

2025/26 ANNUAL REPORT

www.kzntransport.gov.za

KWAZULU-NATAL PROVINCE
TRANSPORT
REPUBLIC OF SOUTH AFRICA

2030 NDP

Inspiring Hope
For A Better Future

TABLE OF CONTENTS

PART A: GENERAL INFORMATION 4

1. DEPARTMENTAL GENERAL INFORMATION 5
2. LIST OF ABBREVIATIONS/ACRONYMS 6
3. FOREWORD BY THE MEMBER OF THE PROVINCIAL EXECUTIVE COUNCIL, MR S.A DUMA ON THE ANNUAL REPORT OF THE DEPARTMENT 2025/2026 7
4. REPORT OF THE ACCOUNTING OFFICER 9
5. STATEMENT OF RESPONSIBILITY AND CONFIRMATION OF THE ACCURACY OF THE ANNUAL REPORT 19
6. STRATEGIC OVERVIEW 20
7. LEGISLATIVE AND OTHER MANDATES 21
8. ORGANISATIONAL STRUCTURE 23

PART B: PERFORMANCE INFORMATION 25

1. AUDITOR-GENERAL'S REPORT: PREDETERMINED OBJECTIVES 26
2. OVERVIEW OF DEPARTMENTAL PERFORMANCE 26

2.1 Service Delivery Environment 26

2.2 Service Delivery Improvement Plan 32

2.3 Organisational environment 32

2.4 Key policy developments and legislative changes 33

3. ACHIEVEMENT OF INSTITUTIONAL IMPACTS AND OUTCOMES 34
4. INSTITUTIONAL PROGRAMME PERFORMANCE INFORMATION 35
5. TRANSFER PAYMENTS 52

5.1 Transfer payments to all organisations other than public entities 52

6. CONDITIONAL GRANTS 53

6.1 Conditional grants and earmarked funds received 53

7. CAPITAL INVESTMENT 57

PART C: GOVERNANCE 59

1. INTRODUCTION 60
2. RISK MANAGEMENT 60
3. FRAUD AND CORRUPTION 63
4. MINIMISING CONFLICT OF INTEREST 64
5. CODE OF CONDUCT 64
6. HEALTH SAFETY AND ENVIRONMENTAL ISSUES 65
7. PORTFOLIO COMMITTEES 68
8. SCOPA RESOLUTIONS 70
9. PRIOR MODIFICATIONS TO AUDIT REPORTS 76
10. INTERNAL CONTROL UNIT 76
11. INTERNAL AUDIT AND AUDIT COMMITTEES 77
12. AUDIT COMMITTEE REPORT 85
13. B-BBEE COMPLIANCE PERFORMANCE INFORMATION 87

PART D: HUMAN RESOURCE MANAGEMENT 88
1. INTRODUCTION 89
2. OVERVIEW OF HUMAN RESOURCES 89
3. HUMAN RESOURCES OVERSIGHT STATISTICS 92
PART E: PFMA COMPLIANCE REPORT 134
1. IRREGULAR, FRUITLESS AND WASTEFUL, UNAUTHORISED EXPENDITURE AND MATERIAL LOSSES 135
1.1 Irregular expenditure 135
1.2 Fruitless and wasteful expenditure 136
1.3 Unauthorised expenditure 138
2. LATE AND/OR NON-PAYMENT OF SUPPLIERS 139
3. SUPPLY CHAIN MANAGEMENT 139
3.1 Procurement by other means 139
3.2 Contract variations and expansions 167
PART F: FINANCIAL INFORMATION 169
1. REPORT OF THE AUDITOR GENERAL 170
2. ANNUAL FINANCIAL STATEMENTS 187



2025/26

DEPARTMENT OF TRANSPORT

ANNUAL REPORT

VOTE12

PART A: GENERAL INFORMATION

1. DEPARTMENTAL GENERAL INFORMATION

PHYSICAL ADDRESS

Inkosi Mhlabunzima Maphumulo House

172 Burger Street

Pietermarizburg

3201

POSTAL ADDRESS

Private Bag X9043

Pietermarizburg

3200

Contact Telephone Number

033 355 8600

Website: www.kzntransport.gov.za

PR 281/2026

ISBN: 978-0-621-52366-9

Title of Publications: KwaZulu-Natal Department of Transport Annual Report 2025/2026

2. LIST OF ABBREVIATIONS/ACRONYMS

AGSA	Auditor-General of South Africa
AC	Audit Committee
AO	Accounting Officer
BBBEE	Broad Based Black Economic Empowerment
CFO	Chief Financial Officer
MEC	Member of Executive Council
HOD	Head of Department
IAF	Internal Audit Function
PFMA	Public Finance Management Act, Act 1 of 1999
TR	Treasury Regulations
MTDP	Medium Term Development Plan
SMME	Small Medium and Micro Enterprises
SCM	Supply Chain Management
EPA	Engineering Professions Act 46 of 2000
EU	European Union
SITA	State Information Technology Agency
SDIP	Service Delivery Improvement Plan

3. FOREWORD BY THE MEMBER OF THE PROVINCIAL EXECUTIVE COUNCIL, MR S.A DUMA ON THE ANNUAL REPORT OF THE DEPARTMENT 2025/2026



We present this annual report for the 2025/2026 financial year, with a high sense of appreciation of the sterling performance of all categories of staff despite challenges, especially as a result of budget cuts.

We have built on the solid foundation laid over the years by ensuring that our communities have modern road infrastructure that is well maintained and ensures access to socio-economic opportunities.

We are also alive to the fact that on the other hand, we have communities that continue to live in underdeveloped rural areas. These are characterized by extreme poverty and lack of access to socio-economic opportunities.

Our rollout of road infrastructure was therefore aimed at creating hope for a better future for the poor and the destitute individuals who live in deep rural areas. Our view is that a better life requires freedom of movement. Good roads are key to a better life.

During this financial year, we assisted the department of education as part of ensuring the provision of quality education to the learners. Our intervention followed the depletion of a budget of R341 million allocated by the department of education for learner transport. We had to reprioritize our budget and move around monies to fund learner transport. We managed to ensure that learners were not affected, especially Grade 12. The excellent matric results of the class of 2025 should be attributed to such interventions.

We have made history by rolling out many construction projects in the history of construction in KZN and the whole country. We undertook Siyahlola Programmes on a regular basis, an indication of our commitment to change the face of KZN for many years to come. We had rehabilitation projects committed on the ground amounting to R14.6 billion with anticipated outputs of five million two hundred thousand square meters (5, 2 million m²) over the next MTEF period.

We intensified our efforts of increasing the lifespan of our road networks through resealing. At some stage we had resealed commitments at R666 million with anticipated outputs of nine hundred three thousand six hundred square meters (903, 6 thousand m²) over the next MTEF period. We are upgrading gravel roads to surface roads in various corners of the province, working with Amakhosi. We opened roads and bridges, including Welisizwe Bridges.

In terms of construction, we do have challenges in terms of mining rights an access to quarry. Contractors are facing significant challenges, primarily revolving around operational logistics and relations with the community and Amakhosi.

We have intervened as the department, and fortunately, we have not experienced stoppages of road construction projects.

We must hasten to point out that we are also using social facilitation services ahead of the construction of projects. We are being proactive as part of normalizing relations. There is a team assigned to interact with key stakeholders and communities at large ahead of construction and during construction.

We value the support from the Minister of Transport Barbra Creecy and the national government. We are working well with SANRAL on key projects. We are realizing the goal of making the department a catalyst for the growth of all sectors of the economy.

Following the official opening of Phase 1—the road between Pietermaritzburg's Ashburton and Durban—the minister has indicated that there is more investment in the pipeline. There are major upgrades along the N3 and N2 – and a total of 15 corridors with a budget of more than R33 billion.

Because KZN is a logistics hub, we are working hard with the national department of transport to improve rail networks in KZN.

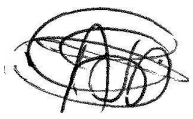
On the road safety front, we successfully ensured an 18% reduction in fatalities and an 8% reduction in crashes achieved during the festive season. There has been overwhelming support for the operations across all racial groups—in the suburbs, townships, and deep rural areas.

During the festive season and Easter holidays, health professionals in public and private health institutions attributed the reduction in trauma cases to the success of the #NenzaniLaEzweni Operation.

Over the weekend, we completed exactly a year since the launch of the operation on the 15th August 2025. The more than 6742 motorists that we arrested since 15 August 2025 for drunk driving were prevented from creating orphans and inflicting irreparable damage on families.

Lastly, as a department, we remain the largest collector of revenue. For the 2025/2026 financial year, we collected R2.8 billion. For the 2026/2027 financial year, we aim to collect more than R 2.8 billion. This revenue is used by the government to accelerate service delivery.

We cherish the opportunity to present this annual report as we serve the people of KwaZulu-Natal.



Mr S.A Duma (MP)
Executive Authority of KwaZulu-Natal Department of Transport

31 August 2026

4. REPORT OF THE ACCOUNTING OFFICER



Introduction

The KwaZulu-Natal Department of Transport remains steadfast in its commitment to delivering safe, efficient, and integrated transport services that support economic development and improve the quality of life for all citizens. The Department operates within a well-established governance, oversight, and control framework that provides reasonable assurance that resources are managed effectively, and that strategic objectives are pursued in a transparent, accountable, and controlled environment.

Governance and Accountability

The Department is accountable to the Member of the Executive Council (MEC) for Transport, who provides political oversight and strategic direction in line with the Constitution of the Republic of South Africa and relevant provincial legislation. In accordance with Section 36 of the Public Finance Management Act (PFMA), the Head of Department serves as the Accounting Officer and is responsible for ensuring sound financial and performance management, maintaining effective internal controls, implementing strategic priorities, and ensuring compliance with all applicable legislative and regulatory frameworks.

Governance is strengthened through the support of a capable Senior Management team, comprising Deputy Directors-General and Chief Directors, who provide strategic leadership and operational oversight across core and support functions. Formal governance structures, including EXCO, MANCO, Risk Management, and Bid Committees, play a critical role in enhancing accountability and guiding decision-making. These structures are closely aligned with the Department's strategic planning and performance management processes, which are underpinned by the Five-Year Strategic Plan, Annual Performance Plan, and performance agreements for Senior Management Service members.

Performance Monitoring and Oversight

The Department applies a rigorous performance monitoring system, including quarterly reviews and corrective action plans, to ensure that progress towards strategic objectives is continuously assessed and improved. In addition, the Department remains subject to oversight by the Provincial Legislature, the Auditor-General of South Africa, and Provincial Treasury, whose recommendations are actively implemented to strengthen governance and service delivery.

Key Achievements in the 2025/2026 Financial Year

Human Resources and Road Safety

During the 2025/2026 financial year, the Department recorded notable progress across several key areas. A significant reduction in the vacancy rate was achieved, with 429 posts filled against a target of 400, including the recruitment of 200 Trainee Provincial Inspectors, reaffirming the Department's commitment to road safety.

Innovation and Professional Development

In advancing innovation and sustainability, the Department strengthened its Technology Transfer Programme through a Memorandum of Understanding with the University of KwaZulu-Natal. This initiative has resulted in 13 research projects aligned with national and provincial priorities, focusing on sustainable transport solutions, climate resilience, and inclusivity. Furthermore, 42 professional registrations were achieved across engineering disciplines, and the Department was recognised by the Engineering Council of South Africa for its contribution to professional development. The accreditation of the Department as an Engineering Academy further underscores its commitment to building a capable and professional state.

Revenue Collection and Motor Licensing

Revenue collection performance exceeded expectations, with R2.821 billion collected against a target of R2.689 billion. The Motor Licensing environment also demonstrated strong compliance through the achievement of inspection targets and the successful rollout of the KZN Licence Numbering System. This initiative has enhanced service accessibility and operational efficiency, supported by strengthened regulatory frameworks and partnerships, including a Memorandum of Understanding with the South African Bureau of Standards.

Socio-Economic Development

The Department continued to drive socio-economic development through the Expanded Public Works Programme (EPWP), creating employment opportunities and implementing training programmes, including learnerships and youth development initiatives. In addition, Community-Based Programmes empowered 136 SMMEs across the province through targeted capacity-building interventions.

Economic Transformation and Freight Management

Progress was also recorded in advancing economic transformation, with the Department improving its B-BBEE status from Level 8 to Level 6, demonstrating measurable advancement in transformation objectives. Freight management activities further supported national energy priorities, notably through the transportation of components for the Ummbila Emoyeni Renewable Energy Facility, a significant renewable energy project contributing to South Africa's energy transition.

Challenges

Despite these achievements, the Department continues to face a range of operational and systemic challenges. These include limitations in automation systems affecting revenue reconciliation, delays in payments to service providers and programme beneficiaries, and fiscal constraints that impact the delivery of training and contractor development programmes. Challenges within labour relations, including delays in finalising disciplinary and grievance cases, as well as capacity constraints, have also been noted.

Operational inefficiencies, such as intermittent network outages affecting the PERSAL system, delays in securing adequate records management solutions, and increasing litigation, have further impacted service delivery. The Expanded Public Works Programme and Contractor Development initiatives have also been constrained by systemic issues that affect sustainability and long-term impact, particularly in supporting emerging contractors.

Institutional Strengthening and Stakeholder Engagement

Notwithstanding these challenges, the Department has undertaken significant initiatives to strengthen its institutional environment and stakeholder engagement. These include the establishment of Transport Fora across all local municipalities, health and wellness programmes for employees, and ongoing workplace safety interventions. These efforts reflect the Department's commitment to inclusive governance, stakeholder participation, and the wellbeing of its workforce.

Conclusion

The Department remains resolute in addressing its challenges while building on its achievements. Through strengthened governance, strategic partnerships, and a continued focus on innovation and service delivery, the Department is well-positioned to advance its mandate and contribute meaningfully to the development of KwaZulu-Natal.

OVERVIEW OF THE FINANCIAL RESULTS OF THE DEPARTMENT

DEPARTMENTAL RECEIPTS

This section presents an overview of the Department of Transport's revenue performance for the 2025/26 financial year. It outlines the tariff structures applied during the year, the key sources of departmental revenue, and the trends underpinning collections against budgeted estimates.

Revenue collection is a core component of the Department's financial management function. The Department's principal revenue streams comprise motor vehicle license fees, traffic fines and penalties, the sale of goods and services other than capital (includes Drivers/learners/Renewal licences, Abnormal Load permits and Permit of Operators), and other income such as interest earned and proceeds from the sale of capital assets.

The sections that follow detail the tariff adjustments implemented during 2025/26, the performance of motor vehicle licensing revenue, and a category-by-category analysis of total receipts collected relative to the approved budget, together with the factors that account for over- and under-collection in each category.

Revenue tariffs

The Department continues to work with National Treasury to align its licensing fee structures with national averages, while maintaining service quality and preventing further migration of revenue to other provinces.

For the 2025/26 financial year:

- Abnormal Load fees increased in line with the Consumer Price Index (CPIX) at the start of the year; and
- No amendments were made to the Road Traffic Inspectorate (RTI), Permit of Operators, or Motor Vehicle License tariffs.

Motor vehicle licences

The KwaZulu-Natal Department of Transport is responsible for motor vehicle registration and licensing in terms of current national and provincial road traffic legislation. The Department collects motor vehicle license fees through 75 Registering Authority offices, comprising 7 Provincial Offices, 50 Municipal Offices, and 18 Post Offices. Motor vehicle license fees are calculated nationally based on the tare weight of a vehicle, and the MEC responsible for Transport in each of the nine provinces is mandated to administer vehicle registration and license fees within their province, including any tariff increases.

Significant variances exist between the motor vehicle license fees charged across provinces in the various fee categories. As a result, the province continues to lose revenue to neighbouring regions offering lower rates, as tariffs have not yet been standardised nationally. To narrow this gap, the Department has implemented a conservative 4% annual tariff increase since the 2016/17 financial year. The most recent increase took effect in the 2020/21 financial year; no tariff increase was implemented for motor vehicle licenses in 2025/26. This zero percent increase forms part of the Department's broader strategy to align its tariffs with those of other provinces.

The National Department of Transport has established a task team comprising representatives from Provincial Treasuries and National Treasury to explore options for standardising motor vehicle license tariffs nationally, as certain provinces — including KwaZulu-Natal — currently charge higher rates than others.

Funds collected by any Registering Authority, including those not under the Department's direct administration (such as municipalities or post offices), are deposited directly into the departmental bank account. The Department subsequently processes agency fee payments to Registering Authorities based on the fees due to them for the month. These agency fee payments are funded from the Department's budget, not from the revenue collected.

During the 2025/26 financial year, an increasing number of motorists opted to renew their motor vehicle licenses online. Revenue generated through this channel is collected by the Road Traffic Management Corporation (RTMC) and deposited monthly into the Provincial Department's bank account.

Traffic Fine Recovery

The Department has introduced an innovative SMART roadblock concept, which integrates the deployment of a fine recovery bus with intelligence-led operations. These operations are strategically conducted in areas identified through camera surveillance data reflecting high volumes of traffic violations. This initiative is aimed at strengthening revenue collection while simultaneously creating an enabling and citizen-centric environment that facilitates the convenient settlement of traffic fines. It is further complemented by targeted awareness campaigns designed to inform citizens of their outstanding traffic fines and the available payment options.

A key feature of the SMART roadblock concept is the provision for on-site payment of traffic fines via credit or debit cards , thereby enhancing compliance and improving ease of transaction. This represents a pioneering initiative for the KwaZulu-Natal Department of Transport. In addition, the Department has expanded its communication channels through the implementation of a direct messaging system, whereby citizens with outstanding traffic fines are notified via SMS and WhatsApp platforms. Collectively, these interventions have contributed to a marked improvement in revenue collection and reflect the Department's commitment to leveraging innovation to enhance service delivery and compliance.

REVENUE COLLECTION

Compared to other provincial departments, the Department of Transport collects the highest revenue in the province. The table below summarises receipts collected by the Department against budgeted amounts for the 2025/26 and 2024/25 financial years.

Departmental receipts	2025/2026			2024/2025		
	Estimate	Actual Amount Collected	(Over)/ Under Collection	Estimate	Actual Amount Collected	(Over)/ Under Collection
	R'000	R'000	R'000	R'000	R'000	R'000
Tax Receipts	2 354 144	2 427 595	(73 451)	2 424 194	2 243 850	180 344
Motor vehicle licences	2 354 144	2 427 595	(73 451)	2 424 194	2 243 850	180 344
Sale of goods and services other than capital assets	159 152	170 757	(11 605)	94 921	159 378	(64 457)
Transfers received				-	-	-
Fines, penalties and forfeits	172 138	215 025	(42 887)	24 409	186 148	(161 739)
Interest, dividends and rent on land	131	34	97	158	59	99
Sale of capital assets	1 848	5 374	(3 528)	1 769	25 626	(23 857)
Financial transactions in assets and liabilities	2 495	2 343	152	2 107	(1 023)	(3 130)
Total	**2 689 908**	**2 821 128**	**(131 220)**	**2 547 558**	**2 614 038**	**(66 480)**

The Department collected R2.821 billion in the 2025/26 financial year, exceeding the budgeted amount of R2.689 billion. This represents an over-collection of 4.88%, or R131.229 million, against the 2025/26 budget.
The over-collection is analysed by category below.

Tax Receipts

This revenue is derived from applications for new and renewed motor vehicle licenses. Motor vehicle license revenue is dependent on the number of licenses renewed, the number of new vehicles registered and licensed, and the number of vehicles deregistered on the eNaTIS system.

Motor vehicle licenses recorded a significant over-collection of R73.452 million, or 3.12%, against the budget of R2.354 billion, driven by higher-than-anticipated applications for new and renewed licenses. This revenue category is inherently difficult to forecast accurately, as it depends on variable factors such as the provincial vehicle population, prevailing economic conditions, and the extent to which motorists renew their licenses on time.

Sale of Goods and Services other than Capital Assets

Sale of goods and services other than capital assets exceeded budget by 7.3%, or R11.613 million, against a budget of R159.152 million. Revenue in this category is generated from applications for learners' and drivers' licenses and permits, commission earned on PERSAL deductions (such as insurance premiums and garnishees), and course fees from the Traffic Inspectorate Training College, among others. Abnormal loads revenue increased due to a rise in port loads requiring Road Traffic Inspectorate (RTI) officer escorts — including the Windmill Project — as well as additional Performance-Based Standards (PBS) permits issued. Revenue in this category is largely dependent on demand from the transport industry.

Fines, Penalties and Forfeits

This category comprises revenue from traffic fines issued for road traffic transgressions, penalties for the late payment of motor vehicle license renewals, and impoundment fees for public transport vehicles operating without valid permits or in violation of permit conditions.

Fines, penalties and forfeits exceeded budget by 24.91%, amounting to R42.882 million above the budgeted R172.138 million. Revenue in this category depends largely on the public's ability and willingness to settle outstanding fines.

