets	35	-	(8)	27	27	-	100%	1	1
2.2 Planning									
Current payment	34,707	-	5,537	40,244	40,244	-	100%	31,253	36,227
Transfers and subsidies	-	-	42	42	42	-	100%	-	101
Payment for capital assets	-	-	-	-	-	-	-	-	-
2.3 Design									
Current payment	15,420	-	2,100	17,520	17,520	-	100%	14,250	16,527
Transfers and subsidies	-	-	17	17	17	-	100%	-	190
Payment for capital assets	-	-	-	-	-	-	-	-	328
Payment for financial assets	-	-	3	3	3	-	100%	-	-
2.4 Construction									
Current payment	-	-	-	-	-	-	-	-	-
Transfers and subsidies	-	-	-	-	-	-	-	-	-
Payment for capital assets	2,411,750	-	476,651	2,888,401	2,901,214	(12,813)	100.4%	2,256,217	2,374,923
2.5 Maintenance									
Current payment	3,016,700	-	(458,632)	2,558,068	2,558,068	-	100%	2,377,648	2,361,628
Transfers and subsidies	1,131	-	5,213	6,344	6,344	-	100%	2,780	3,156
Payment for capital assets	66,898	-	34,898	101,796	101,796	-	100%	36,898	23,908
Payment for financial assets	-	-	28	28	28	-	100%	37	37
Total	5,722,314	-	31,773	5,754,087	5,766,900	(12,813)	100.2%	4,883,046	4,948,311

DETAIL PER PROGRAMME 2 - TRANSPORT INFRASTRUCTURE (continued)									
Programme 2 per Economic Classification	20012/13						2011/12		
	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	685,429	-	(37,928)	647,501	647,501	-	100%	635,670	601,843
Goods and services	2,556,231	-	(442,069)	2,114,162	2,114,162	-	100%	1,946,085	1,937,791
Financial transactions in assets and liabilities	-	-	-	-	-	-	-	-	-
Transfers & subsidies									
Provinces & municipalities	840	-	1,071	1,911	1,911	-	100%	-	-
Households	1,131	-	4,209	5,340	5,340	-	100%	8,138	8,138
Payment for capital assets									
Buildings & other fixed structures	2,411,750	-	476,651	2,888,401	2,901,214	(12,813)	100.4%	2,256,217	2,374,923
Machinery & equipment	66,898	-	29,816	96,714	96,714	-	100%	36,898	25,578
Software & other intangible assets	-	-	-	-	-	-	-	-	-
Payment for financial assets	35	-	23	58	58	-	100%	38	38
Total	5,722,314	-	31,773	5,754,087	5,766,900	(12,813)	100.2%	4,883,046	4,948,311

PART E APPROPRIATION STATEMENT

FOR THE YEAR ENDED 31 MARCH 2013

DETAIL PER PROGRAMME 3 – TRANSPORT OPERATIONS									
Details per Sub-Programme	2012/13						2011/12		
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
3.1 Programme Support Operations									
Current payment	26,494	-	11,936	38,430	38,430	-	100%	21,112	20,379
Transfers and subsidies	-	-	-	-	-	-	-	-	-
Payment for capital assets	276	-	(276)	-	-	-	-	39	31
Payment for financial assets	-	-	-	-	-	-	-	-	8
3.2 Public Transport Services									
Current payment	103,634	-	(10,147)	93,487	93,487	-	100%	5,513	3,159
Transfers and subsidies	808,279	-	-	808,279	808,279	-	100%	797,340	797,340
3.3 Transport Safety and Compliance									
Current payment	59,179	-	13,611	72,790	72,790	-	100%	63,177	66,264
Transfers and subsidies	-	-	-	-	-	-	-	-	-
Payment for capital assets	-	-	-	-	-	-	-	-	-
Total	997,862	-	15,124	1,012,986	1,012,986	-	100%	887,181	887,181

Programme 3 per Economic Classification	2012/13							2011/12	
	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	31,778	-	(5,074)	26,704	26,704	-	100%	24,835	24,835
Goods and services	157,529	-	19,742	177,271	177,271	-	100%	64,967	64,967
Interest and rent on land	-	-	-	-	-	-	-	-	-
Transfers & subsidies									
Provinces & municipalities	-	-	12	12	12	-	100%	-	-
Public corporations & private enterprises	808,279	-	598	808,877	808,877	-	100%	797,340	797,340
Households	-	-	27	27	27	-	100%	-	-
Payments for capital assets									
Buildings & other fixed structures	-	-	-	-	-	-	-	-	-
Machinery & equipment	276	-	(181)	95	95	-	100%	39	39
Software & other intangible assets	-	-	-	-	-	-	-	-	-
Payment for financial assets									
-	-	-	-	-	-	-	-	-	-
Total	997,862	-	15,124	1,012,986	1,012,986	-	100%	887,181	887,181

PART E APPROPRIATION STATEMENT

FOR THE YEAR ENDED 31 MARCH 2013

DETAIL PER PROGRAMME 4 - TRANSPORT REGULATIONS									
2012/13									
Details per Sub-Programme	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
4.1 Programme Support Regulation									
Current payment	2,950	-	(2,604)	346	346	-	100%	398	272
Transfers & Subsidies	50	-	(50)	-	-	-	-	581	-
Payment for capital assets	-	-	-	-	-	-	-	-	-
Payment for financial assets	-	-	-	-	-	-	-	55	-
4.2 Operator Licence and Permits									
Current payment	110,303	-	(7,527)	102,776	102,776	-	100%	24,785	27,158
Transfers and subsidies	-	-	226	226	226	-	100%	-	-
Payment for capital assets	-	-	270	270	270	-	100%	-	204
4.3 Transport Administration and Licencing									
Current payment	36,810	-	2,646	39,456	39,456	-	100%	94,417	91,523
Transfers and subsidies	-	-	32	32	32	-	100%	-	117
Payment for capital assets	-	-	96	96	96	-	100%	27,888	27,586
Payment for financial assets	-	-	-	-	-	-	-	-	37
4.4 Overload Control									
Current payment	-	-	-	-	-	-	-	-	-
Transfers and subsidies	-	-	-	-	-	-	-	-	-
Payment for capital assets	-	-	-	-	-	-	-	-	-
4.5 Law Enforcement									
Current payment	448,707	-	(22,940)	425,767	420,761	5,006	98.8%	401,348	400,668
Transfers and subsidies	-	-	1,334	1,334	1,334	-	100%	-	464
Payment for capital assets	21,976	-	(20,941)	1,035	1,035	-	100%	11,000	11,098
Payment for financial assets	-	-	-	-	-	-	-	-	18
Total	620,796	-	(49,458)	571,338	566,332	5,006	99.1%	560,472	559,145