The over-collection is further attributed to a range of technology-driven initiatives introduced by the RTI to improve fine collection, including Smart Roadblock systems and digital payment platforms. The use of Personal Officer Devices (PODs), payment via PayCity, and reminders sent to offenders via WhatsApp and SMS have contributed to more timeous fine collection.

Sale of Capital Assets

This revenue arises from the sale of redundant vehicles and mechanical plant.

Revenue in this category exceeded budget by 190.8%, amounting to R3.526 million against a budget of R1.848 million. This over-collection relates to the auction of redundant motor vehicles, trucks, mechanical plant and trailers conducted toward the end of the 2024/25 financial year, with proceeds received in 2025/26.

The over-collection outlined above was offset, to some extent, by under-collection in the following categories:

Interest, Dividends and Rent on Land

Revenue in this category is derived from interest earned on staff debt, as well as dividends received from the Department's equity participation in private and public sector entities (Sanlam shares).

The Department collected R36 thousand against interest, dividends and rent on land, compared to an annual budget of R131 thousand. This under-collection is attributable to no dividends being received from investments during the 2025/26 financial year, together with minimal rental income from Westwood Mall, as the related lease agreement is currently under review.

Transactions in Financial Assets and Liabilities

Revenue in this category comprises primarily recoveries relating to prior years' expenditure, such as overpayments to suppliers, and staff debts including overpayments and breached bursary contracts.

Transactions in financial assets and liabilities reflected an under-collection of R149 thousand.

PROGRAMME EXPENDITURE

The table below summarises expenditure made by the Department against budgeted amounts for the 2025/26 and 2024/25 financial years.

Programme Name	2025/2026			2024/2025		
	Final Appropriation	Actual Expenditure	(Over)/ Under Expenditure	Final Appropriation	Actual Expenditure	(Over)/ Under Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000
Administration	1 080 865	1 080 865	-	1 060 924	1 060 933	(9)
Transport Infrastructure	9 078 776	9 003 910	74 866	8 081 765	8 081 765	-
Transport Operations	2 456 275	2 455 696	579	2 456 707	2 456 707	-
Transport Regulation	1 465 871	1 465 871	-	1 379 734	1 379 734	-
Community Based Programmes	45 779	45 779	-	44 501	44 501	-
Total	**14 127 566**	**14 052 121**	**75 445**	**13 023 631**	**13 023 640**	**13 023 640**

The Departments expenditure was slightly under the 2025/26 Final Appropriation by R75 445 million after considering the virements that were undertaken.

Programme 1: Administration,

The actual expenditure to date for the programme is R1.080 billion against the final appropriation of R1.080 billion resulting in a balanced budget of 100%.

Programme 2: Transport Infrastructure

The actual expenditure to date for the programme is R9.079 billion against the final appropriation of R9 004 billion resulting in a balanced budget of 99%.

Programme 3: Transport Operations

The actual expenditure to date for the programme is R2.456 billion against the final appropriation of R2.456 billion resulting in a slight under expenditure of R579 thousands.

Programme 4: Transport Regulation

The actual expenditure to date for the programme is R1.466 billion against the final appropriation of R1.466 billion resulting in a balanced budget of 100%.

Programme 5: Community Based Programme

The actual expenditure to date for the programme is R46 million against the final appropriation of R46 million resulting in a balanced budget of 100%.

Virements post Adjustments Estimate

The department undertook virements post Adjustments Estimate , and these virements are included in the above tables. The virements are permissible in terms of Section 43 of the PFMA, Section 6.3 of the Treasury Regulations, and the National Treasury guidelines.

The following virements were undertaken:

VIREMENTS

The following post Adjustments Estimate virements were undertaken, and this explains the movements at programme level:

- An amount of R79.507 million was moved from Programme 2: Transport Infrastructure against *Goods and services* in respect of contractors' costs due to slow progress with some maintenance projects. This resulted from contracts terminated due to poor performance by the contractors, and slow progress and abandonment of projects by contractors on site, community disruptions, cashflow constraints with contractors, heavy rains, death of main contractors undertaking projects and thus projects were halted, plant breakdowns, as well as the department not being able to meet its payment obligations to contractors due to cashflow challenges within the department, among others.
- An amount of R35.056 million was moved from Programme 3: Transport Operations against Goods and services in respect of Transport provided: Departmental activity. This amount is part of the R300 million moved to Programme 3 during the 2025/26 Adjustments Estimate to cater for the learner transport services programme. The amount resulted from delays in the processing of invoices in order to remain within budget at year-end.

The total savings of R114.563 million were moved as follows:

- An amount of R59.493 million was moved to Programme 1: Administration against Goods and services in respect of:
  - R1.173 million was moved to communication to cater for radio and TV transmissions (broadcasting) for various road safety awareness campaigns such as the Easter Road Safety, N3 Truck Enforcement, Disaster Response, among others. The over-spending was because the costs were higher than budgeted and additional campaigns were undertaken during the Easter period.
  - R58.320 million was moved to computer services to cater for IT services such as external call logs relating to network issues and computer problems, networking (as most offices required network upgrades), which included network cables, cyber security services, network monitoring services, data centre services, SITA services and LAN and desktop, among others. The costs for these services were higher than budgeted. Also, as new employees commenced, new Microsoft licences were procured, which contributed to the high spending.

- An amount of R52,191 million was moved to Programme 4: Transport Regulation, as follows:
  - An amount of R3.051 million was moved to *Compensation of employees* in respect of overtime for law enforcement officers performing extra duties in peak seasons such as during the festive season.
  - An amount of R45.985 million was moved to *Goods and services* in respect of:
    - An amount of R25.524 million was moved to administrative fees to cater for payment of agency fees to motor licence registering authorities. The department was allocated specifically and exclusively appropriated funding of R129.792 million for the payment of agency fees to motor licence registering authorities. This amount was over-spent by R32.828 million. This item is difficult to budget for accurately as it depends on the public buying new vehicles, and vehicles being deregistered in cases where they have been involved in accidents and have been written off. It is also dependent on the public renewing their vehicle licences. The over-expenditure of R32.828 million emanated from the high demand for the migration of new number plates which commenced from 1 December 2023. Also, the increase was in respect of personalised number plates. These factors resulted in an increase in agency fees, amounting to R162.620 million, as compared to the budget of R129.792 million at year-end.

- An amount of R9.002 million was moved to computer services to cater for the procurement of a new licence management system, which commenced in November 2024. This item was under-budgeted for and also some expenditure was accrued from 2024/25. This relates to the new learner and drivers' management system developed to replace the current licence system fitted at all Drivers and Learners' Testing Centres (DLTCs) in the province. The old contract ended on 31 August 2025 and the new system was fully functional from 1 September 2025. The system costs R262.450 million for a period of 60 months, ending on 31 March 2031.
- An amount of R 11.459 million was moved to Travel and Subsistence to augment this item used for RTI offices.

o An amount of R3.155 million was moved to *Transfers and subsidies to: Non-profit institutions* to cater for the operational costs of the South African Taxi Council (SANTACO) as per the Memorandum of Agreement (MOA) signed between the department and the organisation. The over-spending was attributed to accrued expenditure from 2024/25, which was not budgeted for. Also, the organisation submitted additional claims due to additional meetings held around the province. According to the department, the claims are controlled by a MOA, however the agreement is based on the annual operational plan and needs basis, especially in seasons of high taxi violence which requires additional interventions by the organisation.

- An amount of R2.879 million was moved to Programme 5: Community Based Programme, against Goods and services in respect of contractors' costs with regard to EPWP empowerment programmes. These were not adequately budgeted for.

SHIFTS

The following post Adjustments Estimate shifts were undertaken at economic classification level for which the purpose of the funds remains unchanged:

- R44.757 million was shifted from Programme 2 to Programme 4 within *Machinery and equipment*, due to an inadvertent misallocation of funds to Programme 2 instead of Programme 4 in the Main Budget,

UNAUTHORISED EXPENDITURE

The Department has no unauthorised expenditure during 2025/26 financial year.

FRUITLESS AND WASTEFUL EXPENDITURE

The Department recorded R2.934 million fruitless and wasteful expenditure during the 2025/2026 financial year.

IRREGULAR EXPENDITURE

The Department recorded R1.477 838 billion irregular expenditure during the 2025/2026 financial year.

SUPPLY CHAIN MANAGEMENT

The Department has in the prior years introduced several interventions which had been approved and adopted as a blueprint for turning around the SCM and certain measures were introduced to prevent and mitigate the recurrence of irregular expenditure.
However challengers still persist within SCM such as the delayed filling of vacant posts and the matter is been addressed by management.

GIFTS AND DONATIONS RECEIVED IN KIND FROM NON-RELATED PARTIES

The department did not receive any donations during the 2025/26 financial year

EXEMPTIONS AND DEVIATIONS RECEIVED FROM NATIONAL TREASURY

There are no deviations or exemptions received from financial reporting requirements for the current or previous financial year. Either that deviations that have been initiated by the Department.

EVENTS AFTER THE REPORTING DATE

There are no other significant events that occurred after the reporting date that will influence the interpretation of the results under review.

OTHER

Except for the 25/26 Annual Financial Statements matter addressed in Part F of the annual report , there is no other material fact or circumstances, which may influence the understanding of the financial situation that is not addressed elsewhere in this report.

ACKNOWLEDGEMENT/S OR APPRECIATION

I would like to extend my sincere gratitude to the department officials for their commitment and dedication in striving to fulfill the department's mandate. I would also like to thank our stakeholders for their invaluable engagement and support in helping us improve the safety and reliability of transport services for all citizens



Mr Z.N Dlamini
Accounting Officer Department of Transport

31 August 2026

5. STATEMENT OF RESPONSIBILITY AND CONFIRMATION OF THE ACCURACY OF THE ANNUAL REPORT

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

- All information and amounts disclosed throughout the annual report are consistent.
- The annual report is complete, accurate and is free from any omissions.
- The annual report has been prepared in accordance with the guidelines on the annual report as issued by National Treasury.
- The Annual Financial Statements (Part F) have been prepared in accordance with the modified cash standard and the relevant frameworks and guidelines issued by the National Treasury.
- The Accounting Officer is responsible for the preparation of the annual financial statements and for the judgements made in this information.
- The Accounting Officer is responsible for establishing and implementing a system of internal control that has been designed to provide reasonable assurance as to the integrity and reliability of the performance information, the human resources information and the annual financial statements.
- The external auditors are engaged to express an independent opinion on the annual financial statements.
- In my opinion, except for the 25/26 Annual Financial Statements matter addressed in Part F of the annual report , the annual report fairly reflects the operations, the performance information, the human resources information and the financial affairs of the department for the financial year ended 31 March 2026.



Mr Z.N Dlamini
Accounting Officer Department of Transport

31 August 2026

6. STRATEGIC OVERVIEW

Vision

"A Gateway for Smart Mobility"

Mission

To enhance the global mobility of people and goods through provision of a universally accessible, safe, sustainable, resilient transportation system that supports and facilitates social empowerment, inclusivity and economic growth"

Values

Core Values	Behavioral Statement
Good Governance	We will implement measures that ensure compliance with all applicable prescripts in the Public Service and the Republic. We will strive to obtain positive audit outcomes to strengthen accountability, We will build and sustain confidence in the way we use public resources. We will implement efficient, effective and transparent financial management systems We will implement internal controls We will fight corruption and uphold ethics We will manage our assets effectively We will contribute to an improved capable state
Professionalism	We will lead the department with integrity in all our areas of responsibility. We will continuously strive to build a culture of high professional standards We will provide sound direction, guidance and leadership to motivate our staff to work hard and efficiently We will encourage and actively support our staff to affiliate to professional bodies. We will promote consultation, an open-door policy We will foster teamwork and unity among all our staff.
Inclusivity	We believe in equitable transport for all. We believe in providing opportunities to all individuals of the province We will exercise fairness
Innovation	We will strive to nurture a culture of creative thinking, continuous learning We will encourage our staff to research and develop new ways of doing our business in ambitious ways that disrupt the status quo. We will encourage the research and development of new methodologies that respond to current and future needs We will encourage innovation to provide maximum benefit for the department at a reasonable cost. We will integrate best practices to curb susceptibility to climate change risks We will incorporate the industrial revolution into operations for effectiveness and efficiency
Customer focus	We will strive to have citizens and business at the heart of our services We will continually implement Batho Pele principles in executing our mandate
Impact	A safe, resilient, multimodal transport system serving the travel needs of people, the movement of goods and services, whilst being a catalyst for economic development.
Outcomes	A capable and professional department An efficient and effective transport system

7. LEGISLATIVE AND OTHER MANDATES

The specific constitutional and legislative mandates, that govern the department's establishment, and operations are outlined in this section.

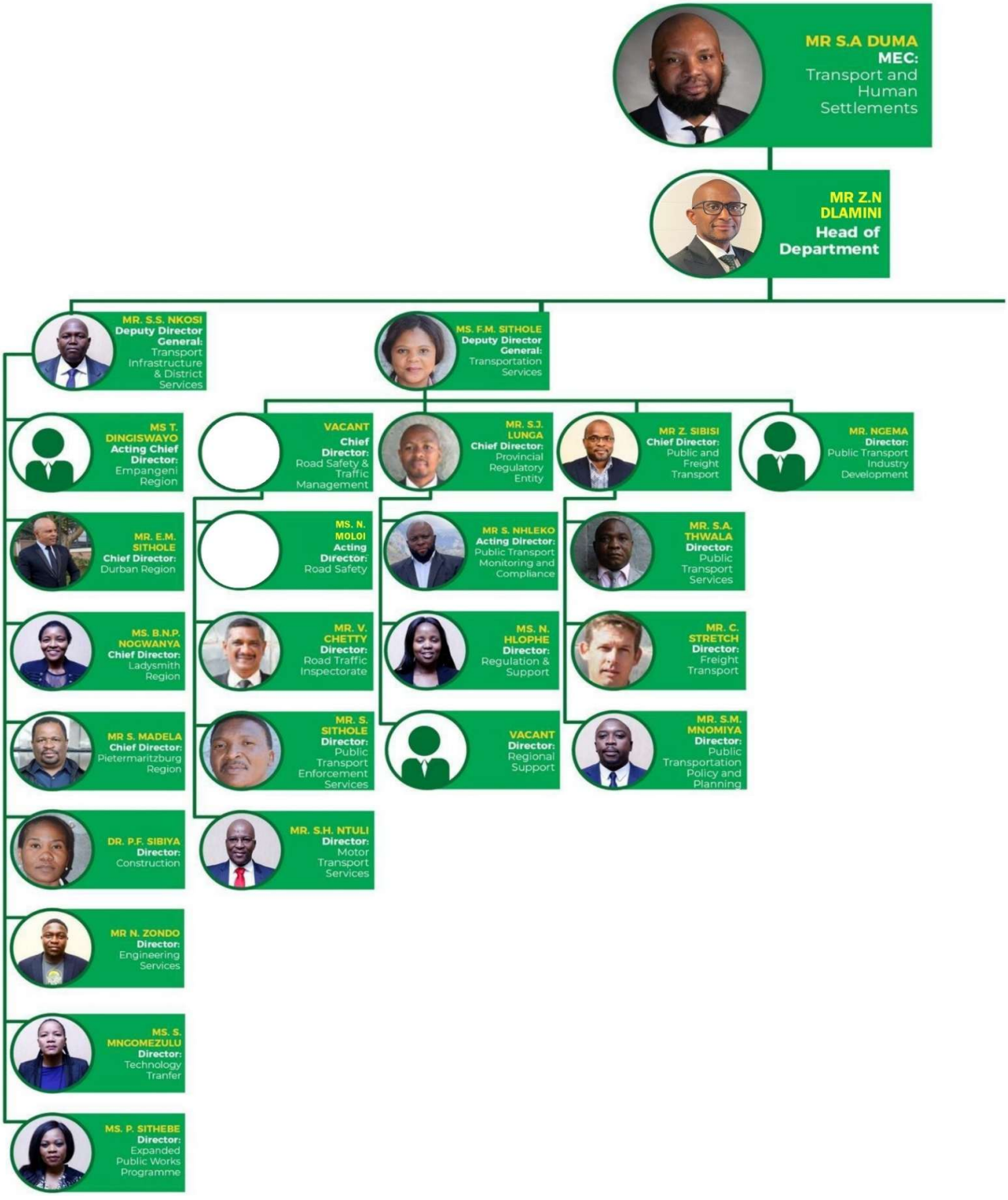
Legislative Mandates

- The Constitution of the Republic of South Africa; 1996 (Act No. 108 of 1996)
- Administrative Adjudication of Road Traffic Offences; 1998 (Act No. 46 of 1998)
- Advertising on Roads and Ribbon Development Amendment Act; 1985 (Act No. 43 of 1985)
- Airports Company Act; 1993 (Act No. 44 of 1993)
- Air Services Licensing Act; 1990 (Act No. 115 of 1990)
- Air Traffic and Navigation Services Company Act; 1993
- Broad-Based Black Economic Empowerment Act; 2003 (Act No. 53 of 2003)
- Carriage by Air Act; 1946 (Act No. 47 of 1946)
- Civil Aviation Act; 2009 (Act No. 13 of 2009)
- Construction Industry Development Board Act; 2000 (Act No. 38 of 2000)
- Construction Regulations; 2014; Gazette 37305 to the Occupational Health and Safety Act; 1993 (Act No 85 of 1993)
- Convention on International Interests in Mobile Equipment Act; 2007 (Act No. 4 of 2007)
- Convention on the International Recognition of Rights in Aircraft Act; 1993 (Act 53 of 1993
- Criminal Procedure Act; 1977 (Act No. 51 of 1977)
- Cross Border Road Transport Act; 1998 (Act No. 4 of 1998)
- Disaster Management Act; 2002 (Act No. 57 of 2002)
- Engineering Profession Act; 2000 (Act 46 of 2000)
- Gas Act; 2001 (Act No. 48 of 2001)
- Government Immovable Asset Management Act; 2007 (Act No.17 of 2007)
- International Air Services Act; 1993 (Act No. 60 of 1993)
- KZN Provincial Roads Act; 2001 (Act No.4 of 2001)
- KZN Road Traffic Act; 1997 (Act No.7 of 1997)
- Legal Succession to the South African Transport Services Act; 1989 (Act No. 9 of 1989)
- Marine Pollution (Prevention of Pollution from Ships); 1986 (Act No. 2 of 1986)
- Marine Traffic Act; 1981 (Act No. 2 of 1981)
- Merchant Shipping Act;1951 (Act No. 57 of 1951)
- National Energy Regulator Act; 2004 (Act No. 40 of 2004)
- National Environmental Management Act; 1998 (Act No. 108 of 1998)
- National Land Transport Act; 2009 (Act No. 5 of 2009)
- National Ports Act; 2005 (Act No. 12 of 2005)
- National Railway Safety Regulator Act; 2002 (Act No. 16 of 2002)
- National Regulator for Compulsory Specifications Act; 2008 (Act 5 Of 2008) and associated Regulations.
- National Road Safety Act; 1972 (Act No. 9 of 1972)
- National Road Traffic Act; 1996 (Act No. 93 of 1996)
- National Standards Act; 2008 (Act No. 8 of 2008)
- National Water Amendment Act; 2014 (Act No. 27 of 2014) and the accompanying Draft Regulations Regarding the Procedural Requirements for Licence Applications in terms of Section 26(1) (k) of the National Water Act; 1998 (Act No. 36 of 1998)
- Road Traffic Act; 1989 (Act No. 29 of 1989)
- Road Traffic Management Corporation Act; 1999 (Act No. 20 of 1999)
- Road Transportation Act; 1977 (Act No.74 of 1977)
- Petroleum Pipelines Act; 2003 (Act No. 60 of 2003)
- Project and Construction Management Act; 2000 (Act No. 48 of 2000)
- Promotion of Equality and Prevention of Unfair Discrimination; 2000 (Act No. 04 of 2000)
- Sea Transport Documents Act; 2000 (Act No. 65 of 2000)
- Shipping and Civil Aviation Laws Rationalisation Act; 1994 (Act No. 28 of 1994)
- South African Civil Aviation Authority Levies Act; 1998 (Act No. 41 of 1998)
- South African Maritime and Aeronautical Search and Rescue Act; 2002 (Act No. 44 of 2002)
- South African Maritime Safety Act; 1998 (Act No. 5 of 1998)
- South African Maritime Safety Authority Levies Act; 1998 (Act No. 6 of 1998)
- The Spatial Planning and Land Use Management Act; 2013 (Act No. 16 of 2013) (SPLUMA)
- Urban Transport Act; 1977 (Act 78 of 1977)
- Wreck and Salvage Act; 1996 (Act No. 94 of 1996)

Policy Mandates

- Annual Budget Prioritisation Framework: Towards Budget 2022
- Comprehensive Maritime Transport Policy for South Africa; 2017
- Draft Medium Term Development Framework; 2024
- Draft National Rail Policy; 2017
- Draft Non-Motorised Transport Policy; December 2008
- International Maritime Organisation under the International Convention named Safety of Life at Sea (SOLAS); 1974
- Economic Regulation of Transport Bill; 2020International Maritime Organisation under the International Convention named Safety of Life at Sea (SOLAS); 1974
- Framework on Gender Responsive Planning, Budgeting, Monitoring, Evaluation and Auditing; 2018
- Framework for Infrastructure Delivery and Procurement Management, May 2019" (FIDPM) as issued by National Treasury, October 2019
- Gender Equality Strategic Framework; 2015
- KwaZulu-Natal Learner Transport Policy; 1 July 2021
- KwaZulu-Natal Provincial Land Transport Framework; March 2004
- KwaZulu-Natal White Paper on Freight Transport Policy; October 2004
- National Commercial Ports Policy; 2002
- National Development Plan; 2030 sss
- National Freight Logistics Strategy; October 2005
- National Infrastructure Plan; 2014
- National Learner Transport Policy; June 2015
- National Policy Framework for Women's Empowerment and Gender Equality (Gender Policy Framework); 2000
- National Road Safety Strategy; 2016-2030
- National Strategic Plan on Gender-Based Violence and Femicide; 2020
- National Youth Policy 2020-2030; October 2020
- Operation Phakisa; 2017
- Draft Provincial Growth and Development Plan; 2024
- Provincial Growth and Development Strategy; 2021
- Provincial Land Transport Plan; (2020- 2030)
- Provincial Spatial Economic Development Strategy; October 2006
- Public Transport Strategy and Action Plan; 2007
- Rural Transport Strategy for South Africa; 2007
- Revised White Paper on National Transport Policy; 2021
- Road Infrastructure Strategic Framework for South Africa; October 2006
- The Department of Planning, Monitoring and Evaluation's, National Annual Strategic Plan; 2022/2023
- The Department of Public Service and Administration's Determination on Reasonable Accommodation and Assistive Devices for Employees with Disabilities in the Public Services; July 2015
- The National Land Transport Strategic Framework; (2017-2022)
- The National Spatial Development Perspective; 2006
- Transforming our World: The 2030 Agenda for Sustainable Development; 2015
- White Paper on National Civil Aviation Policy; 2017
- White Paper on National Policy on Airports and Airspace Management; 1997
- White Paper on the Rights of Persons with Disabilities; March 2016
- Women's Financial Inclusion Framework; 2019

8. ORGANISATIONAL STRUCTURE




MS. S. NGUBO
Deputy Director General: Corporate Management Services
VACANT
Director: Executive Support
MS. D.B. MNYANDU
Director: Risk Management
MR. T.N.A. NKOSI
Chief Financial Officer
MR. S. SHEZI
Acting Director: Ministerial Support
MS. M.C. ZWANE
Chief Director: Human Resource Management
MS. B. NTOMBELA
Chief Director: Strategic Managament
MR. N. SIBIYA
Acting Chief Director: Communications
MS P. SITHOLE
Director: Legal Services
VACANT
Director: Financial Accounting
MR N. ZONDI
Director: Human Resource Practices
VACANT
Director: Policy and Planning
VACANT
Director: Media Liaison and Public Relations
MS. K. GOUNDER
Director: Corporate Support Services
VACANT
Director: Management Accounting
VACANT
Director: Human Resource Development
MS. L. MDLETSHE
Director: Empowerment Programmes
MS. N.N. MCETYWA
Director: Communications Support
MR. N.P NDAMANE
Director: Information Technology Management Services
MR. S STEMELA
Acting Director: Supply Chain Management
MR. S. MPANGEVA
Director: Labour Relations
MS. B.T. DUZE
Director: Monitoring and Evaluation
MS V.N. DLADLA
Director: Security Services
MR N. MKHIZE
Director: Assets and Inventory
MR. S. NCOBO
Director: Organisational Development
MS. T. NCAYIYANE
Director: Youth, Women and Designated Groups



2025/26

DEPARTMENT OF TRANSPORT

ANNUAL REPORT

VOTE12

PART B: PERFORMANCE INFORMATION

1. AUDITOR-GENERAL'S REPORT: PREDETERMINED OBJECTIVES

The AGSA currently performs certain audit procedures on the performance information. The level of assurance provided may be reasonable (an opinion) or limited (a conclusion) or none (findings)as predetermined by the AGSA. Assurance in the form of an audit opinion or conclusion on the usefulness and reliability of the reported performance information is currently included in the management report. Material findings are reported in the auditor's report.
Refer to the Report of the Auditor-General, published as Part F: Financial Information.

2. OVERVIEW OF DEPARTMENTAL PERFORMANCE

2.1 Service Delivery Environment

Overview of the Service Delivery Environment (2025/26)

During the 2025/26 financial year, the KwaZulu-Natal Department of Transport operated within a highly constrained and complex service delivery environment. The Department faced significant fiscal pressures due to historical budget reductions, systemic inefficiencies, and increasing demand for transport infrastructure and services.

The implementation of the Standard Chart of Accounts Version 6 (SCOA V6) on 1 April 2025 resulted in substantial disruptions to the Basic Accounting System (BAS). These disruptions delayed the processing of contractor invoices, which negatively impacted project cash flows, slowed infrastructure delivery, and contributed to delays in achieving performance targets.

The broader construction sector experienced adverse conditions, including escalating fuel costs, shortages of critical materials such as bitumen, and financial distress among contractors. These challenges led to reduced contractor performance, delayed project completion, and, in some instances, project suspensions or terminations. The shortage of bitumen further exacerbated delays in road maintenance and rehabilitation programmes.

The Department operated under a restricted budget, resulting in the accumulation of unpaid invoices and significant accruals carried forward into the 2026/27 financial year. This constrained the initiation of new infrastructure projects and necessitated prioritisation of existing contractual obligations. To mitigate procurement delays, the Department introduced the Rehabilitation and Reseal Panel, enabling expedited contractor appointment processes and reducing delays associated with open tender procedures.

Regional Service Delivery Context

The Empangeni Region, comprising the King Cetshwayo, Zululand, and uMkhanyakude District Municipalities, operates within a predominantly rural and semi-urban environment. The Region is responsible for maintaining approximately 12 291 km of the provincial road network, with 81.4% consisting of gravel roads requiring frequent maintenance. Service delivery challenges in the Region included ageing infrastructure, adverse weather conditions, difficult terrain, and increasing demand for road upgrades.

The Region faced growing pressure to improve accessibility, particularly in rural communities, and to support economic activities linked to agriculture, freight, and logistics to key nodes such as the Port of Richards Bay. Additionally, incidents of theft and vandalism of Construction and Maintenance Equipment (CME) necessitated strengthened asset protection measures.

The Durban Region, covering iLembe District, eThekwini Metropolitan Municipality, and Ugu District, manages a road network of approximately 6 154 km, of which 64.4% remains unpaved. The Region operated under difficult financial and operational conditions, with a budget allocation of R1.097 billion and expenditure reaching 91% by the end of the financial year. Cash flow constraints resulted in accruals amounting to R87.7 million.

Operational challenges were compounded by the seizure of diesel storage tankers due to fuel contamination incidents, which affected the availability of fuel for maintenance operations. Despite these challenges, the Region demonstrated resilience in sustaining core service delivery activities.

Public Transport Regulatory Environment

In terms of the National Land Transport Act, the Provincial Regulatory Entity (PRE) continued to oversee public transport regulation in the province. During the year, the PRE experienced a significant increase in applications for operating licences, placing additional strain on administrative and financial resources.

The implementation of the National Land Transport Amendment Act, Act 23 of 2023, effective from 12 September 2025, expanded the regulatory framework to include e-hailing services. Consequently, the PRE assumed responsibility for regulating platforms such as Uber, Bolt, and Taxify. While progress was made in extending public transport services, coverage remained insufficient in newly developed settlements, highlighting the need for further infrastructure development and increased funding.

Freight Management

Freight operations remained a critical component of the Department's mandate. During the 2024/25 financial year, a total of 207 891 vehicles were weighed at departmental weighbridges, of which 23.6% were found to be overloaded. This underscores ongoing challenges in enforcing compliance and protecting road infrastructure.

Community-Based Service Delivery Context

The service delivery environment was also characterised by increasing demand for structured community engagement, heightened expectations for inclusive participation, and a growing number of emerging entrepreneurs seeking opportunities within the transport sector. In response, the Department prioritised community-centred service delivery approaches, strengthening participation mechanisms and promoting grassroots capacity development.

Programme 5 played a pivotal role in bridging the gap between communities and the Department, particularly in addressing inequities between urban and rural areas. While metropolitan areas such as eThekwini experienced high commuter demand, rural districts continued to face geographic isolation, poor infrastructure, and limited access to formal transport services.

Services Delivered to the Public

During the 2025/26 financial year, the Department delivered a range of services aimed at improving mobility, road safety, and socio-economic development.

Road Safety Services

The Road Safety Directorate implemented various programmes, including:

- Road safety education in 1 269 schools
- 1 764 road safety awareness campaigns targeting road users
- 51 pedestrian safety engagements
- Appointment of 340 Walking School Bus Attendants and 300 Pedestrian Crossing Patrols

These initiatives contributed to the creation of 640 temporary employment opportunities and supported efforts to reduce road fatalities and injuries.

Infrastructure Maintenance and Rehabilitation

The Department prioritised the maintenance and rehabilitation of existing road infrastructure due to fiscal constraints, with new capital projects initiated only where funding was secured.
In the Empangeni Region, services delivered included road maintenance, blading, re-gravelling, and blacktop patching. The Region implemented pothole eradication initiatives supported by dedicated repair teams and the Valazonke App for monitoring and reporting.

In the Durban Region, performance exceeded targets in key areas, including betterment and re-gravelling (133.41%) and blacktop patching (135.01%). However, performance in blading (58.19%) and concrete betterment (39.21%) was below target due to fuel supply disruptions and equipment limitations.

Expanded Public Works Programme (EPWP)

The EPWP played a significant role in job creation and skills development. During the financial year:

- 55 221 temporary jobs were created
- 1 017 youth participated in accredited training programmes
- 1 043 persons with disabilities received training
- R834.4 million was spent on stipends

Public Transport Services

The Department continued to provide public transport services across the province; however, service coverage remained inadequate in newly developed settlements. Efforts are underway to improve planning and expand service coverage.

Freight and Abnormal Load Services

The Abnormal Loads Office:

- Issued permits for abnormal vehicles and PBS combinations
- Ensured regulatory compliance
- Managed revenue for road damage cost recovery
- Facilitated efficient movement of freight to minimise delays at ports

Community-Based Programmes

Programme 5 focused on inclusive and participatory service delivery:

Transport Forums

- Established as community engagement platforms;
- Improved dialogue between communities and the Department;
- Facilitated identification of local transport needs.

Capacity Building

- Training of 136 SMMEs across districts;
- Focus on improving participation in procurement processes.

Economic Participation

- **203 SMMEs** benefited through subcontracting (R471 million);
- **742 EMEs** and **200 QSEs** supported through procurement opportunities.

Challenges Encountered and Corrective Actions

Key Challenges

- Budget constraints and cash flow limitations;
- Procurement delays and regulatory compliance requirements;
- Infrastructure deterioration and climate-related damage;
- Staff shortages and technical capacity gaps;
- Crime, theft, and vandalism of equipment;
- Community unrest and construction-related disruptions;
- Inefficiencies in systems (eRecruitment, EPWP paper-based processes).

Corrective Measures Implemented

- Termination of non-performing contractors and improved contract management;
- Introduction of **zonal contracts** and internal maintenance teams;
- Weekly performance review meetings for infrastructure delivery;
- Strengthened stakeholder engagement and community consultation;
- Deployment of security measures and collaboration with law enforcement;
- Expansion of EPWP and labour-intensive programmes;
- Recruitment drives and system improvement engagements;
- Implementation of digital tools such as the Valazonke App.

External Developments Impacting Service Delivery

The Department's performance was influenced by several external factors:

- Severe weather events damaging infrastructure;
- Rising inflation and operational costs;
- Legislative and policy changes impacting procurement and transport regulation;
- Increasing demand for public transport and infrastructure services;
- Criminal interference in construction projects;
- High unemployment driving demand for economic opportunities.

Additionally, governance transitions following elections affected coordination with municipalities and stakeholders.

Services Delivered to the Public

Road Safety Services

The Road Safety Directorate delivered the following:

- Road safety education programmes in 1 269 schools
- 1 764 awareness interventions
- 51 pedestrian safety engagements
- Creation of 640 job opportunities through Walking School Bus and Pedestrian Patrol programmes

Infrastructure and Maintenance Services

The Department prioritised maintenance and rehabilitation of existing infrastructure:

- Blacktop patching, re-gravelling, and blading
- Pothole eradication supported by the Valazonke App
- Labour-intensive programmes such as EPWP and Vukayibambe

Expanded Public Works Programme (EPWP)

- 55 221 temporary jobs created
- 1 017 youth trained
- 1 043 persons with disabilities trained
- R834 million spent on stipends

Community-Based Programme Services

The Department strengthened community participation, empowerment, and economic inclusion through Programme 5 interventions:

Transport Forums

Transport Forums were established in 2025 as participatory governance structures to facilitate engagement between communities and the Department. Key achievements include:

- Establishment and onboarding of Transport Forum members across districts
- Development of policies, constitutions, and codes of conduct
- Monthly engagements identifying infrastructure and transport needs
- Enhanced communication, trust, and responsiveness at local level

Transport Forums also played a critical role in resolving community complaints and reporting infrastructure challenges.

Capacity Building

The Department delivered non-accredited training to **136 SMMEs** owned by women, youth, and persons with disabilities across multiple districts. The training improved stakeholder readiness to participate in procurement opportunities.

Economic Participation of SMMEs

The Department promoted inclusive procurement through:

- **203 SMMEs** benefiting through subcontracting (R471 million)
- **742 EMEs** benefiting through direct procurement (R812 million)
- **200 QSEs** benefiting (R1.8 billion)

These initiatives contributed to transformation and economic empowerment objectives.

Challenges Encountered and Corrective Measures

Challenges

Key challenges included:

- Budget constraints and cash flow shortages
- Procurement delays and regulatory compliance requirements
- Ageing infrastructure and climate-related damage
- Theft, vandalism, and criminal interference
- Staff shortages and capacity limitations
- Increased demand for services and community expectations

Community-Based Programme Challenges

- Inability to respond to all service delivery needs identified by Transport Forums
- Limited governance capacity within Transport Forum structures
- Vacancies and incomplete representation in some forums
- Resistance from local political and traditional leadership in certain areas
- High levels of SMME non-compliance with statutory requirements
- Limited funding for accredited training and contractor development programmes

Corrective Measures

The Department implemented the following measures:

- Termination of non-performing contractors
- Introduction of zonal contracts and internal maintenance teams
- Strengthening stakeholder engagement and community participation
- Expansion of EPWP and labour-intensive programmes
- Recruitment of critical personnel and improvements to administrative systems
- Enhanced security measures for departmental assets

Community-Based Programme Interventions

- Provision of administrative support to Transport Forums
- Development and distribution of standardised governance toolkits
- Amalgamation of wards to ensure quorum where vacancies exist
- Partnerships with Provincial Treasury to improve SMME compliance (CSD registration)
- Adaptation of training materials to improve accessibility
- Exploration of alternative funding sources, including SETAs and development finance institutions

Significant External Developments Impacting Service Delivery

External factors that impacted service delivery included:

- Severe weather events and climate change
- Rising fuel costs and contractor financial distress
- Community protests, political interference, and unrest
- Land access disputes and material shortages
- Criminal activities, including construction mafia disruptions

The Department operated under a Provincial Financial Recovery Plan, prioritising settlement of historical accruals over new projects. This constrained service expansion and delayed infrastructure delivery.

Community-Based Programme External Factors

- Revision of B-BBEE Codes of Good Practice requiring alignment of transformation policies
- Fiscal consolidation and reduced funding affecting Programme 5 implementation
- High unemployment levels increasing demand for economic opportunities
- Governance changes following the 2024 elections impacting intergovernmental coordination
- Alignment and institutionalisation with the Gender-Responsive Planning, Budgeting, Monitoring and Evaluation Framework (GRPBMEAF)

Public transport services were further affected by infrastructure limitations, flooding, and service disruptions caused by community unrest.

2.2 Service Delivery Improvement Plan

The department has completed a service delivery improvement plan. The tables below highlight the service delivery plan and the achievements to date.

Main services and standards

Main services	Beneficiaries	Current/actual standard of service	Desired standard of service	Actual achievement
Provision of operating licenses	Minibus Operators	Lodging applications for operating licences and permits at the counter takes 30 Minutes. No standard for turnaround time to obtain an operating license.	Lodging applications for operating licences and permits at the counter will not exceed 15 minutes and also the turnaround time for obtaining operating licenses will not exceed 3 months.	None

Batho Pele arrangements with beneficiaries (Consultation access, etc.)

Current/actual arrangements	Desired arrangements	Actual achievements
None	Conduct annual customer satisfaction surveys on issues of service quality, service cost and service timing that recipients are entitled to.	None

Service delivery information tool

Current/actual information tools	Desired information tools	Actual achievements
Social Media Radio Stations	All mediums of communication	Social Media and Radio Stations

Complaints mechanism

Current/actual complaints mechanism	Desired complaints mechanism	Actual achievements
Call Centre	Online surveys, E-services and Call Centre	Call centre

2.3 Organisational environment

The previous accounting officer Mr J S Mbhele left the Department. An Acting Accounting Officer was appointed. In January, 2026, Mr Z Dlamini was appointed as the new Accounting Officer for the Department.

More than 1007 posts have been filled during the 7th Administration with 953 in various stages of the recruitment process. These include 200 Trainee Provincial Inspectors who assumed duty on 1st February 2026. Already, more than 500 posts have been advertised for the the 2026/27 financial year.

The department is finalizing the organizational structure this financial year. The plan is to facilitate the approval of the structure during the second quarter of this financial year.

The department is making progress in terms of improving representation of designated groups particularly women and persons with disabilities (PWDs) within the department. Notwithstanding the above, the transformation has been incremental when compared to the three previous financial years.

The analysis of the department's workforce profile currently shows that women in general represent 51.52% of the total staff complement, PWDs representation at 1.86%, and women occupy 45.71% of posts at SMS levels.

In general, there is an over-representation of women (all races and levels) within the Department and under-representation of persons with disabilities. In view of the above data, the department commits itself to continuously embark on a vigorous process of training and development, especially of people from designated groups.

As part of the transformation agenda, the department will continue with the implementation of affirmative action drive. The department strongly believes that capable women must be given the opportunity to lead in various chief directorates.

2.4 Key policy developments and legislative changes

Human Resources

Major changes to relevant policies or legislation in 2025/26 affecting operations

- Government introduced the Early retirement Programme and Voluntary exit programme in 2025/2026.
- Amendments to the Employment Equity Act, 1998. The definition of a designated employer was changed and the introduction of sectoral targets set by the Department of Employment and Labour.
- A decision by Concourt relating parental leave resulted in Government having to review and amend the leave provisions in the BCEA.

Legal Services

Major changes to relevant policies or legislation in 2025/26 affecting operations

The amendment of the National Land Transport Regulations, 2009 to the Second National Land Transport Regulations, 2025 which came into effect on the 12th of September 2025. These changes have a huge effect on the department's administration and operational processes when dealing with matters of operating licenses which shall from now onwards include the e-hailing system as a form of public transport system.

Construction

Construction Regulations, 2014

South Africa's construction industry is currently undergoing a review of its health and safety regulations. The Department of Employment and Labour has released a draft Construction Regulations, 2025, which are intended to replace the current regulations from 2014 through Government Gazette No 52267 dated 12 March 2025. These draft regulations propose significant changes, including a new definition of construction work, the introduction of a construction health and safety manager, the acceptance of electronic health and safety files and strict liabilities where duties for clients, designers, and contractors with severe penalties for non-compliance were expanded. The public had until the 11th of June 2025, to comment on these proposed changes according to the South African Government as Employment and Labour Deputy Minister, Jomo Sibiya had indicated that the country cannot afford to build beautiful buildings, yet some cannot even last for period of 20 years. The industry is waiting for final document for implementation and to ensure compliance to all infrastructure.

KZN Provincial Treasury Instruction Note 1 of 2024/25; 04 November 2024

In terms of the instruction Note requires Department not to advertised new construction projects funded under equitable share unless there's a proof of budget. The instruction has affected continuation of capital projects in the province as the budget allocation has been reduced for the past two financial years and will affect future projects that has been scheduled for implementation in the outer years.