DETAIL PER PROGRAMME 4 – TRANSPORT REGULATION (Continued)										
Programme 4 per Economic Classification	2012/13						2011/12			
	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 payment										
Compensation of employees	433,266	-	(33,228)	400,038	395,032	5,006	98.7%	376,388	375,061	
Goods and services	165,504	-	2,803	168,307	168,307	-	100%	144,591	144,560	
Financial transactions in assets and liabilities	-	-	-	-	-	-	-	-	-	
Transfers & subsidies										
Provinces & municipalities	-	-	426	426	426	-	100%	-	-	
Households	50	-	1,116	1,166	1,166	-	100%	550	581	
Payment for capital assets										
Buildings & other fixed structures	-	-	-	-	-	-	-	-	-	
Machinery & equipment	21,976	-	(20,575)	1,401	1,401	-	100%	38,888	38,888	
Payment for financial assets	-	-	-	-	-	-	-	55	55	
Total	620,796	-	(49,458)	571,338	566,332	5,006	99.1%	560,472	559,145	

PART E APPROPRIATION STATEMENT

FOR THE YEAR ENDED 31 MARCH 2013

DETAIL PER PROGRAMME 5 - COMMUNITY BASED PROGRAMME									
Details per Sub-Programme	2012/13					2011/12			
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
5.1 Programme Support Community Based									
Current payment	6,624	-	(1,583)	5,041	5,041	-	100%	6,395	7,784
Payment for capital assets	385	-	(385)	-	-	-	-	385	-
Payment for financial assets	-	-	-	-	-	-	-	3	3
5.2 Community Development									
Current payment	18,628	-	(5,401)	13,227	11,934	1,293	90.2%	22,014	12,102
Payment for capital assets	-	-	-	-	-	-	-	-	-
5.3 EPWP Co-ordination and Monitoring									
Current payment	26,947	-	(6,214)	20,733	20,733	-	100%	20,970	16,678
Payment for financial assets	-	-	-	-	-	-	-	-	-
5.4 Innovation and Empowerment									
Current payment	6,901	-	8,824	15,725	15,725	-	100%	18,434	4,168
Transfers and subsidies	-	-	-	-	-	-	-	-	-
Payment for capital assets	-	-	-	-	-	-	-	-	-
Payment for financial assets	-	-	-	-	-	-	-	-	-
Total	59,485		(4,759)	54,726	53,433	1,293	97.6%	68,201	40,735

DETAIL PER PROGRAMME 5 - COMMUNITY BASED PROGRAMME continued									
Programme 5 per Economic Classification	2012/13						2011/12		
	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 payment									
Compensation of employees	18,870	-	(5,043)	13,827	12,534	1,293	90.6%	16,832	10,631
Goods and services	40,230	-	660	40,890	40,890	-	100%	50,981	30,101
Transfers & subsidies									
Households	-	-	1	1	1	-	100%	-	-
Payments for capital assets									
Machinery & equipment	385	-	(377)	8	8	-	100%	385	-
Payments for financial assets	-	-	-	-	-	-	-	3	3
Total	59,485	-	(4,759)	54,726	53,433	1,293	97.6%	68,201	40,735



PART E NOTES TO THE APPROPRIATION STATEMENT

FOR THE YEAR ENDED 31 MARCH 2013

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	250,657	250,657	-	100
Transport Infrastructure	5,754,087	5,766,900	(12,813)	100
Transport Operations	1,012,986	1,012,986	-	100
Transport Regulations	571,338	566,332	5,006	99
Community based	54,726	53,433	1,293	98
Total	7,643,794	7,650,308	(6,514)	

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	1,182,473	1,176,174	6,299	99
Goods and services	2,626,096	2,626,096	-	100
Financial transactions in assets and liabilities				
Transfers and subsidies:				
Provinces and municipalities	2,379	2,379	-	100
Public corporations and private enterprises	808,877	808,877	-	100
Households	7,958	7,958	-	100
Gifts, donations and sponsorships made	-	-	-	-
Payments for capital assets:				
Buildings and other fixed structures	2,888,401	2,901,214	(12,813)	100
Machinery and equipment	123,986	123,986	-	100
Software and other intangible assets	3,505	3,505	-	-
Payments for financial assets:	118	118	-	100

4.3 Per Conditional Grant

	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Appropriation
	R'000	R'000	R'000	%
Public Works				
EPWP Inter GRNT PROV	84,211	84,211	-	100
Transport				
Prov Roads Maint Grant	1,501,171	1,501,171	-	100
Public Transport Operations Grant	808,279	808,877	(598)	100

PART E STATEMENT OF FINANCIAL PERFORMANCE

FOR THE YEAR ENDED 31 MARCH 2013

	<i>Note</i>	2012/13 R'000	2011/12 R'000
REVENUE			
Annual appropriation	1	7,643,794	6,628,044
Departmental revenue	2	1,502,265	1,409,482
Aid assistance		-	-
TOTAL REVENUE		9,146,059	8,037,526
EXPENDITURE			
Current expenditure			
Compensation of employees	4	1,176,174	1,100,404
Goods and services	5	2,626,096	2,284,262
Interest and rent on land	5	1	-
Aid assistance	3	-	-
Total current expenditure		3,802,271	3,384,666
Transfers and subsidies		819,214	809,057
Transfers and subsidies	7	819,214	809,057
Expenditure for capital assets			
Tangible capital assets	8	3,030,087	2,446,583
Software and other intangible assets	8	3,505	2,743
Total expenditure for capital assets		3,033,592	2,449,326
Financial transactions in assets and liabilities	6	118	219
TOTAL EXPENDITURE		7,655,195	6,643,268
SURPLUS FOR THE YEAR		1,490,864	1,394,258
Reconciliation of Surplus for the year			
Voted Funds		(6,514)	(11,811)
Annual appropriation		(5,916)	(11,811)
Conditional grants		(598)	
Departmental Revenue	14	1,502,265	1,409,482
Aid assistance	3	(4,887)	(3,413)
SURPLUS FOR THE YEAR		1,490,864	1,394,258