Engineering Profession Act (EPA), 46 of 2000 : Identification of Engineering Work (IDOeW)

A person who performs any identified engineering work in a particular engineering discipline must, in addition to any other requirement contemplated in the Engineering Profession Act; be suitably qualified; be registered by ECSA in the appropriate registration category applicable to the level of service performed; possess the necessary core competency in the competency areas referred to in Section 18 (1) (a) of the EPA to perform such core service as a professional engineer, professional engineering technologist, professional certificated engineer, professional engineering technician or a specified category practitioner.

Major changes to relevant policies or legislation in 2025/26 affecting operations

- **The National Freight Logistics Roadmap** was approved in 2023 to transform the rail sector by creating a separate rail infrastructure manager (TRIM) to implement an open-access regime for private train operating companies. The roadmap targets increasing rail freight movement capacity to 250 million tons by 2029.
- **Economic Regulation of Transport Act 6 of 2024** was established to create a unified regulatory authority across road, rail and ports and the key sections are coming into operation in 2026 targeting the creation of the Transport Economic Regulator (TER).
- **Railway Safety Act,2024** replaces the 2002 Act focusing on modernizing rail safety. The National Rail Master Plan (NRMP) is set for a release for public comment in 2026.

B-BBEE DRAFT REGULATIONS

South Africa is implementing major changes to B-BBEE rules through draft regulations for the Public Procurement Act, targeting strict, high-level, black-ownership compliance for government contractors. Key changes include demanding 40% of a company's prior procurement be spent on 51% black-owned businesses, and 100% black-owned entities for large contracts. These regulations accompany the Public Procurement Act, focusing on high-level empowerment requirements for companies doing business with the state. The draft regulations call for sub-contracting on contracts over R100 million, at least 25% of the contract value must be subcontracted to 100% black-owned companies. It further setts tailored procurement percentages for designated groups particularly for Black women. The draft regulations also propose penalties for failure to meet these high levels of B-BBEE in terms of automatic exclusion from state contracts.

The aforementioned proposed policy modifications set the stage for the creation of the Department's clear policy regarding participation in procurement of the spend and departmental transformation objectives. This will further clarify and address some of the policy gaps identified in the Department's Transformation framework under review.

3. ACHIEVEMENT OF INSTITUTIONAL IMPACTS AND OUTCOMES

The Department's impact statement and outcomes as per the Strategic Plan are articulated as per the table below for ease of reference. There were no amendments to the Strategic Plan during the reporting period.

IMPACT STATEMENT	A safe, resilient, multimodal transport system serving the travel needs of people, the movement of goods and services, whilst being a catalyst for economic development.
OUTCOMES	**Outcome1**: A capable and professional department **Outcome 2**: An efficient and effective transport system

4. INSTITUTIONAL PROGRAMME PERFORMANCE INFORMATION

Programme 1: Administration

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

This programme has one sub-programme analysed as follows:

Sub-Programme 1.1: Corporate Support

Purpose: To provide for human resource, financial, legal, strategic, communication, digital corporate support interventions to the department to facilitate the ease of executing and achieving the mandate of the department.

Programme 1 contributes to the outcome on "A capable and professional department". Ultimately the Department's goal was to improve the quality of the Department's governance environment and consequently the audit outcome. The Department's performance was impacted by various factors, which include human resources, financial resources and ICT capacity, amongst others. One of the key priorities that was identified for workforce capacity is the review and approval of the departmental organisational structure.

The Department achieved its target in the following indicators:

- Number of vacant posts filled
- Number of training sessions held for staff in the offices of CFO, SCM offices and BID Committees
- Number of information sharing sessions held on Gender-based Violence
- Number of interventions developed from the digital transformation strategy
- Number of completed needs assessment plans for office accommodation
- Number of interventions implemented from the Communications Strategy

The Department performed well in this programme by achieving the target in 6 out of 7 measured indicators. Overall, 86% of targets were achieved in the current financial year.

Programme 2: Transport Infrastructure

Purpose: The purpose of this programme is to promote accessibility and the safe, affordable movement of people, goods and services through the delivery and maintenance of transport infrastructure that is sustainable, integrated and environmentally sensitive, and which supports and facilitates social empowerment and economic growth. This programme has three sub-programmes analysed as follows:

Sub-Programme 2.1: Infrastructure Planning

To develop infrastructure plans, assess and rate road conditions in terms of the TMH manual, as well as identify hazardous locations needing safety interventions.

Sub-Programme 2.2: Construction

To construct transport infrastructure which includes, but not limited to, gravel roads, surfaced roads, vehicle and pedestrian bridges, weighbridges, public transport facilities, non-motorised transport facilities.

Sub-Programme 2.3: Maintenance

To maintain existing transport infrastructure through various activities, such as blading, re-gravelling, resealing, rehabilitation, thereby ensuring it remains in good condition for all road users.

The Department's outputs relating to the outcome "an efficient and effective transport system" are a balanced and equitable road network, and an improved road network condition. These outputs are essential for the socio-economic, spatial development and economic recovery of the Province while also creating and providing access to our communities. These outputs contribute directly to the MTDP as well as the cross-cutting enablers across all priorities and the cross-cutting focus areas (Women; Youth; and People with Disabilities).

Performance was planned so that the Province could recover economically and to ensure that social and economic opportunities are more accessible through roads, bridges and vehicle bridges being constructed. It was also imperative that the existing infrastructure is maintained so that the lifespan of such infrastructure increases. This maintenance was ensured through the functions relating to rehabilitation, reseals, blacktop patching.

The Department achieved its target in the following indicators:

- Number of consolidated infrastructure plans developed
- Percentage completion of the Road Transport Infrastructure Long-term Plan
- Number of kilometres of gravel road re-gravelled

The Department underperformed in five (5) of the eight (8) measured indicators. Overall, 38% of targets were achieved in the current financial year. The underachievement was mainly attributed to non-payment of contractors which led to several contractors halting projects. Termination of projects also contributed to the underachievement.

Programme 3: Transport Operations

Purpose: The purpose of this programme is to plan, regulate and facilitate the provision of integrated land transport services through co-ordination and co-operation with national planning authorities, CBO's, NGO's and the private sector in order to enhance the mobility of all communities particularly those currently without or with limited access to transportation services.
The programme includes all costs involved in public transport management and service delivery including the planning and coordination of the operations in the transport industry.
This programme has two (2) sub-programmes analysed as follows:

Sub-programme 3.1: Public Transport Services

To provide for public transport subsidy thus ensuring that it is affordable for poor commuters who travel long distances to and from work, including various social amenities.

Sub-programme 3.2: Transport Systems
To provide for the development of frameworks, systems, for public transport operations thus ensuring the efficiencies in transport operations.

Performance in this programme was planned specifically with interventions aimed at the output of improving integration, safety and efficiency in the transportation sphere and with interventions that support and contribute directly to the MTDP.

Performance in this Programme was also planned so that the needs of the public and those of freight operators were considered while also balancing those of the other key stakeholders, e.g. public transport operators.

A well balanced, safe transportation sphere is essential in light of the positioning of the Province to improve and help rebuild the economy while creating a transportation system that is satisfactory for all public transport stakeholders, especially those who require safe and affordable transport.

The Department achieved the target in one (1) out of two (2) indicators in Programme 3 in the 2025/26 financial year. This is an achievement of 50%. Underperformance was attributed to delays in the Stakeholder Engagement process. Targets were achieved in the following indicators:

- Number of routes subsidised

Programme 4: Transport Regulation

Purpose: The purpose of this programme is to ensure the provision of a safe transport environment through the regulation of traffic on public infrastructure, law enforcement, implementation of road safety education and awareness programmes and the registration and licensing of vehicles and drivers. The programme includes all costs related to overall management of road traffic and safety in the Province.

This programme has two (2) sub-programmes analysed as follows:

Sub-programme 4.1: Transport Administration and Licensing
To provide for the issuance of driver licensing, vehicle registration of all modes of transport in accordance with applicable legislation.

Sub-programme 4.2: Traffic Law Enforcement

To provide for safety on the roads through enforcing compliance with legislation

The outputs planned for this programme supported the outcome of “an efficient and effective transport system” whilst contributing to the MTDP.

The implementation and delivery of planned projects within this programme will ultimately contribute significantly to an integrated, safe, efficient and sustainable transport system through all traffic enforcement and driver and vehicle licensing activities.

The Department identified one indicator in this Programme targeted in the outer MTEF period.

Programme 5: Community Based Programme

Purpose: To manage the implementation of programmes and strategies that lead to the development and empowerment of communities and contractors. This includes the provincial management and co-ordination of the Expanded Public Works Programme

This programme has three sub-programmes analysed as follows:

Sub-programme 5.1: Community Development

To provide for the development of designated groups and small businesses involved and doing business with the department on transport projects

Sub-programme 5.2: Innovation and Empowerment

To provide for interventions for innovation within the Department geared towards improving efficiencies in doing the work, as well as assess the extent of how the procurement spent of the Department has empowered the designated groups.

Sub-programme 5.3: EPWP Coordination and Monitoring

To provide job creation within the business of the Department, thereby ensuring inclusivity of the marginalised in the transport interventions

The Community Development Programme is a transversal programme that cuts across all the four other programmes of the Department. The delivery of outputs planned for this programme are therefore realised through the performance of all other programmes against planned targets and measures against the planned output indicators of this programme.

The employment and empowerment of women, youth, people with disabilities, as well as emerging businesses and emerging contractors was paramount in activities in this programme. Skills development and training as well as contractor development formed part of the planned outputs for employability and skilling for economic participation and expansion respectively.

The Department achieved the target in all four (4) measured indicators. This is an achievement of 100%.

Targets were achieved in the following indicators:

- Number of community participation engagements through transport fora
- BBBEE Compliance Score Card
- Number of work opportunities created
- Number of employment days created

PART B: PERFORMANCE INFORMATION

Programme 1: Administration

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

Outcome	Output	Output Indicator	Audited Actual Performance 2023/2024	Audited Actual Performance 2024/2025	Planned Annual Target 2025-2026	Actual Achievement 2025/2026	Deviation from planned target to Actual Achievement 2025/2026	Reasons for deviation
Outcome 1: A capable and professional department	Improved audit outcome Improved organisational efficiency	**Sub-Programme 1.1 Corporate Support**						
		Percentage compliance with the Procurement Plan	24%	81%	85%	40%	-45%	This indicator underachieved for the following reasons: - Delayed submission of specifications to SCM by end users. ▪ Appeals on various projects which caused delays in awards. ▪ Delays in awarding of projects that are still awaiting BAC approval
		Number of vacant posts filled	-	-	400	429	29	The Department filled 200 trainee provincial inspector posts in the 4th quarter which led to the overachievement of the annual target
		Number of information sharing sessions held on Gender-based Violence	0	8	4	4	0	Target achieved
		Number of interventions developed from the digital transformation strategy	-	-	6	7	1	Six initiatives were planned; however, one project resulted in two initiatives which led to the overachievement
		Number of completed needs assessment plans for office accommodation	2	6	1	1	0	Target achieved
		Number of interventions implemented from the Communications Strategy	6	6	6	6	0	Target achieved
		Number of training sessions held for staff in the offices of CFO, SCM offices and BID Committees	7	10	10	14	4	Additional training sessions were required by end users hence the overachievement. The end users requested training on financial management and Supply Chain Management and the procurement plan for 2026/27

Programme 2: Transport Infrastructure

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

Outcome	Output	Output Indicator	Audited Actual Performance 2023/2024	Audited Actual Performance 2024/2025	Planned Annual Target 2025-2026	Actual Achievement 2025/2026	Deviation from planned target to Actual Achievement 2025/2026	Reasons for deviation
An efficient and effective transport system		**Sub-Programme 2.1 Infrastructure Planning**						
		Number of consolidated infrastructure plans developed	1	1	1	1	0	Target achieved
	Balanced and equitable road network Improved road network condition	Percentage completion of the Road Transport Infrastructure Long-term Plan	26	50	50	56.55	6.55	The project is ahead of schedule due to the front-loaded nature of the programme, where high-value baseline workstreams (data, diagnostics, and technical analysis) carry a significant proportion of the overall project weighting and have progressed faster than planned. This has resulted in an actual completion of 56.55% against a planned 50%, creating a positive variance of +6.55%.
		Sub-Programme 2.2 Construction						
	Balanced and equitable road network	Number of kilometres of gravel roads upgraded to surfaced roads	27.90	39.45	58.55	15.31	-43.24	The outputs were affected (underachieved) by the following: 1. Non-payment of invoices by the Department- [P52-3 (3km), P714 (6km), D365 (3.44km), P233/D1331 (16.16km), P361 (2.2km), P712 (5km)] 2. Slow progress on site by the contractors where contracts were terminated and others under process of being terminated [D1259 (3km), D77 (5km), D1014

Outcome	Output	Output Indicator	Audited Actual Performance 2023/2024	Audited Actual Performance 2024/2025	Planned Annual Target 2025-2026	Actual Achievement 2025/2026	Deviation from planned target to Actual Achievement 2025/2026	Reasons for deviation
								(5.07km)]. 3. Reduction of scope on P16-3 where 5.68km has been carried over to the 2026-27 financial year 4. Finalisation of design changes on site-P233/D1331 pavement design.
		Number of new major vehicle bridges constructed	2	4	7	5	-2	The outputs were affected (underachieved) by the following: Termination of contracts due to non-performance of the two contractors' for D69 Mathamo River Bridge and Buffalo River Bridge
		Number of pedestrian bridges constructed	0	0	2	1	-1	The outputs were affected (underachieved) by the following: The concurrent approval to award Dirkchinburg Pedestrian Bridge was affected by budget reduction which prevented the Department from approving the concurrent report from IDT to continue with implementation of the contract during the 2025-26 financial year
		Sub-Programme 2.3 Maintenance						
	Improved road network condition	Number of square metres of surfaced roads rehabilitated	287 178.10	407 950.88	1 623 849	810 592.74	-813 256.26	P31 - The project was delayed due to the contractor's failure to expedite progress in accordance with the approved programme having been stopped because of non-compliance (failure to provide an updated letter of good standing). Further delays arose from insufficient progress despite payments being made, inclement weather, and challenges in the labour recruitment process.

Outcome	Output	Output Indicator	Audited Actual Performance 2023/2024	Audited Actual Performance 2024/2025	Planned Annual Target 2025-2026	Actual Achievement 2025/2026	Deviation from planned target to Actual Achievement 2025/2026	Reasons for deviation
								P40 - The project was delayed due to demands by community members as outlined in their memorandum, delays in labour recruitment, the contractor's delays in procuring CPGs, and the suspension of works by the contractor due to delayed payment P47-3 - The contractor initially experienced poor performance and fell behind the approved programme which prompted the Department to issue multiple warnings for slow progress, including formal intentions to terminate the contract. Due to continued underperformance, the Employer seriously considered termination. However, this decision was influenced by practical constraints, particularly the anticipated delays in procuring and appointing a replacement contractor. As a result, the Employer opted to revise expectations by setting a reduced output target of 35,183.5 m² instead of proceeding immediately with termination. In response to this situation, the contractor significantly improved performance and accelerated construction works, completing 5.3 km of road and committing to deliver 66,250 m² by the end of the 4th quarter of the 2025/26 financial year. P234 - The contractor failed to

Outcome	Output	Output Indicator	Audited Actual Performance 2023/2024	Audited Actual Performance 2024/2025	Planned Annual Target 2025-2026	Actual Achievement 2025/2026	Deviation from planned target to Actual Achievement 2025/2026	Reasons for deviation
								achieve the outputs due to slow progress. Several letters of slow progress were issued to the contractor according to GCC. However, the contractor failed to improve and submit the recovery plan. P90 – The contractor suspended works on the 11th of February 2026 due to delayed payments from the Department. The Contractor is currently still on suspension P230 – Target was not achieved on the basis that the contractor suffered cashflow challenges based on the delayed payment from the Department. The Contractor had notified the Department that he intends to suspend works on that basis P22-1 – The contractor has completed the paving works; however, some failures were observed afterward. The Employer's Agent has advised that the output should not yet be reported, as further testing needs to be conducted due to the identified defects on the road. Once the testing is completed, the results will be reviewed, and the output will be reported if the results are satisfactory. It is important to note that the failure is limited to a 100 m section and does not affect the entire road. Nevertheless, tests will be carried out across the full length of the road to ensure that the

Outcome	Output	Output Indicator	Audited Actual Performance 2023/2024	Audited Actual Performance 2024/2025	Planned Annual Target 2025-2026	Actual Achievement 2025/2026	Deviation from planned target to Actual Achievement 2025/2026	Reasons for deviation
								materials used comply with the required specifications. P218 – Abnormal Climatic Conditions, Pending EOT Approval, Contractor Financial Constraints & Cash Flow Challenges, Insufficient Quantities Provided in the Bill of Quantities (BOQ). P34-5 – The contractor failed to achieve the targeted output due to delays in payment by the department. The contractor then issued the notice to suspend works on 11 March 2026 P393 – The contractor had put up an intention to suspend works on the 11th of February 2026, and subsequently suspended works on the 20th of March 2026 based of the delayed payments from the Department. The Contractor is currently still on suspension. P259 - The contractor achieved 63745 m2 instead of 85900 m2. The department failed to make four payments owed to the contractor. Because of this non-payment the contractor decided to suspend the works P19 – Out of 66 300m2 which was the balance from underachievement on 3rd quarter 30 600 was achieved due to the decline in production rate primarily caused by cashflow constraints meaning 35 700 still needs to be achieved. The contractor had not received payments for works executed

Outcome	Output	Output Indicator	Audited Actual Performance 2023/2024	Audited Actual Performance 2024/2025	Planned Annual Target 2025-2026	Actual Achievement 2025/2026	Deviation from planned target to Actual Achievement 2025/2026	Reasons for deviation
								since October, with two payments outstanding, which has led the contractor to suspend the works P236 - The contractor suspended the works due to non-payment that is owed by the Department P395 - The Department failed to make three payments owed to the contractor. As a result of this non-payment, the contractor treated the failure as a breach of contract and decided to terminate the contract with the department P50-3 - For Q4, zero outputs were achieved. The targeted outputs were not achieved on bases that the contractor was under-performing as outlined even on Q3 with the notice to terminate sent to the contractor on the 2nd of December 2025. Several corresponds for non-performance were sent to the contractor, eventually led to termination of the contract on the 05 February 2026 P284 - The contractor suspended the work due to non-payments that is owed by the department
		Number of square metres of surfaced roads resealed	111 527	8 640	254 032	47 250	-206 782	P422 - The Contractor was only able to achieve 47 250 instead of 70 000. This was mainly due to the following reasons: · Time management and cashflow challenges - the Contractor's progress on site declined

Outcome	Output	Output Indicator	Audited Actual Performance 2023/2024	Audited Actual Performance 2024/2025	Planned Annual Target 2025-2026	Actual Achievement 2025/2026	Deviation from planned target to Actual Achievement 2025/2026	Reasons for deviation
								significantly between the months of September to December 2025. They cited cashflow challenges which was hampering their progress on the execution of the Works. · Late resumption of the works after Builder's break - in line with stipulations with the annual directive as issued by the Building and Construction Industry Bargaining Council (BCCEI), Builder's break for the year 2025 was set to commence as of 12 December 2025 and terminate 07 January and Works were supposed to resume on the 08 of January 2026. However, the contractor only resumed with works on site on 16 February 2026 D48 - The project has been delayed due to stakeholder's delay returning appointment letters as per PLC guideline
		Number of kilometres of gravel road re-gravelled	2 447.81	1 235.14	1 089	1 128.11	39.11	The overachievement is attributed to the inclusion and implementation of additional IDT projects, the majority of which are within the iLembe District and eThekwini Metro, as well as the execution of carry-over projects that were not initially planned for or included in the approved Annual Performance Plan (APP) targets.

Programme 3: Transport Operations

Purpose: The purpose of this programme is to plan, regulate and facilitate the provision of integrated land transport services through co-ordination and co-operation with national planning authorities, CBO's, NGO's and the private sector in order to enhance the mobility of all communities particularly those currently without or with limited access to transportation services.

The Programme includes all costs involved in public transport management and service delivery including the planning and coordination of the operations in the transport industry.

Outcome	Output	Output Indicator	Audited Actual Performance 2023/2024	Audited Actual Performance 2024/2025	Planned Annual Target 2025-2026	Actual Achievement 2025/2026	Deviation from planned target to Actual Achievement 2025/2026	Reasons for deviation
An efficient and effective transport system	Increased access to safe and reliable public transport	**Sub-Programme 3.1 Public Transport Services**						
		Number of routes subsidised	2 074	2 074	2 074	2 074	0	Target achieved
		Sub-Programme 3.2 Transport Systems						
		Number of programmes designed from the Transportation Master Plan implementation Plan	-	-	3	0	-3	The Master Plan project did not finish by the 4th quarter as expected due to delays in the Stakeholder Engagement process

Programme 4: Transport Regulation

Purpose: The purpose of this programme is to ensure the provision of a safe transport environment through the regulation of traffic on public infrastructure, law enforcement, implementation of road safety education and awareness programmes and the registration and licensing of vehicles and drivers.