AT 31 MARCH 2013

	<i>Note</i>	2012/13 R'000	2011/12 R'000
ASSETS			
Current assets		166,569	184,385
Unauthorised expenditure	9	78,078	126,406
Cash and cash equivalents	10	196	194
Prepayments and advances	11	683	668
Receivables	12	87,612	57,117
TOTAL ASSETS		166,569	184,385
LIABILITIES			
Current liabilities		164,562	182,777
Voted funds to be surrendered to the Revenue Fund	13	6,299	91,120
Departmental revenue to be surrendered to the Revenue Fund	14	38,168	38,037
Bank overdraft	15	83,813	11,170
Payables	16	7,746	9,027
Aid assistance unutilised	3	28,536	33,423
TOTAL LIABILITIES		164,562	182,777
NET ASSETS		2,007	1,608
Represented by:			
Recoverable revenue		2,007	1,608
TOTAL		2,007	1,608

PART E STATEMENT OF CHANGES IN NET ASSETS

FOR THE YEAR ENDED 31 MARCH 2013

	<i>Note</i>	2012/13 R'000	2011/12 R'000
Recoverable revenue			
Opening balance		1,608	1,726
Transfers:		399	(118)
Irrecoverable amounts written off		(118)	(69)
Debt recovered (included in departmental receipts)		202	(513)
Debt raised		315	464
Closing balance		2,007	1,608
TOTAL		2,007	1,608

FOR THE YEAR ENDED 31 MARCH 2013

	<i>Note</i>	2012/13 R'000	2011/12 R'000
CASH FLOWS FROM OPERATING ACTIVITIES			
Receipts		9,144,093	8,033,872
Annual appropriated funds received	1.1	7,643,794	6,628,044
Departmental revenue received	2	1,500,299	1,405,828
Aid assistance received		-	-
Net (increase)/decrease in working capital		16,537	(64,492)
Surrendered to Revenue Fund		(1,593,254)	(1,554,078)
Current payments		(3,789,458)	(3,319,401)
Payment for financial assets		(118)	(219)
Transfers and subsidies paid		(819,214)	(809,057)
Net cash flow available from operating activities	17	2,958,586	2,286,625
CASH FLOWS FROM INVESTING ACTIVITIES			
Payments for capital assets	8	(3,033,592)	(2,449,326)
Proceeds from sale of capital assets	2.4	1,951	3,558
Net cash flows from investing activities		(3,031,641)	(2,445,768)
CASH FLOWS FROM FINANCING ACTIVITIES			
Distribution/dividend received		15	96
(Decrease)/ Increase in net assets		399	(118)
Net cash flows from financing activities		414	(22)
Net decrease in cash and cash equivalents		(72,641)	(159,165)
Cash and cash equivalents at the beginning of the year		(10,976)	148,189
Cash and cash equivalents at end of year	18	(83,617)	(10,976)

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 1 of 2012.

1. Presentation of the Financial Statements

1.1 Basis of preparation

The Financial Statements have been prepared on a modified cash basis of accounting. Under this basis, the effects of transactions and other events are recognised in the financial records when the resulting cash is received or paid. The “modification” results from the recognition of certain near-cash balances in the financial statements as well as the revaluation of foreign investments and loans and the recognition of resulting revaluation gains and losses.

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 then 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 potentially 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 a capital expense in the Statement of Financial Performance and are apportioned between the capital and interest portions. The total finance lease payment 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. These receivables are written off when identified as irrecoverable and are disclosed separately.

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.

PART E NOTES TO THE ANNUAL FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 MARCH 2013

1. Annual Appropriation

1.1 Annual Appropriation

	Final Appropriation	Actual Funds Received	Funds not requested/not received	Appropriation received 2011/12
	R'000	R'000	R'000	R'000
Administration	250,657	250,657	-	229,144
Transport Infrastructure	5,754,087	5,754,087	-	4,883,046
Transport Operations	1,012,986	1,012,986	-	887,181
Transport Regulations	571,338	571,338	-	560,472
Community Based Programme	54,726	54,726	-	68,201
Total	7,643,794	7,643,794	-	6,628,044

	Note	2012/13 R'000	2011/12 R'000
1.2 Conditional grants			
Total grants received	32	2,393,661	2,157,272
Provincial grants included in Total Grants received		-	-

2. Departmental revenue

Tax revenue		1,318,621	1,231,524
Sales of goods and services other than capital assets	2.1	126,819	122,587
Fines, penalties and forfeits	2.2	50,318	45,148
Interest, dividends and rent on land	2.3	274	350
Sales of capital assets	2.4	1,951	3,558
Financial transactions in assets and liabilities	2.5	4,282	6,315
Departmental revenue collected		1,502,265	1,409,482

	Note	2012/13 R'000	2011/12 R'000
2.1 Sales of goods and services other than capital assets	2		
Sales of goods and services produced by the department		126,784	122,527
Sales by market establishment		6,440	6,800
Administrative fees		114,411	108,782
Other sales		5,933	6,954
Sales of scrap, waste and other used current goods		35	60
Total		126,819	122,587
2.2 Fines, penalties and forfeits	2		
Fines		50,318	45,148
Total		50,318	45,148
2.3 Interest, dividends and rent on land	2		
Dividends		15	96
Interest		50	23
Rent on land		209	231
Total		274	350
2.4 Sale of capital assets	2		
Tangible assets			
Building and other fixed assets	2	1,951	3,558
Total		1,951	3,558
2.5 Financial transactions in assets and liabilities	2		
Receivables			
Stale cheques written back		-	70
Other Receipts including Recoverable Revenue		4,282	6,245
Total		4,282	6,315

PART E NOTES TO THE ANNUAL FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 MARCH 2013

	Note	2012/13 R'000	2011/12 R'000
3. Aid Assistance			
3.1 Aid assistance received in cash from other sources			
Local			
Opening Balance		33,423	36,836
Revenue		-	-
Expenditure		(4,887)	(3,413)
Current		-	-
Capital		(4,887)	(3,413)
Closing Balance		28,536	33,423
Analysis of balance			
Aid assistance unutilised		28,536	33,423
Other sources		28,536	33,423
Closing balance		28,536	33,423
4. Compensation of employees			
4.1 Salaries and Wages			
Basic salary		564,002	529,366
Performance award		13,836	12,534
Service Based		2,653	1,894
Compensative/circumstantial		85,352	78,470
Periodic payments		13,797	10,416
Other non-pensionable allowances		376,184	350,526
Total		1,055,824	983,206
4.2 Social contributions			
Employer contributions			
Pension		66,675	64,465
Medical		53,061	52,264
Bargaining council		222	228
Insurance		392	241
Total		120,350	117,198
Total compensation of employees		1,176,174	1,100,404
Average number of employees		4,023	4,154

	<i>Note</i>	2012/13	2011/12
		R'000	R'000
5. Goods and services			
Administrative fees		21	32
Advertising		16,071	18,551
Assets less than R5,000	5.1	9,435	8,525
Bursaries (employees)		1,170	1,882
Catering		10,218	7,521
Communication		32,736	30,486
Computer services	5.2	32,268	23,204
Consultants, contractors and agency/outsourced services	5.3	2,027,218	1,840,035
Entertainment		11	112
Audit cost – external	5.4	5,427	4,791
Fleet services		47,675	-
Inventory	5.5	160,271	183,724
Operating leases		28,741	21,779
Owned and leasehold property expenditure	5.6	67,916	54,822
Transport provided as part of the departmental activities		104,740	9,948
Travel and subsistence	5.7	54,580	54,115
Venues and facilities		13,643	13,405
Training and staff development		8,150	6,448
Other operating expenditure	5.8	5,805	4,882
Total		2,626,096	2,284,262

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		9,435	8,525
Intangible assets		-	-
Total		9,435	8,525
5.2 Computer services	5		
SITA computer services		24,311	16,943
External computer service providers		7,957	6,261
Total		32,268	23,204

PART E

NOTES TO THE ANNUAL FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 MARCH 2013

	Note	2012/13 R'000	2011/12 R'000
5.3 Consultants, contractors and agency/outsourced	5		
Business and advisory services		95,929	96,722
Infrastructure and planning		94,421	388,701
Laboratory services		194	-
Legal costs		18,195	17,910
Contractors		1,813,712	1,329,608
Agency and support/outsourced services		4,767	7,094
Total		2,027,218	1,840,035
5.4 Audit cost – external	5		
Regularity audits		4,984	4,482
Performance audits		443	309
Other audits		-	-
Total		5,427	4,791
5.5 Inventory	5		
Learning and teaching support material		628	618
Food and food supplies		656	157
Fuel, oil and gas		45,643	71,113
Medical Supplies		-	60
Material and supplies		93,901	95,379
Stationery and printing		15,833	12,218
Medicine		3,610	4,179
Total		160,271	183,724
5.6 Owned and leasehold property expenditure	5		
Municipal services		24,028	20,591
Property maintenance and repairs		9,921	6,873
Other		33,967	27,358
Total		67,916	54,822
5.7 Travel and subsistence	5		
Local		54,263	53,335
Foreign		317	780
Total		54,580	54,115

	<i>Note</i>	2012/13	2011/12
		R'000	R'000
5.8 Other operating expenditure	5		
Learnerships		-	-
Resettlement costs		-	58
Other		5,805	4,824
Total		5,805	4,882
5.9 Interest and rent on land	5		
Interest paid		1	-
Rent on land		-	-
Total		1	-
6. Financial transactions in assets and liabilities			
Other material losses written off	6.1	-	150
Debt written off	6.1	118	69
Total		118	219
6.1 Other material losses written off	6		
Claims Recoverable – Provincial Departments		-	63
Claims by State - removal of vehicles		-	10
Other Write-offs		-	77
Total		-	150
6.2 Debts written off	6		
Salary overpayment		56	49
Other staff related write-offs		-	3
Breach of contract		45	1
Interest on debt		2	16
Tax		15	-
Total		118	69
7. Transfers and subsidies			
Provinces and municipalities	33	2,379	652
Public corporations and private enterprise	1A	808,877	797,401
Households		7,868	10,904
Gifts, donations and sponsorships made	<i>Annex 1C</i>	90	100
Total		819,214	809,057

PART E NOTES TO THE ANNUAL FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 MARCH 2013

	Note	2012/13 R'000	2011/12 R'000
8. Expenditure for capital assets			
Tangible assets		3,030,087	2,446,583
Building and other fixed structures	8.1	2,906,101	2,378,336
Machinery and equipment	8.1	123,986	68,247
Software and other intangible assets		3,505	2,743
Computer software	8.1	3,505	2,743
Total		3,033,592	2,449,326

The following amounts have been included as project costs in expenditure for capital assets

Goods and services	2,591,966	2,378,336
Total	2,591,966	2,378,336

8.1 Analysis of funds utilised to acquire capital assets – 2012/13

	Voted Funds R'000	Aid assistance R'000	TOTAL R'000
Tangible assets	3,025,200	4,887	3,030,087
Building and other fixed structures	2,901,214	4,887	2,906,101
Machinery and equipment	123,986	-	123,986
Software and other intangible assets	3,505	-	3,505
Computer Software	3,505	-	3,505
Patents, licences, copyright, brand names, trademarks	-	-	-
Total	3,028,705	4,887	3,033,592

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

Buildings and other fixed structures	2,374,923	3,413	2,378,336
Machinery and equipment	68,247	-	68,247
Computer software	2,743	-	2,743
Patents, licences, copyright, brand names	-	-	-
	2,445,913	3,413	2,449,326

	Note	2012/13 R'000	2011/12 R'000
9. Unauthorised expenditure			
9.1 Reconciliation of unauthorised expenditure			
Opening balance		126,406	61,141
Unauthorised expenditure – discovered in the current year		12,813	65,265
Less: Amounts approved by Parliament/ Legislature with funding		(61,141)	-
Less: Amounts transferred to receivables for recovery		-	-
Unauthorised expenditure awaiting authorisation		78,078	126,406
Analysis awaiting authorisation per economic classification			
Current		711	711
Capital		77,367	125,695
		78,078	126,406
9.2 Details of unauthorised expenditure - current			
Unauthorised Expenditure relating to overspending of the vote or a main division within the vote.		78,078	126,406
Unauthorised expenditure incurred not in accordance with the purpose of the vote or main division.		-	-
Total		78,078	126,406
10. Cash and cash equivalents			
Consolidated Paymaster General Account		-	-
Cash receipts		-	-
Cash on hand		196	194
Total		196	194
11. Prepayments and advances			
Travel and subsistence		683	668
Total		683	668

PART E

NOTES TO THE ANNUAL FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 MARCH 2013

12. Receivables

	Note	2012/13				2011/12
		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, Annex3	37,653	33,023	6,835	77,511	49,501
Staff debt	12.2	1,288	779	1,584	3,651	3,259
Other debtors	12.3	1,470	36	4,944	6,450	4,357
Total		40,411	33,838	13,363	87,612	57,117