The programme includes all costs related to overall management of road traffic and safety in the Province.

Outcome	Output	Output Indicator	Audited Actual Performance 2023/2024	Audited Actual Performance 2024/2025	Planned Annual Target 2025-2026	Actual Achievement 2025/2026	Deviation from planned target to Actual Achievement 2025/2026	Reasons for deviation
An efficient and effective transport system	Transport safety interventions	Percentage Implementation of the road safety plan	-	-	-	-	-	This indicator has been targeted for the 2026/27 financial year

Programme 5: Community Based Programme

Purpose: To manage the implementation of programmes and strategies that lead to the development and empowerment of communities and contractors. This includes the provincial management and co-ordination of the Expanded Public Works Programme

Outcome	Output	Output Indicator	Audited Actual Performance 2023/2024	Audited Actual Performance 2024/2025	Planned Annual Target 2025-2026	Actual Achievement 2025/2026	Deviation from planned target to Actual Achievement 2025/2026	Reasons for deviation
An efficient and effective transport system	Job creation	**Sub-Programme 5.1 Community Development**						
		Number of community participation engagements through transport fora	-	-	58	58	0	Target achieved
		Sub-Programme 5.2 Innovation and Empowerment						
		BBBEE Compliance Score Card	-	-	1	1	0	Target achieved
		Sub-Programme 5.3 EPWP Coordination and Monitoring						
		Number of work opportunities created	47 702	54 120	52 154	55 220	3 066	The target was overachieved due to the increased number in mass job creation programmes such as VRRM, National Youth Service and Zibambele replacements that happen during the financial year. Jobs created through the construction of Bailey bridges, construction projects, rehabilitation and maintenance projects also contributed to the overachievement
		Number of employment days created	4 820 851	5 090 159	4 669 460	5 241 375	571 915	The target for employment days was overachieved due to the increase in person days worked under the VRRM programme. Period participants that worked on construction projects also contributed to the overachievement in number of employment days worked

LINKING PERFORMANCE WITH BUDGETS

This section provides the actual expenditure in comparison to the adjusted appropriation for both the current year and previous year. The information is provided at a sub-programme level and aligned to the appropriation statement of the audited financial statements.

Sub-programme expenditure

Sub- Programme Name	2025/2026			2024/2025		
	Final Appropriation	Actual Expenditure	(Over)/ Under Expenditure	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000
Office of the MEC	12 905	14 338	(1 433)	21 923	21 578	345
Management	12 064	12 787	(723)	21 118	23 909	(2 791)
Corporate Support	1 031 196	1 031 219	(23)	993 100	992 501	599
Departmental Strategy	24 700	22 521	2 179	24 783	22 945	1 838
Programme Support Infrastructure	924 822	890 702	34 120	917 547	986 131	(68 584)
Infrastructure Planning	41 835	36 771	5 064	40 041	52 731	(12 690)
Infrastructure Design	61 054	60 512	542	58 429	59 324	(895)
Construction	4 121 000	4 277 655	(156 655)	3 138 819	2 919 297	219 522
Maintenance	3 930 065	3 738 270	191 795	3 926 929	4 064 282	(137 353)
Programme Support Operations	99 960	112 752	(12 792)	85 897	319 491	(233 594)
Public Transport Services	2 270 009	2 246 546	23 463	2 259 491	2 005 254	254 237
Transport Safety and Compliance	86 306	96 398	(10 092)	111 319	131 962	(20 643)
Programme Support Regulations	7 611	7 054	557	12 685	4 579	8 106
Transport Regulation and Licensing	340 456	340 882	(426)	307 773	301 822	5 951
Operator licenses and permits	74 082	78 200	(4 118)	76 092	82 944	(6 852)
Law enforcement	1 043 722	1 039 735	3 987	983 184	990 389	(7 205)
Programme Support Community Based	25 176	25 577	(401)	19 089	23 110	(4 021)
Community Development	1 267	2 308	(1 041)	1 213	123	1 090
Innovation and Empowerment	11 193	11 530	(337)	16 405	11 179	5 226
EPWP Co-ordination and Monitoring	8 143	6 364	1 779	7 794	10 089	(2 295)
Total	**14 127 566**	**14 052 121**	**75 445**	**13 023 631**	**13 023 640**	(9)

STRATEGY TO OVERCOME AREAS OF UNDER PERFORMANCE

1. TRANSPORT INFRASTRUCTURE

Construction

Strategies to address under performance.

Financial

Department to prevent budget reprioritisation on capital projects as movement of funds affect the continuation of planned multi-year projects as commitments has been made to service providers. Budget reduction or movement have negative impact to projects as it will result to scope reduction to be within the budget and affected the overall planned outputs.

Supply Chian Management

Ensuring that the Bid Committees are appointed in between February and March of previous financial year to ensure continuity at the beginning of the new financial year. The delays on appointment affect the approval of submissions for variation orders due to weather conditions, unforeseen delays and any contractual claims from service providers. Fast tracing the finalisation of framework and panel contracts to assist in responding to urgent matters especial on terminated contracts to ensure the outstanding work is attend timeously and mitigate any litigations that can be directed to Department.

Streamlining tender processes, amending bidding requirements to eliminate lengthy decision-making to awards and provide relevant training to Bid committee members before commencing with the process.

Internal Capacity

Building internal capacity on project monitoring by sourcing experience members as currently Department is utilising additional to establishment (ATE's) to projects.

Fast tracking the resuscitation of Construction Unit to implement capital projects internal as most of contracts has been terminated due to poor performance of service providers which affect completion of project as per plan.
There's a shortage to computers or laptops to assist technical team in finalising the reports as per required standard which end on delays as some members will be required to share to ensure continuation on finalising the required reports.

Enhanced Monitoring and Accelerated Delivery

Empower existing Technical Task Team to be able to make rapid operational and financial decisions to unblock stalled projects and mitigate delays.

Improvement of existing IDSM Plus reporting system to enable tracking of project milestones, invoice submissions and expenditure against intended outcomes.

Intergovernmental Collaboration

Department to build capacity on stakeholder engagement to assist in working with forum and local community structures to social-facilitate and avert construction site disruptions.

Strict Consequence Management & Accountability

Department to fast track the blacklisting on nonperforming service providers to Treasury and CIDB so that they can be awarded new contracts as they have failed and resulted Department not achieving the plan outputs.
CIDB to conduct probes into contractors who hold high grading statuses but fail to deliver on site.

2. OTHER DEPARTMENTAL PROGRAMMES

The Department will focus on improving its planning capacity to ensure that it develops and implements evidence based plans. Furthermore, the Department has put in place an audit improvement strategy which unpacks the root causes for areas of underperformance, underachievement, deficiencies in strategic and operations of the Department. Corrective measures have been identified and are being implemented.

Performance in relation to Standardised Outputs and Output Indicators for Sectors with Concurrent Functions

There were no standardised indicators for Sectors with Concurrent Functions for 2025/26 Financial Year

5. TRANSFER PAYMENTS

5.1 Transfer payments to all organisations other than public entities

This section provides information on transfer payments made by the Department to relevant agencies.

The table below reflects the transfer payments made for the period 1 April 2025 to 31 March 2026

Name of transferee	Type of organisation	Purpose for which the funds were used	Did the dept. comply with s 38 (1) (j) of the PFMA	Amount transferred (R'000)	Amount spent by the entity	Reasons for the funds unspent by the entity
Provinces and municipalities	Provincial and Local Government	Motor Vehicle Licences	Yes	15 111	15 111	-
Construction Education & Training authority (CETA) & Transport Education Training Authority (TETA)	Departmental Agency	Skills Development Levy	Yes	7 013	7 013	-
Construction Industry Development (CIDB)	Departmental Agency	Skills Development Levy	Yes	8 001	8 001	-
Bus Corporations	Private Enterprise	Bus subsidies	Yes	1 643 205	1 643 205	-
KWANABACO Association	Non- Profit Institution	Operational costs	Yes	61	61	-
SA National Taxi Council – KZN (SANTACO)	Non- Profit Institution	Operational costs	Yes	32 855	32 855	-
Households	Individuals	Injury on duty/ Retirement benefits/ Severance package// Leave gratuity/ Bursaries (non- employee)/ Claims against the state	Yes	19 041	19 041	-
TOTAL				**1 725 287**	**1 725 287**	

6. CONDITIONAL GRANTS

6.1 Conditional grants and earmarked funds received

The Department receives a provincial allocation in the form of an equitable share and National conditional grant allocations for the maintenance and construction of road infrastructure, subsidising of bus transport in the province and creating job opportunities through EPWP projects.

Included under conditional grants are the following grants:

- Provincial Roads Maintenance Grant
- Public Transport Operations Grant
- EPWP Incentive Grant

The table below detail/s the conditional grants and earmarked funds paid by the department.

CONDITIONAL GRANT 1: PROVINCIAL ROADS MAINTENANCE GRANT

The Provincial Roads Maintenance Grant (PRMG) is for the maintenance and construction of road infrastructure in KZN. The purpose of the grant is to supplement provincial roads investments and support preventative, routine, and emergency maintenance on the provincial road networks.

Department/ Municipality to whom the grant has been transferred	KZN Department of Transport
Purpose of the grant	The Provincial Roads Maintenance Grant is for the maintenance and construction of road infrastructure in KZN. The purpose of the grant is to supplement provincial roads investments and support preventative, routine, and emergency maintenance on provincial road networks
Expected outputs of the grant	Refer to Performance Information
Actual outputs achieved	Refer to Performance Information
Amount per amended DORA	R3 763 316
Amount transferred (R'000)	R3 763 316
Reasons if amount as per DORA not transferred	N/A
Amount spent by the department/ municipality (R'000)	R3 763 316
Reasons for the funds unspent by the entity	N/A
Monitoring mechanism by the transferring department	Monthly Reporting

CONDITIONAL GRANT 2: PUBLIC TRANSPORT OPERATIONS GRANT

The Department provides subsidised public transport services, which are funded through the Public Transport Operations Grant. This grant is to provide supplementary funding for public transport services by contracts that are kilometre-based and that are affordable and supportive of the intermodal efficiencies to users of public transport. The aim is to ensure that users, especially the poor enjoy affordable public transportation.

Department/ Municipality to whom the grant has been transferred	KZN Department of Transport
Purpose of the grant	The purpose of the Public Transport Operations grant is to provide supplementary funding for public transport services by contracts that are kilometre-based that are affordable and supportive of the intermodal efficiencies to users of public transport. The aim is to ensure that user, especially the poor enjoy affordable public transportation. In many respects performance in the provision of the service has been above average.
Expected outputs of the grant	Refer to Performance Information
Actual outputs achieved	Refer to Performance Information
Amount per amended DORA	R1 492 393
Amount transferred (R'000)	R1 492 393
Reasons if amount as per DORA not transferred	N/A
Amount spent by the department/ municipality (R'000)	R1 492 393
Reasons for the funds unspent by the entity	N/A
Monitoring mechanism by the transferring department	Monthly Reporting

CONDITIONAL GRANT 3: EXPANDED PUBLIC WORKS INTEGRATED GRANT FOR PROVINCES

The purpose of this grant is to incentivise provincial Departments to expand their work creation efforts using labour-intensive delivery methods to improve the quality of life of the poor and increase social stability through employing previously unemployed people to perform the infrastructure construction and maintenance activities. The employment of previously unemployed people contributes to the reduction of the levels of poverty and increases the level of employment, skills development through work experience and sustainable work opportunities

Department who transferred the grant	KZN Department of Transport
Purpose of the grant	The purpose of the EPWP Integrated Grant is to incentivise Provincial Departments to expand their work creation efforts through the use of labour-intensive delivery methods to improve the quality of life of the poor people and increase social stability through employing previously unemployed people to perform the infrastructure construction and maintenance activities. The employment of previously unemployed people contributes to the reduction of the levels of poverty and increases the levels of employment, skills development through work experience and sustainable work opportunities
Expected outputs of the grant	Refer to Performance Information
Actual outputs achieved	Refer to Performance Information
Amount per amended DORA	R54 593
Amount received (R'000)	R54 593
Reasons if amount as per DORA was not received	N/A
Amount spent by the department (R'000)	R54 593
Reasons for the funds unspent by the entity	N/A
Reasons for deviations on performance	Refer to Performance Information
Measures taken to improve performance	Refer to Performance Information
Monitoring mechanism by the receiving department	Monthly Reporting

EARMARKED FUNDS RECEIVED

Earmarked Funds 1: Learner Transport

The Department continued to administer the learner transport services on behalf of DOE. Currently there are 77 369 learners from 433 schools that benefit from the learner transport services

The table below details the ear marked funds received during for the period 1 April 2025 to 31 March 2026

Department who transferred the grant	KwaZulu-Natal Department of Transport
Purpose of the grant	Provide equitable access to quality education for the people of KwaZulu-Natal.
Expected outputs of the grant	Refer to Performance Information
Actual outputs achieved	Refer to Performance Information
Amount per amended DORA (R'000)	R341 000
Amount received (R'000)	R341 000
Reasons if amount as per DORA was not received	N/A
Amount spent by the department (R'000)	R341 000
Reasons for the funds unspent by the entity	N/A
Reasons for deviations on performance	Refer to Performance Information
Measures taken to improve performance	Refer to Performance Information
Monitoring mechanism by the receiving department	Monthly Reporting

7. CAPITAL INVESTMENT

Capital investment, maintenance and asset management plan

During the 2025/26 financial year, the Department continued to implement its infrastructure programme in accordance with the Infrastructure Programme Management Plan (IPMP), Infrastructure Procurement Strategy (IPS), Table B5 and the principles of the Infrastructure Delivery Management System. The Department's infrastructure portfolio increased from 541 projects in 2024/25 to 609 projects in 2025/26. At the same time, the number of projects at initiation, feasibility and design stages reduced, partly because projects progressed through the infrastructure delivery cycle and partly because some projects were deferred to outer years due to the Department's level of commitments.

Implementation of the asset management component has also advanced through the use of the Road Asset Management System and condition assessment information to inform rehabilitation, preventative maintenance and routine maintenance priorities.

A total of 445 contracts were reported as completed during the 2025/26 financial year, with the majority relating to maintenance and repairs. These included 421 maintenance and repair contracts, 13 rehabilitation, renovation and refurbishment projects, new infrastructure assets and upgrades and additions. Eight (8) new infrastructure assets reached practical completion and were transferred to the asset register.

The Department had a substantial portfolio of projects still under implementation at year-end. The End-of-Year Report records, amongst others:

- the Upgrade of P123 from km 0.00 to km 7.17, which had reached approximately 65% before being suspended because of contractor cash-flow difficulties linked to cashflow challenges;
- the Upgrade of P714 from km 8.00 to km 18.00, which was approximately 85% complete when similarly affected by cashflow challenges;
- the Upgrade of P104 from km 18.00 to km 24.00, which is approximately 10% complete. Project is in a process of being terminated due to neglect of contractor's obligation;
- Mathamo River Bridge No. 3528 on D69, which was approximately 75% complete when the contract was terminated. A new contractor has been appointed which has already fully established on site.
- the rehabilitation of P242 from km 0.00 to km 9.10, which had reached approximately 91% when the contractor was terminated due to contractor's default in contractual obligation;
- and the rehabilitation and widening of Main Road P6-3 from km 41.00 to km 46.70, where the contract was terminated and is to be re-tendered and a new contractor has been awarded to complete the works.

These projects are intended to be progressed or retendered during the 2026/27 financial year. These projects are intended to be progressed or retendered during the 2026/27 financial year.

During 2025/26, approximately 54,318 kilometres of road infrastructure was attended to against a cumulative target of 75,429 kilometres. The Department also intensified its War on Potholes programme, supported by an allocation of approximately R201 million, and achieved 249,746 m² of blacktop patching. Rehabilitation activities delivered approximately 810,393 m² across the different funding sources, while 15.31 km of gravel roads were upgraded to blacktop.

The most clearly quantified change in infrastructure asset holdings during 2025/26 was the addition of completed new infrastructure assets. Eight new infrastructure assets reaching practical completion were recorded as transferred to the Department's asset register. Although there are assets under investigation, there were no assets disposals, scrapping or loss recorded.

The Department made measurable progress in reducing the maintenance backlog during 2025/26. The latest RAMP assessment indicates that the proportion of paved roads in poor to very poor condition declined from 58% in 2024/25 to 46% in 2025/26. The improvement in network condition demonstrates that the maintenance and rehabilitation programme is having an effect; however, the pace of implementation remains below that required to eliminate the backlog sustainably.

Continued emphasis on preventative maintenance, faster procurement, improved contractor performance and greater alignment of available funding with the scientifically determined network need will therefore be necessary to preserve the gains achieved during the year and prevent the large proportion of roads currently in fair condition from migrating into the poor and very poor categories.

Infrastructure projects	2025/2026			2024/2025		
	Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure R'000	Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure R'000
New and replacement assets	450,066	391,562	58,504	578,624	360,086	218,538
Existing infrastructure assets	6,286,904	5,837,656	449,248	4,825,627	4,370,978	454,649
Upgrades and additions	1,149,934	1,280,411	-130,477	1,297,361	1,188,534	108,827
Rehabilitation, renovations and refurbishments	2,615,500	2,724,381	-108,881	1,312,971	1,363,633	-50,662
Maintenance and repairs	2,521,470	1,832,864	688,606	2,215,295	1,818,811	396,484
Infrastructure transfer				21,597	20 000	21,597
• Current				*1,597*	-	*1,597*
• Capital				*20,000*	*20 000*	*0*
Total	**6,736,970**	**6,229,218**	**507,752**	**5,425,848**	**4,751,064**	**696,381**



2025/26

DEPARTMENT OF TRANSPORT

ANNUAL REPORT

VOTE12

PART C: GOVERNANCE

1. INTRODUCTION

Commitment by the department to maintain the highest standards of governance is fundamental to the management of public finances and resources. Users want assurance that the department has good governance structures in place to effectively, efficiently and economically utilize the state resources, which is funded by the tax payer.

2. RISK MANAGEMENT

The Department continues to strengthen a proactive and accountable risk management culture across all levels of the organisation. Risk management is increasingly embedded within departmental planning, performance management, and operational decision-making processes. Managers and officials are expected to identify, assess, and manage risks within their respective areas of responsibility. However, the Department acknowledges that the maturity of risk ownership is still evolving in some business units and further work is required to fully entrench risk management as an integral part of day-to-day operations.

The Department has the up to date Risk Management Policy updated, Risk Management Strategy since 2024. These documents are valid for the period of 5 years hence are still relevant for implementation in the Department. An annual Implementation Plan for the financial year was developed and implemented.

These documents are aligned to applicable National Treasury guidelines and good governance practices. The approved documentation has been communicated to relevant stakeholders through formal departmental structures, including management forums and awareness sessions. Continuous refinement is undertaken to ensure alignment with emerging risks, institutional priorities, and audit recommendations.

The Department conducts regular risk assessments at both strategic and operational levels. These assessments are used to identify emerging risks, reassess existing risks, and evaluate the effectiveness of mitigation controls. Risk registers are reviewed and updated on a quarterly basis, with additional reviews conducted where significant changes in the operating environment occur. While the process is well established, the Department continues to strengthen the linkage between risk assessments and performance outcomes to enhance strategic responsiveness. At year end, the department was at 77% completion of risk mitigations. 33% of the outstanding risk mitigations will be carried to the next financial year. Some of these mitigations were not implemented due to budget constraints that were experienced during the year.

The table below shows how risks were managed throughout the year:

Programme	Risks	Risks Mitigations	Mitigations implemented	% of implemented Mitigations
Administration	91	160	132	74%
Infrastructure	24	64	48	68%
Transportation - Operations	09	16	05	31%
- Regulations	26	50	31	42%
Community based	12	23	20	69%
TOTAL	**162**	**313**	**236**	**77%**

PART C: GOVERNANCE

The Department has established structures for risk management across business units through appointment of designated risk champions and coordinated support from the Risk Management Unit. Awareness initiatives and training sessions are conducted during risk register reviews to promote understanding of risk roles and responsibilities. Despite these efforts, capacity constraints remain in certain areas and with the Risk Management unit which is currently functioning with only the CRO. The Department is implementing targeted interventions, including training, mentorship, and improved role clarity, to address these gaps. Furthermore, the Department has made a submission to OTP to request additional capacity through “Addition to Establishment” (ATE) to capacitate the Risk Management unit with additional staff.

The Department has a functional Risk Management Committee that provides oversight and advisory support to management on the effectiveness of the risk management system. The Committee reviews departmental risk profiles, monitors implementation of mitigation plans, and provides recommendations to strengthen control effectiveness, particularly in relation to risks that exceed the Department’s risk appetite and tolerance levels. The RMC meet quarterly in accordance with its approved terms of reference and plays a key role in strengthening governance and accountability.