	Note	2012/13 R'000	2011/12 R'000
12.1 Claims recoverable	12		
National departments		10,835	11,501
Provincial departments		62,087	34,247
Public entities		4,589	3,753
Total		77,511	49,501
12.2 Staff debt	12		
Breach of Contract		472	473
In Service Debts		1,111	511
Out of Service Debts		1,708	1,665
Tax Debt		139	155
Private Entities		221	455
Total		3,651	3,259
12.3 Other debtors	12		
Dishonoured Cheques		128	265
Disallowance Fraudulent Payments		1,968	1,968
Salary ACB Recalls		-	196
Salary Reversal		1,390	138
Other		2,964	1,790
Total		6,450	4,357

	<i>Note</i>	2012/13 R'000	2011/12 R'000
13. Voted funds to be surrendered to the Revenue Fund			
Opening balance		91,120	(13,293)
Transfer from Statement of Financial Performance		(6,514)	(11,811)
Add: Unauthorised expenditure for current year		12,813	65,265
Voted funds not requested/not received		-	-
Paid during the year		(91,120)	50,959
Closing balance		6,299	91,120
The closing balance consists of R Nil to be surrendered to National Departments for unspent conditional grants and R6,299,000 to be surrendered to Provincial Revenue Fund.			
14. Departmental revenue to be surrendered to the Revenue Fund			
Opening balance		38,037	233,592
Transfer from Statement of Financial Performance		1,502,265	1,409,482
Paid during the year		(1,502,134)	(1,605,037)
Closing balance		38,168	38,037
15. Bank overdraft			
Consolidated Paymaster General Account		83,813	11,170
Total		83,813	11,170
16. Payables – current			
Amounts owing to other entities	-	-	-
Advances received	16.1	7,275	8,308
Clearing accounts		-	-
Other payables	16.2	471	719
Total		7,746	9,027
16.1 Advances received	16		
Public Enterprises		3,152	3,947
Provincial Department - WC		-	6
National Departments		4,123	4,355
Total		7,275	8,308

PART E NOTES TO THE ANNUAL FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 MARCH 2013

	Note	2012/13 R'000	2011/12 R'000
16.2 Other payables	16		
Sal: ACB Recalls		375	-
Sal: Deduction Disallowance		27	-
Sal: Income tax		61	707
Sal: Reversal Control		-	-
Other		8	12
Total		471	719
17. Net cash flow available from operating activities			
Net surplus/(deficit) as per Statement of Financial Performance		1,490,864	1,394,258
Add back non cash/cash movements not deemed operating activities		1,467,722	892,367
(Increase)/decrease in receivables – current		(30,495)	2,534
(Increase)/decrease in prepayments and advances		(15)	(91)
(Increase)/decrease in other current assets		61,141	-
Increase/(decrease) in payables – current		(1,281)	(1,670)
Proceeds from sale of capital assets		(1,951)	(3,558)
Distribution/dividends received		(15)	(96)
Expenditure on capital assets		3,033,592	2,449,326
Surrenders to Revenue Fund		(1,593,254)	(1,554,078)
Voted funds not requested/not received		-	-
Net cash flow generated by operating activities		2,958,586	2,286,625
18. Reconciliation of cash and cash equivalents for cash flow purposes			
Consolidated Paymaster General account		(83,813)	(11,170)
Cash receipts		-	-
Cash with commercial banks (Local)		196	194
Total		(83,617)	(10,976)

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

		<i>Note</i>	2012/13 R'000	2011/12 R'000
19. Contingent liabilities				
Liable to	Nature			
Housing loan guarantees	Employees	<i>Annex 2A</i>	268	710
Claims against the department		<i>Annex 2B</i>	153,752	145,537
Other departments (interdepartmental unconfirmed balances)		<i>Annex 4</i>	2,465	1,088
Total			156,484	147,335

Under claims against the department there is possible liability of R20 million that might arise from the incident that occurred on the 27th and 28th of December 2012, during the recruitment of Traffic Officers.

20. Commitments

Current expenditure

Approved and contracted	33,783	17,334
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Capital expenditure

Approved and contracted	315,390	662,179
Approved but not yet contracted	18,511	696,795
	333,901	1,358,974

Total Commitments	367,684	1,376,308
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21. Accruals

Listed by economic classification

	2012/13			2011/12
	30 Days	30+ Days	Total	Total
Goods and services	3,764	254	4,018	31,785
Capital assets	123,122	6,044	129,166	173,835
Total	126,886	6,298	133,184	205,620

		2012/13 R'000	2011/12 R'000
21. Accruals – (continued)			
Listed by programme level			
Administration		3,715	26,581
Transport Infrastructure		128,874	172,145
Transport Operations		-	5,547
Transport Regulations		593	1,285
Community-Based Programme		2	62
		133,184	205,620
Confirmed balances with departments	<i>Annex 4</i>	2,577	2,907
Confirmed balances with other departments	<i>Annex 4</i>	-	-
		2,577	2,907

22. Employee benefits

Leave entitlement	42,324	33,924
Thirteenth cheque	22,486	21,727
Capped leave commitments	78,429	76,775
Total	143,239	132,426

An amount of R174.00, excluded from the capped leave balance above relates to leave taken in excess of the employees capped leave allocations.

23. Lease Commitments

1.1 Operating leases expenditure

2012/13	Land R'000	Buildings and other fixed structures R'000	Machinery and equipment R'000	Total R'000
Not later than 1 year	95	2,102	21,419	23,616
Later than 1 year and not later than 5 years	165	2,442	18,288	20,895
Total commitments	260	4,544	39,707	44,511

FOR THE YEAR ENDED 31 MARCH 2013

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		4,601	26,761	31,421
	59			
Total commitments	88	7,248	48,658	55,994

23.2 Finance leases

2012/13

	Machinery and equipment	Total
	R'000	R'000
Not later than 1 year	581	581
Later than 1 year and not later than 5 years	86	86
Total present value of lease liabilities	667	667

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

24. Receivables for departmental revenue

	2012/13 R'000	2011/12 R'000
Tax revenue	30,177	36,659
Total	30,177	36,659

24.1 Analysis of receivables for departmental revenue

	2012/13 R'000	2011/12 R'000
Opening balance	36,659	40,946
Less: Amounts received	(21,922)	(40,946)
Add: Amount recognised	43,458	36,754
Less: Amounts written-off/reversed as irrecoverable	(28,018)	95
Closing balance	30,177	36,659

	2012/13 R'000	2011/12 R'000
24.2 Receivables for department revenue written off		
Motor Licence Fees Written-Off	253	95
Prior year motor licence fees not recovered	14,484	-
Current year motor licence fees deemed not recovered	13,281	-
Total	28,018	95

National Treasury has granted the department an authority to deviate from the full measurement and disclosure of fees due in terms of the National Road Traffic Act, 1996.