The Audit Committee provided independent oversight of the Department’s risk management processes. It reviewed the effectiveness of risk management systems, including the adequacy of risk identification, assessment, and mitigation processes. The Committee also considered reports from Internal Audit, Risk Management, and other assurance providers to form an independent view on risk maturity and control effectiveness. Recommendations from the Audit Committee are tracked for implementation and reported through governance structures.

The Department has recorded incremental progress in strengthening its risk management processes, particularly in the areas of governance structures, risk identification, and reporting. However, the translation of risk management improvements into measurable performance outcomes remains an area requiring further strengthening. The Department is therefore implementing measures to enhance integration between risk management and performance management systems, improve monitoring of control effectiveness, and ensure that risk responses directly support service delivery objectives.

During this financial year, the department focused on introducing the combined assurance processes. Mapping on identified key risks was completed. Goin forward, the Department will focus on strengthening combined assurance processes and improving risk ownership at operational level.

The Department has adopted a formal Risk Appetite Statement which guides management in determining the level of risk that may be tolerated in pursuit of departmental objectives. In line with the approved risk appetite, high risks were neither accepted nor tolerated and require immediate management intervention and mitigation. Medium risks were managed within defined tolerance levels, while low risks were accepted and monitored. The Risk Appetite Statement assisted management and oversight structures in prioritising resources and strengthening control measures in areas of greatest exposure.

Risk identification and assessment processes were conducted on an ongoing basis through strategic and operational risk assessments. The Department engaged internal stakeholders, including executive management, programme managers, risk champions, and governance structures, during the identification and evaluation of risks. External factors such as economic conditions, infrastructure challenges, climate-related events, technological changes, public transport developments, regulatory changes, and stakeholder expectations were also considered during the assessment process.

Risks were assessed based on the likelihood of occurrence and potential impact on the Department’s objectives, service delivery mandate, financial sustainability, compliance obligations, infrastructure network, and reputation. Risk registers were reviewed quarterly, while emerging and escalating risks were reported through management and governance structures for timely intervention.

The Department applied continuous monitoring mechanisms to evaluate the effectiveness of existing controls and mitigation measures. This included quarterly risk reporting, monitoring of action plans, management oversight processes, and combined assurance activities involving Risk Management, Internal Audit, Compliance, and other assurance providers. Risks exceeding acceptable tolerance levels were escalated to the Risk Management Committee and the Cluster Audit and Risk Committee for oversight and intervention.

The Risk Management Committee continued to fulfil its oversight and advisory role during the reporting period by reviewing the Department's strategic risk profile, monitoring mitigation measures, and advising management on the effectiveness of the risk management system. The Committee also monitored emerging risks and recommended interventions aimed at improving governance, accountability, and control effectiveness across the Department.

3. FRAUD AND CORRUPTION

The Department revised and approved the Fraud Prevention Policy, the Fraud Prevention strategy and the fraud prevention implementation plan which forms part of its broader integrity and risk management framework. The Plan was aligned to applicable legislative and governance requirements, including the PFMA and National Treasury guidelines, and is designed to prevent, detect, respond to, and deter fraud and corruption within departmental operations.

The Fraud Prevention was implemented through a combination of preventive and detective controls, supported by awareness initiatives, internal control improvements, and governance oversight structures. Key areas of focus included strengthening ethical conduct, improving internal controls, promoting accountability, and ensuring consequence management where transgressions are identified.

During the reporting period, the Department continued to strengthen the implementation of the Fraud Prevention Plan through integration of fraud risk considerations into risk assessments, and improved coordination between Risk Management, Internal Audit, and management structures. While progress has been made, the Department acknowledges that ongoing work is required to further entrench fraud prevention as a fully embedded organisational practice across all levels.

The Department has and promotes the use of multiple mechanisms to enable the reporting of fraud and corruption through awareness sessions. These mechanisms are designed to ensure accessibility, confidentiality, and protection of whistle-blowers in line with applicable legislation and whistle-blowing principles.

The primary reporting mechanisms include:

- Confidential reporting channels within the Department's governance structures;
- Reporting through line management and senior management structures;
- Dedicated fraud and corruption reporting channels within oversight and assurance functions;
- External reporting mechanisms, including the Public Service Anti-Corruption Hotline and other authorised oversight bodies.
- Officials and stakeholders are encouraged to report suspected fraud and corruption in good faith. The Department reinforced the importance of confidential disclosure and protects whistle-blowers from victimisation in line with applicable prescripts. The Whistle blowing report was revised, approved and communicated throughout the Department.

All reported allegations of fraud and corruption were formally recorded and assessed to determine their nature, severity, and appropriate response pathway. Upon receipt, cases were categorised and subjected to preliminary evaluation to establish whether further investigation is required.

Where warranted, matters were referred for forensic investigation by the Office of The Premier and Public Service Commission, depending on the complexity and seriousness of the case. Investigations are conducted in accordance with established protocols to ensure fairness, confidentiality, and procedural integrity.

Upon conclusion of investigations, appropriate actions are taken, which included:

- Disciplinary processes in line with labour relations prescripts, 3 officials were dismissed while others received warning letters.
- Referral to law enforcement agencies where criminal conduct is suspected;
- Implementation of corrective control measures to prevent recurrence;
- Recovery actions where financial losses have been incurred.

Progress on fraud and corruption cases is reported through relevant governance structures, including Risk Management Committees and Audit Committees, to ensure oversight and accountability. The Department continues to strengthen its consequence management processes to ensure that confirmed cases of fraud and corruption are dealt with decisively and consistently.

4. MINIMISING CONFLICT OF INTEREST

During the period under review, the Head of the Department has been leading the co-ordination of the declaration of interests by senior management, ASD and OSD.

Importantly, for the 2025/2026 financial year, a dedicated staff member was assigned to assist staff in all regions to use an electronic Disclosure system (eDisclosure) in declaring their interests. The HoD has been liaising directly with the Office of the Premier to ensure timeous reporting.

Critically, the department complied with March 2017 Ministerial Determination and Directive on other categories of employees below SMS. A directive was issued by that they should disclose their financial interests.

The disclosure rate for this financial year has improved to achieve the following:

- Total SMS Members submitted 13 and verified 13 = 100%
- Total ASD9/10 and OSD 9/10 208 and verified 200 = 96%

5. CODE OF CONDUCT

One of the basic values and principles governing public administration enshrined in the Constitution of the Republic of South Africa, 1996 (Chapter 10) is that “a high standard of professional ethics must be promoted and maintained. During the 2025/2026 financial year, 843 workshops on Code of Conduct were conducted in all regions and at head office. The focus was on reminding employees about adherence to not only Code of Conduct in public service but also adherence to ethical conduct.

Ethics is a process by which we clarify right and wrong and act on what we take to be right, that is, a set or system of moral principles that are generally accepted.

Ethics simply means what is right and wrong, what is acceptable or unacceptable and is intertwined with the value system of people. Ethics can also be seen as being relative, not absolute, as ethical behavior is in the eyes of the beholder. Be that as it may, however, ethical conduct and behavior normally refer to conforming with generally accepted social norms.

Our department has taken a firm stand to uproot unethical conducts including fraud and corruption wherever it may rear its ugly head. This is part of maintaining a good image of the department and ensuring that the department conserves resources as fraud and corruption have the potential to cause such massive drain of resources that it poses a risk to undermine service delivery and cause our democracy to flounder.

Unethical standards, fraud and corruption is a cancer which, if not arrested, has potential to irreparably harm the image of the department standing and its reputation amongst its citizens, making our people lose faith in the future of our democratic country.

Promoting adherence to Code of Conduct is about the restoration of the fiber of our society. During the Code of Conduct Workshops the department emphasized the importance of professional and ethical service and pride in the fulfilment of the will of the electorate.

All categories of staff were reminded to view the service to community as sacrosanct and an honour to be assigned to the position of trust over the resources destined to alleviate the suffering of the population.

Several instances of fraud, misconduct and maladministration cases were uncovered because of honest and professional staff members. For instance, a vigilant transport officer and other staff members in Empangeni Region assisted in ensuring the arrest of a highly unethical staff member behind the theft of diesel.

The department has assigned a specialized team of security personnel to work with the South African Police Service to investigate and arrest members of a criminal syndicate behind the massive fuel theft. Road infrastructure projects in various regions have been affected by the large scale of diesel.

It is through their vigilance and maintenance of professional standards and integrity that the department shall be able to allocate resources where they are needed the most.

Importantly, other engagements focused on communities and the aim was making them understand their rights and the quality of services they are entitled to. It is when citizens know what service to expect that they can expose and resist corrupt officials that disrespect and abuse them extracting bribes for services they are paid to render, exploiting the ignorance of the uninformed, poor and illiterate public who are often too intimidated to offer any challenge or resistance.

The department therefore emphasized in training ethical conduct, respect, love for community and understanding the burden of poverty and patriotic appreciation of the collective aspirations embodied in the spirit of our freedom and values of democracy.

Such training reinforced the conscience of an employee to detect temptation before succumbing to acts which pose as generosity that goes beyond the realms of honest appreciation or innocent friendship. Bribery starts in small dosages that the conscience digests with innocence until victim becomes a willing solicitor who is always ready to go out of the way to deliver as expected.

It is the integrity of those who handle public office with honour that generates respect for the government institutions and creates the image of good governance. Intellectual capacity, technical qualifications and possession of rare administrative or specialized skills are a prerequisite for an efficient and effective state, yet these attributes are meaningless if employed to abuse the system to the disadvantage of the people for whose benefit the systems or institutions were created.

This realization has reinforced our belief in a proactive investment in strengthening the moral standing and integrity of those who take public service as a calling. It is a calling for those who enter must have service to the public as their objective, not to use their positions in office to provide an alternative source of income or maneuvering procedures to direct benefits for the advantage of chosen friends, family or relatives and associates.

6. HEALTH SAFETY AND ENVIRONMENTAL ISSUES

During the period under review, a number of recurring health, safety and environmental challenges were identified on capital infrastructure projects. From an occupational health and safety perspective, the most common concerns relate to inadequate risk assessments and hazard identification, poor compliance with personal protective equipment requirements, insufficient training and supervision, inadequate competency controls, poor housekeeping and general site management, inadequate welfare facilities, and weaknesses in the control of high-risk construction activities. A significant concern is that many of these issues occur across projects, indicating that corrective actions are not always effectively embedded into project management and contractor performance processes.

Environmental compliance remains a further area of concern, particularly in relation to the timing and sequencing of project planning. In some instances, project implementation programmes are not sufficiently aligned with the statutory processes and lead times required to obtain the three key authorisations commonly associated with road construction projects, namely the Mining Permit, Environmental Authorisation and Water Use Licence or General Authorisation. This creates a risk that projects may reach the construction stage before all necessary statutory approvals have been secured.

Environmental Authorisation is particularly important where proposed works trigger listed activities in terms of the National Environmental Management Act and the applicable Environmental Impact Assessment Regulations. Road construction, clearing of vegetation and works within or affecting environmentally sensitive areas may require prior environmental approval. Construction should therefore only commence once all applicable authorisations have been obtained and the associated conditions have been incorporated into the project implementation arrangements.

The Department has received several Notices of Intent (NOI) to issue non-compliance notices relating to capital projects. These have generally arisen where construction activities commenced without the required authorisations, conditions attached to approvals were not fully complied with, or the implemented scope deviated materially from the scope that was originally assessed and authorised. A particular risk arises where a project initially classified as rehabilitation and potentially exempted or treated differently from an environmental authorisation perspective, subsequently develops into a more substantial upgrade or capital intervention without the environmental approval process being revisited.

Projects that have been affected include:

- the Construction of the 3513 Pongola (Mboza) Pedestrian Bridge, which was subsequently changed to a vehicle bridge,
- the Upgrade of D1014 from km 2.5 to km 7.57,
- the Upgrade of P714 from km 8 to km 18,
- the Construction of Okhombe River Bridge No. 3733 on D1263,
- the Construction of the Mzimkhulu–Gumatane Bridge on D1121 and D919,
- the Construction of a Bridge across the R74 at Mbengeni Road,
- Ndwedwe Bridge Crossing,
- the Upgrade of the P700 link of P253 from km 75.00 to km 80.00,
- the Upgrade of P233 and D1331,
- the Clearance of Vegetation within the Umbango River.
- the Upgrade of P233 and D1331 was issued with a formal Compliance Notice, while the remaining projects were recorded as having received Notices of Intent.

A further recurring concern is insufficient compliance with approved Environmental Management Programmes (EMPrs). The EMPr is a binding document which is part of the environmental approval framework and governs how construction activities, stormwater controls, rehabilitation and environmental mitigation measures are to be implemented. Where the requirements of the EMPr are not incorporated into day-to-day site management, the Department is exposed to environmental degradation, regulatory intervention, delays and potential additional expenditure associated with corrective measures.

Stormwater and drainage management remains one of the most significant environmental risks associated with road construction and maintenance. Challenges include obstruction or damage to culverts, kerb drains and other drainage infrastructure through sediment accumulation, sludge or unauthorised connections.

Flooding and climate resilience consequently remain critical considerations in infrastructure planning. KwaZulu-Natal has experienced severe flood-related damage to road infrastructure, particularly following the April 2022 floods. As a result, greater attention is required during planning and design to the resilience of roads, bridges, culverts and drainage infrastructure. Infrastructure situated within or close to floodplains presents an increased risk not only to the road network itself but also to neighbouring communities and other public infrastructure.

Soil erosion and land degradation are also recurring concerns. Road construction, earthworks, exposed verges and cut-and-fill slopes can result in significant erosion if suitable stabilisation and stormwater management measures are not implemented. Sediment transported from construction sites may subsequently enter rivers, wetlands and water supply infrastructure. The Department currently has a standing complaint from uMngeni Water relating to soil erosion affecting the Nungwane Dam in the Umbumbulu area, which has been linked to the Department's P740 road upgrade works. Water testing undertaken in relation to this matter reportedly identified material in the water that may be associated with the road construction material used on the project. This matter highlights the importance of erosion control, sediment management and continuous environmental monitoring during construction.

Projects affecting wetlands, rivers and biodiversity sensitive areas require particular attention. Road construction, culvert works, bridge construction, temporary site camps and associated activities may encroach on wetlands, riparian zones or other environmentally sensitive areas. Such activities may trigger environmental authorisation, water-use or other regulatory requirements.

Construction activities may also result in habitat disturbance, particularly where projects are located within protected areas, coastal environments or ecologically sensitive landscapes. Environmental constraints must therefore be identified during the earliest stages of project development rather than being addressed once construction has already commenced.

To address these risks, the Department should ensure that environmental planning is fully incorporated early into the infrastructure project lifecycle. The key requirement is therefore that statutory environmental approvals must form part of project readiness and should be secured before site handover and commencement of construction.

Importantly, during the period under review, the Occupational Health and Safety (OHS) Section provided ongoing training and awareness programmes as part of promoting compliance with health and safety requirements across the Department.

Seven (7) OHS awareness sessions were conducted as follows:

1. College: 29 April 2026
2. MTS and D Block: 6 May 2026
3. Empangeni Region: 23 June 2026
4. Metro Cost Centre: 3 July 2026
5. Metro Depot: 3 July 2026
6. Port Shepstone Cost Centre: 13 July 2026
7. UGU RTI: 13 July 2026

Regarding the appointment of OHS Structures, a submission to procure a service provider for the provision of Occupational Health and Safety (OHS) training has been prepared by the Human Resource Development (HRD) unit.

The nominated officials will only be formally appointed as Health and Safety Representatives, Fire Marshals, and First Aiders upon successful completion of the required training, in compliance with the Occupational Health and Safety Act, 1993 (Act 85 of 1993).

Occupational Health and Safety (OHS) inspections were conducted at the Head Office, Four (4) Regional Offices, and five (5) Cost Centres to assess compliance with the Occupational Health and Safety Act and general workplace safety requirements.

The inspections identified areas requiring improvement, particularly in relation to housekeeping practices and the maintenance of departmental equipment. Recommendations were provided to management and responsible officials to address the identified deficiencies and strengthen overall workplace safety

Moving forward, housekeeping standards will be enforced and monitored regularly to ensure that all work areas, passageways, and storage areas are kept clean, orderly, and free from potential hazards.

Managers and supervisors should take responsibility for ensuring compliance with housekeeping requirements within their respective areas. The maintenance of departmental equipment should be prioritized to ensure that all equipment remains safe, functional, and fit for purpose.

Regular inspections and follow-up assessments should be conducted to monitor the implementation of corrective actions and ensure continuous compliance with OHS requirements. Employees should be reminded of their responsibility to maintain a safe working environment.

7. PORTFOLIO COMMITTEES

The Department of Transport Portfolio meetings were convened on the following dates during the 2025/26 financial year: 17 June 2025, 22 July 2025, 12 August 2025, 23 September 2025 and 11 November 2025**,** followed by meetings held on 24 April 2026, 15 May 2026, 9 June 2026 and 24 July 2026**.**

1. Invoice Payments / Contractor Payments

Resolution:
The Committee raised concerns regarding outstanding payments to contractors and the impact of delayed payments on the implementation and completion of infrastructure projects. The Department was required to prioritise the payment of verified invoices, provide information on outstanding contractor payments, and implement measures to ensure compliance with the 30-day payment requirement.

Departmental response and how the resolution was addressed.
The Department addressed the resolution by identifying delayed contractor payments as one of the factors contributing to the suspension and slow progress of various infrastructure projects. In response, the Department undertook to ensure that contractors are paid timeously to minimise disruptions to project implementation and prevent potential claims that may result in fruitless and wasteful expenditure. The Department further indicated that contracts would continue to be monitored in accordance with the conditions of contract and that outstanding approvals would be finalised timeously. For projects affected by delayed payments, recovery measures and revised completion arrangements have been put in place, with certain outstanding outputs scheduled for completion during the first quarter of the 2026/27 financial year, subject to timely payments.

2. Construction / Project Delays

Resolution:
The Committee expressed concern regarding delays in the implementation and completion of departmental infrastructure projects and requested the Department to account for project performance, utilisation of allocated resources and measures being implemented to address delays.

Departmental response and how the resolution was addressed.
The Department addressed the resolution through its performance reporting by providing project-specific explanations for delays and outlining corrective measures implemented to improve project delivery. These measures included the termination of contracts where contractors failed to perform in accordance with approved programmes, the initiation of processes to appoint replacement contractors, implementation of acceleration measures, approval of variation orders, contractual enforcement and enhanced monitoring of projects.

Resolution Status:
Addressed, with corrective measures being implemented and monitored.

3. 2026/27 APP and Budget

Resolution:
The Committee raised concerns regarding the 2026/27 APP and Budget, particularly in relation to the learner transport budget, the sustainability of subsidised public transport services and the potential impact of budget constraints on the delivery of transport infrastructure and public transport services. The Department was required to provide further information demonstrating how sustainable transport services would be maintained within the available budget.

Departmental response and how the resolution was addressed.
The Department addressed the resolution through its performance reporting and confirmation of service delivery against the approved performance targets. The Q4 performance report indicates that 12 of the 16 quarterly indicators were achieved, representing an overall quarterly performance of 75%. In relation to subsidised public transport, the Department maintained the planned 2,074 subsidised routes, achieving the quarterly and annual target of 2,074 routes. The Department also identified measures to strengthen future APP implementation, including improved control of quarterly targets and the alignment of planned activities with identified infrastructure priorities.

4. Outstanding Audit Findings

Resolution:
The Committee raised concerns regarding the nine outstanding audit findings and required the Department to develop and implement a strategy to address the findings, with the objective of achieving a clean audit outcome in the subsequent financial year.

Departmental response and how the resolution was addressed.
The Department has prioritised the implementation of an Audit Improvement Strategy as part of its ongoing commitment to strengthening audit outcomes and addressing identified areas requiring improvement. The strategy forms part of the Department's broader efforts to enhance governance, accountability and compliance with applicable requirements.

The prioritisation of the Audit Improvement Strategy provides a structured framework for addressing audit-related matters and improving the Department's overall audit performance. Continued implementation, monitoring and reporting on the strategy will be essential to ensure that outstanding findings are addressed within the required timeframes and that corrective measures are effectively implemented and sustained.

5. Unfinished and Stalled Projects

Resolution:
The Committee raised concerns regarding unfinished and stalled infrastructure projects and required the Department to develop a clear plan to monitor and manage such projects, assign appropriate project management responsibilities and establish performance indicators and early-warning mechanisms to identify potential project failures.

Departmental response and how the resolution was addressed.
The Department addressed the resolution through detailed project-level monitoring and reporting under the Road Infrastructure Branch. The 2025/26 achieved outputs and 2026/27 planned outputs provide information on individual projects, including output targets, actual outputs achieved, deficits, project status and catch-up plans. This provides a mechanism for identifying projects that are delayed or experiencing implementation challenges and for tracking the interventions required to bring such projects back on track.

8. SCOPA RESOLUTIONS

RESOLUTION 23/2025: TRANSPORT

Noting that:

- An amount of R816.797 million was accrued from 2022/23 to 2023/24, R1.051 billion was accrued from 2023/24 to 2024/25 and an amount of R2.321 billion was accrued from 2024/25 to 2025/26. This is higher by R504.343 million from the preliminary position of R1.817 billion. This trend is concerning as accruals and payables not recognised of R2.321 billion will result in the first four months' spending in 2025/26 being only to address the carry-over costs from 2024/25, based on an average monthly spend on *Goods and services* in 2024/25 of R580.250 million. R2.321 billion accrued to 2025/26, R893.929 million was listed as more than 30 days in arrears, a significant increase from the split in 2022/23, and 2023/24. This is concerning as it is over the 30 days payment rule.
- The department's organisational structure has not yet been concurred by the DPSA.
- The department is slow in filling approved funded vacant posts.
- The department over-spent against venues and facilities in respect of the MEC's engagements in various districts.
- Infrastructure planning costs were lower than budgeted as not all the district-based consultants were appointed in regions. The appointment of nine district-based consultants was done through a court order.
- The department has been inconsistent with information regarding flood damage repairs projects and with funds transferred to the various implementing agents (SANRAL, IDT, DOPWI, SANDF).
- The department transferred R20 million to the Greater Kokstad Local Municipality for road rehabilitation projects. At the end of March 2025, the municipality had only spent R7.209 million. This is a concern, as the project had commenced in 2023/24, and it was expected that the funds would have been fully spent by now.
- It is noted that the department donated assets exceeding the R100 000 threshold without the Legislature approval. In this regard, the department donated three vehicles (amounting to R466 000) to the Impendle Local Municipality.

The Committee resolved that:

The Accounting Officer must provide a report to the Committee by 30 September 2025 on the following:

- The department must provide a breakdown of services rendered and a list of creditors with overdue payments. The department must indicate measures it has put in place to address overdue payments
- The department should provide details of the of payables and accruals of more than 30 days as of 31 March 2025. A breakdown of individual entities owned should be provided.
- The department is requested to provide a detailed plan of ensuring that accruals are not carried over to the new financial year. The plan should indicate how the recurring increasing accruals will be curbed and not to affect the next financial year.
- Provide progress on finalising the organisational structure
- Provide reasons for slow filling of approved posts and how this is being addressed.
- Explain why events under venues and facilities were not adequately budgeted for and not provided for in the 2024/25 Adjustments Estimate.
- Provide reasons for infrastructure under-spending and contractor performance issues and explain the delays in consultant appointments and why it had to be done through a court order.
- The department must provide a detailed update on flood damage repairs and an accurate report on implementing agent transfers.
- The department must provide an update on the status of the Greater Kokstad road project and fund utilisation.
- The department must provide justification for not declaring to the Legislature donations exceeding R100 000 to Impendle Local Municipality.

Resolution Responses

The department must provide a breakdown of services rendered and a list of creditors with overdue payments. The department must indicate measures it has put in place to address overdue payments.

Response

- Refer to the attached Annexure A1 – This is a schedule of > 30 days invoices for Accruals / Payable as at 30 September 2025.
- The services of these suppliers are denoted in Column J, and the measures for each of these invoices are stated in Column X.

In summary

The 79 transactions can be analysed as follows:

- 15 transactions - A number of IOD Payments are long outstanding as entity forms are not submitted by the suppliers – there are also transactions that need to be followed up and addressed by officials.
- 10 transactions - Delays in receiving invoices from suppliers or officials / Lost invoices – these would need to be followed up with officials and suppliers.
- 54 transactions – transactions to be investigated and appropriate action taken.

The department should provide details of the of payables and accruals of more than 30 days as of 31 March 2025. A breakdown of individual entities owned should be provided

Response

- Refer to the attached Annexure B1 – This is a schedule of > 30 days invoices for Accruals / Payable as at 31 March 2025.

The department is requested to provide a detailed plan of ensuring that accruals are not carried over to the new financial year. The plan should indicate how the recurring increasing accruals will be curbed and not to affect the next financial year.

Response

The department is operating on a going concern basis hence year-end accruals and payables are an inevitable aspect of financial operations. While we will actively work to minimize these balances, a carryover to the subsequent financial year is expected as the department is also required by Treasury to Cashflow for subsequent financial year in a realistic manner.

However the department has undertaken the following measures to ensure that accruals and payables are only for one month:

- The accruals/payable template has been amended for the Directorates and Regions to include explanations for over 30 days old items and these are reviewed and addressed by officials e.g.: IOD transactions.
- An enhanced communication with end-users is being maintained.
- A clear submission of Accruals Cut-Off Date has been introduced, thus ensuring there is sufficient time to review and correct the schedule prior to reporting.
- A monthly analysis for the regions will be done to monitor the accruals schedule.
- Review of invoices >30 days invoices and actions to be undertaken by directorates in rectifying transactions. Prioritise and follow up / investigate invoices >30 days and implement corrective action.
- Extensive trainings with the Directorates and Regions on accruals/payables have been conducted.
- The department is in the process of assessing invoice tracking systems which will assist the department from manual tracking of invoices to electronically tracking of invoices ,thus eliminating errors
- The department to undertaken the following measures :
- Head Office is introducing stricter control measures Regional Chief Directors, Regional Finance Managers as well as Responsibility Managers will be involved in the accruals reporting much more than they were in the past. This will ensure accountability.
- Internal Audit will assist with reviewing the accrual processes post-year-end.

PART C: GOVERNANCE

Provide progress on finalising the organisational structure

Response
The Department has received comments on the draft organisational structure from Office of the Premier and are addressing those as they include the evaluation of all new non-benchmarked and non-OSD posts. This amounts to more than 900 posts to be evaluated. The process will take a while. Some comments will result in the need to review the organisational structure, a process which the department will be embarking on following consultations with the Departmental Task Team with organised labour.

Provide reasons for slow filling of approved posts and how this is being addressed.

Response

Due to high volume of applications received both online and hardcopies, the process of sorting and scheduling of applications takes longer, Human Resource is under capacitated to meet the demand. However, Human Resource section has approved overtime to meet the workload demand,
together with Operation MBO which is pulling of human resources from other units to assist HR.

Explain why events under venues and facilities were not adequately budgeted for and not provided for in the 2024/25 Adjustments Estimate.

Response
Venue and Facilities were not adjusted for in the Adjustment estimates as this is an item that falls within Cost Cutting Measures. It is encouraged that we reduce spending and allocation of budget against cost cutting items. It is also recommended that departments use community halls and government venues when doing events and contractor handovers.

In view of the above, the department had not anticipated higher than budgeted expenditure during the adjustment estimates.

Provide reasons for infrastructure under-spending and contractor performance issues and explain the delays in consultant appointments and why it had to be done through a court order.

Response
The total budget for Programme 2 was fully spent for the 2024/25 financial year.

However, the underspending in the category *Buildings and other fixed structures* was due to delays with the finalisation of the two major contracts (ZNT 417 and 418) that were declared irregular by the A-G in the 2019/20 audit process, due to lack of consistency in tender documents. The new contracts were only finalised in the latter part of 2024/25 and caused the late implementation of projects.

The challenges that that prevent the contractors are not limited to as listed below:

Challenges	Remedial measures
Shortage of Quarry material for road construction and Re-gravelling	• Engagements with DMRE have commenced for approval to open new quarries. Approval of some quarries has been received. In total the Department currently has 201 authorised borrow pits across the province, in line with the requirements of Section 106(1) of the Mineral Petroleum Resource and Development Act, 2002. • Utilise TRH24 and nanotechnology to upgrade low-volume roads that support key economic social services.

PART C: GOVERNANCE

Challenges	Remedial measures
Amakhosi are prohibiting the Department from utilising local quarries and borrow pits to source materials due to lack of rehabilitation after use as well as demanding payment for the use of the borrow pit/ quarry.	• Engagement with Amakhosi and ITB to reach an agreement on the use on borrow pits / quarries • Meetings have been conducted with the ITB, Provincial House of Traditional Leaders and COGTA where the Departments Framework For Material Source Management was presented. • The resolution of this meeting was that a multi-party MOA be drafted between the Department, ITB and Provincial House of Traditional Leaders to support access to Borrow Pits and Quarries and to perform rehabilitation on Borrow Pits / Quarries that need it. • The Department has met with DMPR to seek guidance on borrow pit / quarry rehabilitation as well as having an allowance on construction contracts for borrow pit rehabilitation. This has been incorporated in a documented rehabilitation strategy (based on the National Environmental Management Act, 1998 (Act No. 107 of 1998 and The Mineral Petroleum Resource and Development Act, 2002 (Act No. 28 of 2002) together with the Modified Cash Standards. It has subsequently been audited by the AGSA and borrow pits and quarries requiring rehabilitation have been disclosed on the Departments Annual Financial Statement as a Provisional Liability. • Framework for material source management has been completed after consultation with affected stakeholders, and is pending approval by the Departments Accounting Officer, further consultation after approval of framework is required with stakeholders such as the ITB and Provincial House of Traditional Leaders. • The Department has drafted the MOA which has been drafted and vetted by legal services. MOA meets the Prescripts of the KwaZulu-Natal Roads Act, 2001 (Act No. 4 of 2001), The Mineral Petroleum Resource and Development Act, 2002 (Act No. 28 of 2002) and the Ingonyama Tryst Act, 1994 (Act No. 3KZ of 1994). Submission of the MOA to Ingonyama Trust Board (ITB) is pending on approval of the framework.
Poor performance of contractors due to under-pricing of the tender offers, capacity challenges, cashflow challenges resulting in underperformance by the Department.	• The department to use financial risk assessment in the evaluation of tender offers to minimize the risk of underperformance. • Request reference letters for completed projects and contractor performance. • Record contractor performance information across the department and use it to evaluate risk before the award of a new project. • Create a register of key personnel per awarded project and limit duplication of resources (e.g. cannot have 1 foreman looking after 2 projects) • Quarterly review meetings held quarterly to assess performance of both contractors and consultants.
Business Forums interrupting and stopping projects through intimidation	• Law enforcement to be part of PLC's and these projects to be reported to SAPS if stoppages occur.

The Department under bid number ZNB00193/00000/00/HOD/INF/20/T in which the Department invited suitably qualified entities to submit bids for the appointment to provide engineering services for various cost centres. The tender process relating to the original tender commenced on 04 December 2020.

On 03 May 2022, the Department published a notice on Ilanga newspaper for the cancellation notice and the reason stated that it was for "administrative non-compliance". The decision to cancel the tender was then challenged ìn court by 4 service providers and the court ruled in their favour that the recommendations of the BEC should be implemented. Further to this, other consultants lodged motions in court where the court also ruled in favour of these service providers allocating a total of 09 district offices appointments

The department must provide a detailed update on flood damage repairs and an accurate report on implementing agent transfers.

Response
- The report on floods is attached as per Annexure A.
- The report on IDT as an implementing agent is attached as Annexure B.
- The report on SANRAL as an implementing agent is attached as Annexure C

The department must provide an update on the status of the Greater Kokstad road project and fund utilisation.

Response
The report on Greater Kokstad Municipality is attached as per Annexure D.

The department must provide justification for not declaring to the Legislature donations exceeding R100 000 to Impendle Local Municipality.

Response
The department donated three vehicles to the Impendle Local Municipality that were due for BOS as a transfer. The transfer followed a due process as prescribed in Section 42 of the PFMA Act of 1999.

Provincial Treasury Instruction Note 19 states that gifts, donations or sponsorships where cash amounts exceed R100 000 per case require approval from Provincial Legislature.

The above transfer does not fall within this requirement.

TRANSVERSAL RESOLUTION

RESOLUTION 25/2025: TRANSVERSAL: ACCRUALS AND PAYABLES NOT RECOGNISED

Noting that:
- There is now a trend whereby departments defer payments to future financial years to avoid overspending, thus creating accruals.
- This practice is in contravention of Treasury regulations which require all invoices to be paid within 30 days.
- This practice masks the true financial position and creates future fiscal risks.
- Accruals also indicate that departments are spending beyond available cash, leading to supplier payment delays and potential service delivery risks.

The Committee resolved that:
Accounting Officers must ensure that their departments comply with the following:
- All invoices must be paid within 30 days in line with Treasury regulations.
- Departments must avoid spending beyond available cash in their budget.
- Departments must put strict measures in place to avoid accruals.

Response
The department notes the resolution of the committee. The department has implemented an improvement audit strategy to ensure compliance on payment within 30 days.

RESOLUTION 26/2025: TRANSVERSAL: SPECIFICALLY AND EXCLUSIVELY APPROPRIATED FUNDS

Noting that:
Some departments utilised specifically and exclusively appropriated funds for purposes other than what these funds were allocated for.

The Committee resolved that:
Accounting Officers are reminded that this practice is in contravention of the PFMA and that continued contravention may lead to consequence management in terms of the PFMA.

Response
The Department has noted this resolution

9. PRIOR MODIFICATIONS TO AUDIT REPORTS

Nature of qualification, disclaimer, adverse opinion and matters of non-compliance	Financial year in which it first arose	Progress made in clearing / resolving the matter
Qualification in Accrued Dept Revenue and Irregular Expenditure	2019/2020	The Improvement Audit Strategy was developed to address all internal control deficiencies raised in the previous year audit.
Qualification in Accrued Dept Revenue and Goods and Services: Infrastructure and Planning services	2020/2021	The Improvement Audit Strategy was developed to address all internal control deficiencies raised in the previous year audit.
Qualification in Capital Commitment	2021/2022	The Improvement Audit Strategy was developed to address all internal control deficiencies raised in the previous year audit.
Qualification in Accrued Dept Revenue	2022/2023	The Improvement Audit Strategy was developed to address all internal control deficiencies raised in the previous year audit.

10. INTERNAL CONTROL UNIT

The Internal control unit had developed an Internal Control Framework to conduct compliance inspections for the Department in line with the framework to assist the Department with addressing control deficiencies identified to strengthen controls. For the year under review the compliance inspections were conducted throughout all four regions and including head office. Management of the regions and head office were made aware of any control deficiencies identified to correct them and enhance controls to ensure a reduction in audit queries that are raised.

Internal Control is also responsible for the coordination of Audits comprising of Internal and External Audits by the Auditor-General. The component facilitates the retrieval of documents and compilation and review of the Management responses to communications.

Post – Audit inspections based on the AG Management Report Findings as well as the Provincial Treasury Audits to raise awareness of all findings within the Department and conduct further inspections across all regions and head office to address non-compliance issues raised by the AG and Treasury to enhance controls within the Department.

This unit is also responsible for the development and maintenance of the Audit Improvement Strategy and where necessary facilitates these workshops.

Irregular, Fruitless and Wasteful Expenditure determination test are also conducted within this unit to ensure that the Department does address non-compliance raised by the AG.

11. INTERNAL AUDIT AND AUDIT COMMITTEES

Strategic Role and Purpose of Internal Audit

The Department receives internal audit services from the KwaZulu-Natal Provincial Internal Audit Services (PIAS), a shared internal audit function established under section 38(1)(a)(ii) of the Public Finance Management Act, 1999 (Act No. 1 of 1999), as amended, read together with Treasury Regulation 3.2.

In accordance with Treasury Regulation 3.2.6, internal audit activities are conducted in compliance with the International Professional Practices Framework (IPPF), which comprises the Global Internal Audit Standards, Topical Requirements, and Global Guidance issued by the Institute of Internal Auditors (IIA).

PIAS provides independent, objective assurance and advisory services to add value and improve the Department's operations. It helps the Department achieve its objectives by evaluating and enhancing the effectiveness of governance, risk management, and internal control processes.

The Internal Audit Function (IAF) is led by the Chief Audit Executive (CAE). It operates under an Internal Audit Charter approved by the Provincial Audit and Risk Committee (PARC) and endorsed by the MEC for Finance.

Strategic Positioning and Independence

The CAE reports functionally to the Provincial Audit and Risk Committee and administratively to the Head of the Provincial Treasury.

This reporting arrangement supports the Internal Audit Function's organizational independence and ensures the CAE has unrestricted access to the Chairperson of the Audit Committee.

During the year under review, the CAE confirmed PIAS's organizational independence. No impairments to the independence or objectivity of the Internal Audit Function or individual auditors were reported. When threats to independence arise, they are disclosed to the Audit Committee, and appropriate safeguards are implemented.

Key Activities and Objectives of the Internal Audit Function

Purpose and Mandate
PIAS provides independent assurance and advisory services to help the Department improve governance, risk management, and internal controls.

Strategy
PIAS's vision is to be a trusted and strategic partner delivering insightful, innovative, and high-quality internal audit services. Its strategy aligns with the Department's strategic objectives and focuses on delivering risk-based assurance and advisory services that enhance accountability and performance.

Charter, Methodology and Internal Audit Plans
The following were reviewed and approved during the year under review:

- Internal Audit Charter;
- Rolling three-year strategic internal audit plan; and
- Annual operational internal audit plan.

The audit plans were developed using a risk-based methodology and aligned to the Department's strategic and operational priorities.

Independence and Objectivity
The CAE formally confirmed the Internal Audit Function's independence for the reporting period.
Internal auditors maintained objectivity in their assignments, and no material impairments to their objectivity were reported during the year.

Internal Audit Modality
PIAS operates as a shared internal audit model comprising:
- In-house internal audit staff;
- Co-sourced specialist service providers (where additional resources are required from time to time); and
- Outsourced service providers (where specialised expertise is required for specific audit assignments).

For the period under review, PIAS utilised both outsourced and co-sourced resourcing methods to implement the annual audit plan.

Structure of PIAS
Assurance is delivered through a shared, coordinated model that leverages centralized capacity and specialized expertise to strengthen oversight across departments. The PIAS, supported by the Risk and Advisory Services (PIAS-RAS) and the Assurance Services unit within Provincial Treasury, provides departments with internal audit and risk management support through a cluster-based approach.

Resources are dynamically allocated across departments and engagements to optimize coverage and ensure the efficient use of skills and capacity. Audit plans and team compositions remain flexible and are continuously refined based on emerging risks, engagement requirements, and required technical competencies, including in specialized areas such as information technology, performance, and financial auditing. This approach enables cross-cutting assurance activities, in which audits and reviews address risks and themes spanning multiple departments within clusters.

The PIAS-RAS unit provides strategic advisory, oversight, guidance, and capacity-building support to departmental risk management functions, while Assurance delivers independent assurance and advisory services.

This shared model enables a coordinated approach to assurance, enhances collaboration among assurance providers, and supports the effective implementation of the combined assurance framework throughout the Province.

Staffing – Assurance Services
During the year under review, staff for the Assurance Unit supporting all 13 Departments:
- Approved positions: 95
- Funded positions: 85
- Unfunded positions: 10
- Filled positions: 82
- Vacant positions: 3
- Recruitment in progress: 3

It should be noted that the department did not fall within the centralised audit service arrangement since 2019 cabinet resolution that concluded that the departments of Health, Education and Transport establish their own Internal Audit Functions. The department of Transport opted not to implement the resolution and remained serviced by PIAS. In July 2025, Cabinet rescinded the 2019 resolution and re-established a full centralised Internal Audit Services for the Province, wherein the three departments (Health, Education and Transport) were re-integrated.

The Internal Audit Function had an approved budget of R76, 853 million to service all 13 Departments of the Province and incurred expenditure of R 73, 873 million.

The CAE is satisfied that the collective skills, competencies, and experience of internal audit staff were appropriate to fulfil the approved internal audit plan.

Training and development continued during the year, with R 1, 239 million spent on professional development and training interventions attended. Staff participated in a range of professional development initiatives aimed at enhancing competencies in internal auditing, risk management, governance, data analytics, fraud detection, digital transformation, project management and stakeholder management. Training included Global Internal Audit Standards, Building Continuous Auditing, Root Cause Analysis, Review of Financial Statements, Data Analytics, Detecting Fraud, CURA Risk Solution Training, Advanced Project Management, MS Excel Advanced, and How to Deal with Difficult Clients, among others. Staff also attended professional forums and conferences hosted by National Treasury, the Institute of Internal Auditors South Africa (IIASA) and the Institute of Risk Management South Africa (IRMSA). These interventions contributed to strengthening PIAS 's capacity to provide effective assurance, risk management and advisory services.

Quality Assurance and Improvement Programme

PIAS maintains a Quality Assurance and Improvement Program (QAIP) to assess conformance with the Global Internal Audit Standards and identify opportunities for continuous improvement.

- Date of last internal assessment: February 2026
- Date of last external assessment: October 2024
- External assessment outcome: Generally conforming rating for conformance to the IPPF and a partially effective rating for the effectiveness of the PIAS

The Audit Committee assessed the performance of the Internal Audit Function and concluded that PIAS performed effectively during the year under review.

Areas identified for improvement were incorporated into the QAIP action plan.