25 Irregular expenditure

25.1 Reconciliation of irregular expenditure

Opening balance	21,419	11,636
Add: Irregular expenditure relating to current year	7,630	9,783
Less: Amounts condoned		
Irregular expenditure awaiting condonation	29,049	21,419

Analysis of awaiting condonation per age classification

Current year	7,630	9,783
Prior years	21,419	11,636
Total	29,049	21,419

	2012/13 R'000	2011/12 R'000
25.2 Details of irregular expenditure condoned		
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
No compliance with procurement tender procedures	-	1,778
Awards to Zimbabwele Contractor	-	25
Supplies Declarations – Shared info (Zimbabwele)	-	11
Fraudulent payment to entity	358	-
VAT paid to non VAT vendor	76	-
Awards made to person state	238	-
Departmental employees with family who have interest in supplies of the department	4,772	-
Incorrect payment made to supplier	189	-
Overtime exceeding the limit	1,997	-
Total	7,630	9,783
26. Fruitless and wasteful expenditure		
26.1 Reconciliation of fruitless and wasteful expenditure		
Opening balance	-	-
Add: Fruitless and wasteful expenditure relating to current year	1	-
Less: Amounts resolved	-	-
Fruitless and wasteful expenditure awaiting resolution	1	-
26.2 Analysis of current year's fruitless and wasteful expenditure		
Interest paid for payment over 30 days	1	-
	1	-
27. Impairment		
Debtors	-	69
Total	-	69

		2012/13 R'000	2011/12 R'000
28. Key management personnel			
	No. of Individuals		
Political office bearers (provide detail below)	1	1,674	1,566
Officials			
Level 15 to 16	3	4,555	5,461
Level 14 (incl. CFO if at a lower level)	9	9,102	8,386
Family members of key management personnel			
	5	985	1,471
Total		16,316	16,884

An amount of R496,000.00 was included on level 15 to 16 above for acting allowance of the Head of the Department.

29. Movable Tangible Capital Assets

	Opening balance R'000	Current year Adjustments to prior year balances R'000	Additions R'000	Disposals R'000	Closing Balance R'000
Machinery and Equipment	577,887	-	123,986	(233)	701,640
Transport assets	234,439	-	119,570	(182)	353,827
Computer equipment	10,367	-	2,274	(27)	12,614
Furniture and office equipment	29,786	-	1,185	(24)	30,947
Other machinery and equipment	303,295	-	957	-	304,252
Total Movable Tangible Capital Assets	577,887	-	123,986	(233)	701,640

29.1 Additions to Movable Tangible Capital Assets per Asset Register for the year ended 31 March 2013

	Cash R'000	Non Cash R'000	Total R'000
Machinery and Equipment	123,986	-	123,986
Transport assets	119,570	-	119,570
Computer equipment	2,274	-	2,274
Furniture and office equipment	1,185	-	1,185
Other machinery and equipment	957	-	957
Total Additions to Movable Tangible Capital Assets	123,986	-	123,986

29.2 Disposals of Movable Tangible Capital Assets per Asset Register for the year ended 31 March 2013

	Sold for cash Cost/value price as per AR R'000	Transfer out or destroyed or scrapped Cost/value price as per AR R'000	Total disposals R'000	Cash Received Actual Cost R'000
Machinery and Equipment	-	233	233	-
Transport assets	-	182	182	-
Computer equipment	-	27	27	-
Furniture and office equipment	-	24	24	-
Other machinery and equipment	-	-	-	-
Total Disposal of Movable Tangible Capital Assets	-	233	233	-

29.3 Movement in Movable Tangible Capital Assets per Asset Register for the year ended 31 March 2012

	Opening balance R'000	Additions R'000	Disposals R'000	Closing balance 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 Assets	519,323	68,427	(9,863)	577,887

29.4 Minor Assets of the Department for the year ended 31 March 2013

	Intangible assets	Machinery and equipment	Total
	R'000	R'000	R'000
Opening balance	-	29,363	29,363
Additions	-	1,890	1,890
Disposal	-	-	-
Total	-	31,253	31,253
Number of R1 minor assets	-	-	-
Number of minor assets at cost	-	-	-
Total	-	-	-

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

30. Intangible Capital Assets

30.1 Movement in Intangible Capital Assets per Asset Register for the year ended 31 March 2013

	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	18,409	-	3,505	-	21,914
Total Intangible Assets	18,409	-	3,505	-	21,914

30.2 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	3,505	3,505
Total	3,505	3,505

30.3 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

31. Immovable Tangible Capital Assets**Movement in Immovable Tangible Capital Assets Per the Asset Register for the year ended 31 March 2013**

	Opening balance	Current Year Adjustments to prior year balances	Additions	Disposals	Closing Balance
	R'000	R'000	R'000	R'000	R'000
Buildings and Other Fixed Structures	7,501,774	(7,697)	992,479	(1,951)	8,484,605
Other Fixed Structures	7,501,774	(7,697)	992,479	(1,951)	8,484,605

31.1 Additions

Additions to Immovable Tangible Capital Assets Per the Asset Register for the year ended 31 March 2013

	Cash	Non - cash	(Capital work-in-progress current costs and finance lease payments)	Closing Balance
	R'000	R' 000	R'000	R'000
Buildings and Other Fixed Structures	2,906,101	-	(1,913,622)	992,479
Other fixed structures	2,906,101	-	(1,913,622)	992,479
Total Immovable Tangible Capital Assets	2,906,101	-	(1,913,622)	992,479

31.2 Disposal

	Cash	(Capital Work in Progress current costs and finance lease payments)	Total
	R'000	R'000	R'000
Building and Other Fixed Structures			
Other fixed structures	1,951	-	1,951
Total Disposal of Immovable Tangible Capital Assets	1,951	-	1,951

3.1.3 Movement in Immovable Tangible Capital Assets Per Asset Register for the year ended 31 March 2012

	Opening balance	Additions	Closing balance
	R'000	R'000	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 Assets	7,318,539	183,235	7,501,774

32. Conditional Grants Received

NAME OF DEPARTMENT	GRANT ALLOCATION						SPENT		2011/12	
	Division of Revenue Act/ Provincial Grants	Roll Overs	DORA Adjustments	Other Adjustments	Total Available	Amount received by department	Amount spent by department	% of available funds spent by department	Division of Revenue Act	Amount spent by department
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Provincial Infrastructure	-	-	-	-	-	-	-	-	-	-
Provincial Roads Maintenance	1,501,171	-	-	-	1,501,171	1,501,171	1,501,171	100%	1,236,684	1,236,684
Public Transport Operations	808,279	-	-	-	808,279	808,279	808,877	100%	773,473	773,473
EPWP Incentive	84,211	-	-	-	84,211	84,211	84,211	100%	117,415	117,415
Disaster Management	-	-	-	-	-	-	-	-	28,736	29,736
	2,393,661	-	-	-	2,393,661	2,393,661	2,394,259		2,156,308	2,157,308

33. Statements of Conditional Grants paid to Provinces

NAME OF PROVINCE/ GRANT	TRANSFER ALLOCATION				EXPENDITURE		2011/12 Grant Allocation
	Amount R'000	Roll Overs	Adjustments R'000	Total Available R'000	Actual Transfer R'000	% of Available funds Transferred %	
Departmental Vehicle Licences	650	-	-	650	2,379		600
	650	-	-	650	2,379		600

ANNEXURE 1 A
STATEMENT OF TRANSFERS/SUBSIDIES TO PUBLIC CORPORATIONS AND PRIVATE ENTERPRISES

	TRANSFER ALLOCATION	Roll Overs	Adjustments	Total Available	EXPENDITURE	% of Available funds transferred	Capital	Current	2011/2012
NAME OF PUBLIC CORPORATION/PRIVATE ENTERPRISE	Adjusted appropriation Act				Actual Transfer				Appropriation Act
	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000	R'000
Private Enterprises									
Provision of Scholar Transport	-	-	-	-	-	-	-	-	-
Public Transport Operations Grant	808,279	-	-	808,279	808,877	100	-	-	773,473
TOTAL	808,279	-	-	808,279	808,877		-		773,473

ANNEXURE 1B

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	33,423	-	4,887	28,536
TOTAL		33,423	-	4,887	28,536

ANNEXURE 1C

STATEMENT OF GIFTS, DONATIONS AND SPONSORSHIPS MADE AND REMISSIONS, REFUNDS AND PAYMENTS MADE AS AN ACT OF GRACE

NATURE OF GIFT, DONATION OR SPONSORSHIP (Group major categories but list material items including name of organisation)	2012/13	2011/12
	R'000	R'000
Made in kind		
Donations of redundant furniture to schools	-	773
Shova Kalula Bicycles	-	4,480
PROTEC (Sponsorship for addition maths and science classes to students)	90	-
Subtotal	90	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
Subtotal	-	100
TOTAL	90	5,353

ANNEXURE 1D

STATEMENT OF INVESTMENTS

Name of public entity	State entity's PFMA Schedule Type (state year end if not 31 March) 2011/12	Number of shares held 2010/11	Number of shares held R'000	Cost of Investment 2012/13	Profit/(Loss) for the year 2011/12	Profit/(Loss) for the year
SANLAM		11,276	11,276	-		96
TOTAL		11,276	11,276	-		96

ANNEXURE 1E

TRANSFERS TO HOUSEHOLDS

NAME OF PROVINCE/GRANT	TRANSFER ALLOCATION				EXPENDITURE		2011/12 Grant Allocation
	Adjusted ap- propriation 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	1,159	-	-	1,159	1,151	99	2,059
Employee Benefits : Leave Gratuity	4,000	-	-	4,000	5,371	134	5,000
Claims Against State – cash	3,000	-	-	3,000	1,322	44	1,500
Refund & Rem-Act/Grace	1,000	-	-	1,000	24	2	4,600
Total	9,159	-	-	9,159	7,868		13,159

ANNEXURE 2A

STATEMENT OF FINANCIAL GUARANTEES ISSUED AS AT 31 March 2013 – LOCAL

Guarantor institution	Guarantee in respect of R'000	Original guaranteed capital amount R'000	Opening balance 1 April 2012 R'000	Guarantees draw-downs during the year R'000	Guarantees repayments/ cancelled/ reduced/ released during the year R'000	Closing balance 31 March 2013
ABSA Bank Limited	Housing	3,094	321	-	133	188
People's Bank FBC Fidelity Limited	Housing	65	-	-	-	-
FNB (A Division of First Rand Bank Limited)	Housing	1,898	127	(14)	113	-
Ithala Bank Limited	Housing	327	27	-	-	27
Nedbank Limited	Housing	730	56	-	56	-
Nedbank (NBS)	Housing	117	-	-	-	-
Old Mutual (Nedbank/ Permanent Bank)	Housing	989	53	-	29	24
FNB (Former Saambou Bank Limited)	Housing	213	16	-	-	16
Standard Bank of South Africa Limited	Housing	1,101	110	14	111	13
TOTAL		8,534	710	-	442	268

ANNEXURE 2B

STATEMENT OF CONTINGENT LIABILITIES AS AT 31 March 2013

Nature of Liability	Opening Balance 01/04/2012 R'000	Liabilities incurred during the year R'000	Liabilities paid/cancelled/ reduced during the year R'000	Closing Balance 31/03/2013 R'000
Claims against the department				
Potholes	35,311	12,334	6,770	40,875
Accidents	39,190	1,184	1,088	39,286
Civil	71,036	20,933	18,378	73,591
TOTAL	145,537	34,451	26,236	153,752

ANNEXURE 3

CLAIMS RECOVERABLE

Government Entity	Confirmed balance outstanding		Unconfirmed balance outstanding		Total	
	31/03/2013	31/03/2012	31/03/2013	31/03/2012	31/03/2013	31/03/2012
	R'000	R'000	R'000	R'000	R'000	R'000
National Departments						
Correctional Services	-	-	1,279	1,381	1,279	1,381
Government Communications	-	-	-	-	-	-
Home Affairs	-	-	-	-	-	-
Independent Complaints Commission	-	-	-	-	-	-
Judicial Inspectorate of Prisons	-	-	-	-	-	-
Justice	-	-	11,332	13,315	11,332	13,315
Labour	-	-	-	-	-	-
Land Affairs	-	-	-	-	-	-
SA Human Rights	-	-	-	-	-	-
SASSA	-	-	249	244	249	244
Sport and Recreation	-	-	-	-	-	-
Transport	-	-	-	-	-	-
Other	-	-	596	550	596	550
Unallocated Credits	-	-	(2,621)	(1,989)	(2,621)	(1,989)
Subtotal	-	-	10,835	11,501	10,835	11,501

FOR THE YEAR ENDED 31 MARCH 2013

ANNEXURE 3

CLAIMS RECOVERABLE

Government Entity	Confirmed balance outstanding		Unconfirmed balance outstanding		Total	
	31/03/2013	31/03/2012	31/03/2013	31/03/2012	31/03/2013	31/03/2012
	R'000	R'000	R'000	R'000	R'000	R'000
Provincial Departments						
Agriculture	-	-	20,768	308	20,768	308
Art and Culture	4	-	1,021	-	1,025	-
Education	5,307	6,906	5,384	2,905	10,691	9,811
Health	7,694	1,790	11,700	22,198	19,394	23,988
Human Settlement	-	-	1,570	-	1,570	-
Local Government and Traditional Affairs	-	-	2,198	-	2,198	-
Office of the Premier	-	-	-	-	-	-
Provincial Legislature	-	-	768	15	768	15
Provincial Treasury	-	-	-	143	-	143
Royal Household	-	456	2,464	1,405	2,464	1,861
Safety and Security	-	-	230	230	230	230
Social Welfare	-	-	1,757	966	1,757	966
Works	-	-	1,278	214	1,278	214
Economic Affairs	-	29	5	15	5	44
Sport	-	-	1,502	227	1,502	227
Unallocated Credits	-	-	(1,563)	-	(1,563)	-
Other	-	-	-	-	-	-
KZN Municipalities						
UMhlatuze Municipality	-	-	-	-	-	-
Sub total	13,005	9,181	49,082	28,626	62,087	37,807
Public Entities						
National Public Entities	-	-	4,589	193	4,589	193
Other	-	-	-	-	-	-
Subtotal	-	-	4,589	193	4,589	193

ANNEXURE 3

CLAIMS RECOVERABLE

Government Entity	Confirmed balance outstanding		Unconfirmed balance outstanding		Total	
	31/03/2013	31/03/2012	31/03/2013	31/03/2012	31/03/2013	31/03/2012
	R'000	R'000	R'000	R'000	R'000	R'000
Other Government Entities						
Claims Recoverable: Departments from Other Provinces	-	-	-	-	-	-
Subtotal	-	-	-	-	-	-
TOTAL	13,005	9,181	64,506	40,320	77,511	49,501

Includes all amounts owing by National and Provincial Departments as well as all Public Entities, Constitutional Institutions and Trading Entities

FOR THE YEAR ENDED 31 MARCH 2013

ANNEXURE 4 – INTER-GOVERNMENT PAYABLES

GOVERNMENT ENTITY	Confirmed balance outstanding		Unconfirmed balance outstanding		TOTAL	
	31/03/2013	31/03/2012	31/03/2013	31/03/2012	31/03/2013	31/03/2012
	R'000	R'000	R'000	R'000	R'000	R'000
DEPARTMENTS						
Current						
KwaZulu-Natal						
Provincial						
Departments						
Education	-	-	30	-	30	-
Social Welfare	-	-	-	-	-	-
Office of the						
Premier	-	-	1,069	-	1,069	-
Works	2,572	2,785	530	586	3,102	3,371
Community Safety						
and Liaison	-	-	-	-	-	-
Health	5	122	462	502	467	624
Government						
Printing Works	-	-	374	-	374	-
National						
Departments						
Justice	-	-	-	-	-	-
Land Affairs	-	-	-	-	-	-
Labour	-	-	-	-	-	-
National						
Prosecuting Authority	-	-	-	-	-	-
National Transport	-	-	-	-	-	-
South African						
Police Service	-	-	-	-	-	-
Other Government						
Entity						
Road and Transport	-	-	-	-	-	-
– Free State	-	-	-	-	-	-
Total	2,577	2,907	2,465	1,088	5,042	3,995

ANNEXURE 5

INTER-ENTITY ADVANCES RECEIVED

GOVERNMENT ENTITY	Confirmed balance outstanding		Unconfirmed balance outstanding		TOTAL	
	31/03/2013	31/03/2012	31/03/2013	31/03/2012	31/03/2013	31/03/2012
	R'000	R'000	R'000	R'000	R'000	R'000
DEPARTMENTS						
National Departments						
RMTC	4,123	4,350	-	-	4,123	4,350
Correctional Services	-	5	-	-	-	5
Office of the Premier	-	-	-	-	-	-
Works	-	-	-	-	-	-
Community Safety and Liaison	-	-	-	-	-	-
Health	-	-	-	-	-	-
Government Printing Works	-	-	-	-	-	-
Provincial Departments						
Western Cape Provincial Department	-	6	-	-	-	6
Land Affairs	-	-	-	-	-	-
Labour	-	-	-	-	-	-
National Prosecuting Authority	-	-	-	-	-	-
National Transport	-	-	-	-	-	-
South African Police Service	-	-	-	-	-	-
Public Entities						
Various	3,152	3,947	-	-	3,152	3,947
Total	7,275	8,308	-	-	7,275	8,308

ANNEXURE 6

MOVEMENT IN CAPITAL WORK-IN-PROGRESS FOR THE YEAR ENDED 31 MARCH 2013

Movement in Capital Work-In-Progress	Opening Balance 01/04/2012 R'000	Current Year Capital WIP R'000	Completed Assets R'000	Closing Balance 31/03/2013 R'000
Dwellings	-	-	-	-
Non-residential buildings	-	-	-	-
Other fixed structures	2,195,101	1,885,965	1,020,136	3,060,930
TOTAL	2,195,101	1,885,965	1,020,136	3,060,930

ANNEXURE 7**INVENTORY****Inventory**

Opening balance	18,529,789	16,190,789
Add/(Less): Adjustments to prior year balances	-	-
Add: Additions/Purchases - Cash	73,584,208	66,914,000
Add: Additions – Non-cash	-	-
(Less): Disposals	-	-
(Less): Issues	(63,743,481)	(59,765,000)
Add/(Less): Adjustments	(7,654,307)	(4,811,000)
Closing Balance	20,715,117	18,529,789

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.

Notes

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Notes

This image shows a full page of blank, cream-colored paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page, providing a template for writing. There is no handwriting or other markings on the paper.

Notes

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