Stakeholder Relationships

PIAS maintains constructive working relationships with:

- The Accounting Officer and senior management;
- The Audit Committee;
- The Provincial Executive Council;
- The Auditor-General of South Africa;
- Risk management;
- Internal control; and
- Other assurance providers.

Combined Assurance

PIAS – RAS supports departments in enhancing their integrated assurance processes by providing customisable combined assurance templates, conducting training sessions, and participating in departments' combined assurance forums and risk management committee meetings. Internal Audit supports these efforts by collaborating with other assurance providers and sharing relevant insights .

Value-Add

During the year under review, PIAS added value by:

- Identifying opportunities to strengthen internal controls;
- Enhancing governance and risk management processes;
- Supporting improved compliance with legislation and policies;
- Monitoring implementation of audit recommendations; and
- Providing advisory services on key strategic initiatives, including combined assurance and risk management maturity assessments and risk register analysis.

Limitations

The effectiveness and efficiency of the Internal Audit Function and risk management support were constrained by the continued use of outdated audit management software and risk management systems, which limited automation, risk aggregation, data analytics capabilities, and the overall optimization of audit processes. This resulted in increased reliance on manual procedures and a reduced ability to fully leverage technology-enabled auditing techniques.

Efforts to procure and implement updated audit software and risk management systems were initiated; however, the process was delayed due to procurement challenges associated with SITA. These delays affected the timely enhancement of audit tools and systems. Despite these constraints, internal audit activities were performed in accordance with approved plans, and mitigating measures were implemented to minimize the impact on audit coverage and quality.

Given the nature and scale of the Department's operations, reliance on a single official to perform all risk and integrity management responsibilities is not sustainable and may impact the effectiveness of the Department's governance, risk management, and assurance framework. Management will prioritize interventions aimed at strengthening the function's capacity and resilience to ensure that risks and integrity matters are proactively identified, managed, monitored, and reported.

Summary of Work Performed During the Reporting Period

Planned and Completed Audits

Category	Planned	Completed	Completion %
Assurance engagements	13	8	61.5%
Advisory engagements	0	0	0%
Total	13	8	61.5%

Audits Rolled Over

Three (3) audit engagement, i.e., Follow Up Audit on Resolved Findings, Transfer Payments and Review of Financial Reporting Process were not concluded at the end of the financial year.

Reasons for rollovers included:
The assignments were not concluded due to a combination of delayed commencement as a result of client availability and receipt of management action plans.

Ad Hoc Projects

Description	Initiated	Completed
Ad hoc assignments	0	0

Status of Audit Findings

Findings Source	Total Action Plans	Resolved	In-progress	Unresolved	Recurring Findings (Last 3 FYs)
Internal Audit	98	15	83	0	0
AGSA	86	44	42	0	0

The Internal Audit Function continues to monitor management's implementation of agreed action plans and reports progress to the Audit Committee quarterly.

Audit Committee

Purpose and Mandate
The Department is served by the Provincial Audit and Risk Committee (PARC) and the relevant Cluster Audit and Risk Committee (CLARC), established in terms of section 77 of the Public Finance Management Act and Treasury Regulation 3.1.

The Audit Committee assists the Accounting Officer and the Executive Authority by providing independent advice and oversight regarding:

- Governance;
- Risk management;
- Internal control;
- Internal audit;
- Financial and performance reporting;
- Compliance with laws and regulations;
- Information and communication technology governance; and
- Combined assurance.

The Audit Committee operates in accordance with a current Audit Committee Charter approved by the Executive Authority.

Independence
The Audit Committee operated independently and without undue influence during the year under review.
Conflicts of interest were declared at each meeting and appropriately managed in accordance with the Audit Committee Charter.

Protecting the Independence of the Internal Audit Function
The Audit Committee reviewed the organisational positioning and independence of the Internal Audit Function. It confirmed that appropriate safeguards were in place to protect internal auditors from undue influence or victimisation. The Committee did not need to intervene to protect the independence of internal auditors during the reporting period.

Performance Against Statutory Duties
The Audit Committee is satisfied that it fulfilled its responsibilities in accordance with:

- The Public Finance Management Act;
- Treasury Regulations;
- The Global Internal Audit Standards; and
- Its approved Audit Committee Charter.

Composition of the Audit Committee
The Audit Committee was properly constituted and comprised members with a balanced mix of qualifications, experience and expertise in:

- Accounting and financial management;
- Internal and external auditing;
- Risk management;
- Governance;
- Information technology governance;
- Performance information; and
- Compliance.

Meeting Attendance
The Cluster Audit and Risk Committee held 4 ordinary meetings and 2 special meetings during the year under review.

Combined Assurance

The Department has adopted and begun implementing the Provincial Combined Assurance Framework and reports updates to the Audit Committee. To strengthen governance oversight and the effectiveness of assurance, it should broaden its combined assurance model to include additional key strategic and operational risks. This expansion will increase assurance coverage and help identify and address assurance gaps more effectively.

Resolution of Audit Committee Recommendations

The Audit Committee monitors the implementation of its recommendations through formal quarterly reporting and follow-up processes within the CLARC structure. Progress is reviewed on an ongoing basis, and outstanding matters remain subject to oversight until all matters have been satisfactorily resolved and closed.

Audit Committee Performance Evaluation

The Audit Committee conducted a bi-annual self-assessment of its performance and effectiveness during the reporting period to evaluate the extent to which it fulfilled its mandate and statutory responsibilities. In addition, the effectiveness of the Audit Committee was independently assessed by the Auditor-General of South Africa as part of its annual audit processes. The results of these assessments confirmed that the Audit Committee was operating effectively and continued to provide independent and objective oversight.

Audit Committee Composition and Meeting Attendance

Name	Qualifications	Professional Affiliation (e.g. SAICA, IIA, IOD(SA))	Appointment: Term of Office		No. of meetings attended 2025/26	Has the AC member declared private and business interests in every meeting? (Yes/No)	Is the AC member an employee of an organ of state? (Yes / No)	No. of other ACs that the member served on during the reporting period (whether in the public sector or not)	No. of other governance structures the member served on during the reporting period, e.g. Boards, Risk Committee, IT Committee, etc., whether in this or any other institution(s)
			Start date	End Date					
Tebogo Modipane	BCom (Accounting) BCom Honours (CTA) Higher Diploma in Auditing CA(SA)	SAICA, IRMSA	1 July 2025	30 June 2028	4 of 4	Yes	No	3	0
Zanoxolo Koyana	BCom (accounting); Professional Accountant (SA), Financial Accountant in Practice, Certified Tax Practitioner and MBA	SAIPA, IAC and Directors Association of South Africa	1 July 2025	30 June 2028	4 of 4	Yes	No	2	0
Ayanda Wakaba	Master of Business Management and Administration (MBA), Honours Bachelor of Accounting Science, Bachelor of Commerce (Accounting), Advanced Diploma in Accounting Sciences	SAICA, IODSA	1 July 2025	30 June 2028	4 of 4	Yes	No	4	4

Remuneration of Audit Committee Members

Audit Committee members are remunerated in accordance with applicable legislative requirements and approved government prescripts, as provided for in the Audit Committee Members' Memoranda of Agreement. The remuneration model is a fixed-fee structure, approved by the MEC of Finance.

Members who are employees of organs of state were not remunerated, as applicable, in accordance with the relevant policies and contractual arrangements.

The Audit Committee operates as a shared committee serving a cluster of departments. Consequently, audit committee members render services across multiple departments and structures during the reporting period. As a result, the total expenditure incurred in respect of Audit Committee remuneration cannot be reliably attributed or calculated on a per-department basis and is therefore not disclosed at departmental level.

12. AUDIT COMMITTEE REPORT

INFORMATION OUTSTANDING – AWAITING INFORMATION FROM TREASURY

We are pleased to present our report for the financial year ended 31 March 2026.

Part 1: Audit Committee Reflections – 202526

Chairperson's brief reflections on key objectives and activities of the AC which must at least include:

- The Audit Committee's strategic focus, independence, monitoring conflict of interest within its own ranks, stakeholder relationships, and protecting the independence and objectivity of the Internal Audit Function. Confirmation that the AC consistently provided reports and briefed the Accounting Officer on its meetings and the main issues deliberated, challenges identified and proposed solutions. Confirmation whether the AC met with the Executive Authority to provide briefings. Whether the AC has assessed its own performance and the results thereof. positioning of internal audit, Chief Audit Executive's role beyond internal auditing, confirmation of counsel provided, AC evaluation, key challenges, and solutions to key challenges.

Audit Committee Responsibilities:

- The Audit Committee reports that it has complied with its responsibilities arising from Public Finance Management Act and Treasury Regulations 3.1. The Audit Committee also reports that it has adopted appropriate formal terms of reference as its Audit Committee Charter, has regulated its affairs in compliance with this charter, and has discharged all its responsibilities as contained therein, except that we have not reviewed changes in accounting policies and practices.
- Recognises its duty to serve the public interest and confirms that it has diligently upheld this critical responsibility. Has functioned without hindrance, limitations or threats to its independence throughout the reporting period.
- Has internalised the relevant requirements of the Global Internal Audit Standards™ in its work and has aligned both the IAF & AC Charters. Confirms that the AC applied professional skepticism in the execution of its duties, critically evaluating information placed before it, requested additional information when necessary and continuously assessed whether internal audit, management and other providers of assurance maintained high ethical and professional standards.

Part 2: Audit Committee Composition and Meeting Attendance

The audit committee consists of XX external members in total, with YY being external members and 26 from within the public sector. The committee is properly constituted, with a balanced representation of independent members with a diverse and appropriate mix of qualifications, expertise, and experience. The committee convened xxx times during the year with xxx being ordinary meetings and the remainder special meetings.

Part 3: Audit Committee Focus Areas

The following were reviewed during the year under review: (Provide details and conclude on each focus area)

- Effectiveness of the internal control systems
- Effectiveness of the Internal Audit Function (IAF)
- Effectiveness of Risk Management
- Adequacy, reliability, and accuracy of financial and performance information
- Adequacy and effectiveness of Information and Communication Technology (ICT) Governance
- Accounting and auditing concerns identified as a result of internal and external audits
- Compliance with legal and regulatory provisions
- The quality of the in-year management and monthly/quarterly reports submitted in terms of legislation
- Combined Assurance
- Evaluation of the annual financial statements
- External Audit

PART C: GOVERNANCE

- Auditor-General's Report
- Any other issues/matters not covered above

Conclusion

_____

(Full Name of Chairperson)
Chairperson of the Audit Committee
(Name of Department)
(Date)

13. B-BBEE COMPLIANCE PERFORMANCE INFORMATION

The following table has been completed in accordance with the compliance to the BBBEE requirements of the BBBEE Act of 2013 and as determined by the Department of Trade, Industry and Competition.

Has the Department / Public Entity applied any relevant Code of Good Practice (B-BBEE Certificate Levels 1 – 8) with regards to the following:		
Criteria	**Response Yes / No**	**Discussion (*include a discussion on your response and indicate what measures have been taken to comply*)**
Determining qualification criteria for the issuing of licences, concessions or other authorisations in respect of economic activity in terms of any law?	N/A	No licences, concessions or other authorisations in respect of economic activity.
Developing and implementing a preferential procurement policy?	Yes	The Department has implemented the Preferential Procurement Regulations ,2022 which were promulgated on the 4th November 2022 with an effective date of 13 January 2023
Determining qualification criteria for the sale of state-owned enterprises?	N/A	This is not applicable as there has not been such a sale.
Developing criteria for entering into partnerships with the private sector?	N/A	No partnerships entered with the private sector.
Determining criteria for the awarding of incentives, grants and investment schemes in support of Broad Based Black Economic Empowerment?	N/A	No incentives and investment schemes in support of Broad Based Black Economic Empowerment.

During the 2025/2026 financial year, the Department of Transport undertook the process of reporting on B-BBEE Compliance for the 2024/2025 financial year as per Section 13G (1) of the B-BBEE Act. The achieved level for the financial year is Level 6. Below is a table of achieved points per element:

BBBEE ELEMENT	**WEIGHTING POINTS**	**ACHIEVED SCORE**
Management Control	20.00	19.36
Skills Development	25.00	19.64
Preferential Procurement	30.00	31.27
Enterprise and Supplier Development	20.00	0.00
Socio-Economic Development	5.00	5.00
Total Score		**75.26**



2025/26

DEPARTMENT OF TRANSPORT

ANNUAL REPORT

VOTE12

PART D: HUMAN RESOURCE MANAGEMENT

1. INTRODUCTION

The Department depends heavily on its human capital to deliver on its mandate. In an era marked by fiscal restraint and increasing service delivery expectations, effective human resource management has never been more critical. The Human Resources Management is committed to providing a positive and supportive workplace environment for all employees.

2. OVERVIEW OF HUMAN RESOURCES

THE STATUS OF HUMAN RESOURCES IN THE DEPARTMENT

The Department has a total staff establishment of 4306 posts of which 4107 are filled as of 31 March 2026. The vacancy rate as of 31 March 2025 was at 4%.

Human Resource Management continues to support the technical and competency-related training needs of all employees across functional areas and echelons by supporting the employees in training needs aligned to an individual development plan, which reflects in the training budget spent on employees.

HUMAN RESOURCE PRIORITIES FOR THE YEAR UNDER REVIEW AND THE IMPACT OF THESE

Maintaining a minimal vacancy rate of 10% or below rate, to ensure adequate human resource capacity to achieve departmental goals and objectives.

Achieving 50% representation of females at SMS levels and improving representation of persons with disabilities within the Department.

Establishing and maintaining a conducive work environment where departmental employees are provided with the required support, training and development as well as wellness programmes to ensure a competent and productive workforce that is capable to achieve departmental objectives.

WORKFORCE PLANNING & KEY STRATEGIES TO ATTRACT & RECRUIT A SKILLED & CAPABLE WORKFORCE

Vacant posts were advertised in the DPSA vacancy circular to attract a large pool of suitable candidates and promote open competition. Furthermore, EE targets were updated monthly and considered during the filling of all posts.

All shortlisted SMS members undertook technical tests as part of the recruitment process and recommended candidates for developmental purposes underwent the prescribed SMS Competency Assessment Tests.

Exit interviews were conducted to establish reasons driving employees to leave the services of the Department and identify areas for improvement that can assist in establishing the Department as an employer of choice, and where necessary and possible reduce staff turnover.

The Department provided bursaries and training opportunities to staff members to further their qualifications and improve their skills/knowledge. Internship and Learnership Programmes were also implemented to provide young graduates with opportunities to gain knowledge and experience in the workplace, to be able to ultimately compete for jobs in the labour market.

EMPLOYEE PERFORMANCE MANAGEMENT

Department complied with the provisions of the Departmental Performance Management and Development System, upon completion of the process, the outcomes of the moderated annual assessments of employees at salary levels 1 to 12 were processed and due pay-progression paid in December 2025.

Employees that did not comply with PMDS requirements were deemed not eligible for performance-related recognition or rewards, thus forfeited performance incentives. No employees in the Department received performance rewards for the performance cycle 2024/2025 as performance rewards are not payable in terms of the Incentive Policy Framework of 2019 from the 2021/2022 performance cycle. Performance assessments for 2025/26 commenced in April 2026 and will be effectively managed to ensure compliance with the directives of the DPSA.

EMPLOYEE WELLNESS PROGRAMMES

The Department's Employee Health and Wellness Programme is effectively and impactfully operating and encompasses physical, mental and emotional wellbeing with the aim of improving the lives of our employees. However, the Department does not have onsite primary health care services, but rather psychosocial services.

The Department conducted a total of 25 employee wellness educational campaigns. These covered various topics to improve overall wellbeing, including men's health, financial wellness, hypertension awareness, and healthy lifestyle choices. The Department also complied in terms of the submission of employee health and wellness programme compliance reports in line with DPSA directives.

ACHIEVEMENTS AND CHALLENGES FACED BY THE DEPARTMENT, AS WELL AS FUTURE HUMAN RESOURCE PLANS/GOALS.

The performance achievement of the MTSF targets for the year under review was as follows:

To support ongoing efforts to professionalise the public sector, the Department implemented and embraced the progressive implementation of Volume 1 of the Directive on the Professionalisation of the Public Sector. The implementation of the Directive brought about improvements in departmental human resource practices by embedding the principles of ethical governance, competency-based recruitment and professional development.

Another key achievement was that the Department managed to maintain 100% financial disclosure compliance rate for senior managers.

The Human Resources officials who are responsible for the provision of conditions of services benefits continued to support qualifying employees in accessing their housing allowance savings through ongoing awareness initiatives on the related processes. As a result of this intervention, the number of government employees who were renting was reduced from 319 to 252 by 31 March 2026. Furthermore, the number of employees receiving the Housing Allowance as homeowners increased from 2789 to 3142 by 31 March 2026.

The Department developed the EE Plan for the period 2025-2030 and embarked on robust consultation process with key stakeholders in line with amended EEA provisions.

35 (97%) of the expected SMS members completed and submitted the performance agreements by prescribed due date. However, 1 SMS member was appointed at the beginning of May 2025 and as per the PMDS Policy, has 3 months to complete and enter into their performance agreement.

The Department managed to maintain the vacancy rate of 5 percent during the year under review, which was initially achieved in the 2024/25 financial year. This could be attributed to the implementation of the DPSA Directive on control measures aimed at assisting executive authorities in managing fiscal sustainability during the process of creating and filling vacant posts in departments which introduced the process of prioritising of vacant posts to be filled due to the compensation budget cuts; and the Department undertaking regular Persal clean-up exercise.

The prescribed Annual HR Plan Implementation Report was compiled and submitted to the OTP prior to the due dates as per the DPSA requirements against the MTEF HR Plan (2024-2028).

CHALLENGES

High volume of applications for advertised posts: posts no experience as a requirement have resulted in excessive applications and overwhelming HR personnel and selection committees.

Furthermore, misaligned organisational structure resulting in serious capacity constraints in the Department and placed additional strain on employees who had to carry the additional workload due to new mandates.

FUTURE HUMAN RESOURCE PLANS/GOALS

In terms of future human resource plans/goals, efforts will be made to recruit suitably qualified, capable, and skilled workforce and to maintain the vacancy rate that is 10% or below in line with the National benchmark. The Department remains committed to stabilising its workforce. As of 31 March 2026, 727 vacancies were at different stages of the recruitment process, ranging from advertising to shortlisting and interviews. It is anticipated that these posts will be filled before the end of the 2026 financial year, subject to candidate suitability and other applicable appointment requirements. Furthermore, the Department expects additional vacancies to arise due to natural attrition, including retirements and resignations.

Ensure that Human Resource Management provides strategic, value added and timeous support services to the Department.

Enhance employee engagements; development and wellness initiatives.

Improve compliance levels with the legislative framework and HR norms and standards.

3. HUMAN RESOURCES OVERSIGHT STATISTICS

The department must provide the following key information on its human resources. All the financial amounts must agree with the amounts disclosed in the annual financial statements. Provide reasons for any variances.

Please note that it is very important to follow the format and standards prescribed, to enable collation and comparison of information. **If sub-headings/tables are not applicable to the department, it should be stated that there is nothing to report on. Numbering of tables must not be changed and should be maintained as in the guidelines**.

Include any other tables for HR if considered necessary by the department and required by any specific government oversight body. These additional tables must be included at the end of the standardised HR information.

Personnel related expenditure

The following tables summarise the final audited personnel related expenditure by programme and by salary bands.

In particular, it provides an indication of the following:

- amount spent on personnel
- amount spent on salaries, overtime, homeowner's allowances and medical aid.

Table 3.1.1 Personnel expenditure by programme for the period 1 April 2025 and 31 March 2026

Programme	Total expenditure (R'000)	Personnel expenditure (R'000)	Training expenditure (R'000)	Professional and special services expenditure (R'000)	Personnel expenditure as a % of total expenditure	Average personnel cost per employee (R'000)
Administration	1 080 955.00	212 244.00	0.00	0.00	19.60	359.00
Community Based programme	48 446.00	28 015.00	0.00	0.00	57.80	2.00
Transport Infrastructure	9 076 712.00	1 154 640.00	0.00	0.00	12.70	25.00
Transport Operations	2 455 700.00	62 362.00	0.00	0.00	2.50	180.00
Transport Regulation	1 466 113.00	885 744.00	0.00	0.00	60.40	499.00
Total	**14 127 925.00**	**2 343 005.00**	**0.00**	**0.00**	**16.60**	**38.00**

Table 3.1.2 Personnel costs by salary band for the period 1 April 2025 and 31 March 2026

Salary band	Personnel expenditure (R'000)	% of total personnel cost	No. of employees	Average personnel cost per employee (R'000)
Lower skilled (Levels 1-2)	38 908.00	1.20	149.00	261 128.00
Skilled (level 3-5)	754 609.00	23.40	2 259.00	334 046.00
Highly skilled production (levels 6-8)	862 160.00	26.70	1 436.00	600 390.00
Highly skilled supervision (levels 9-12)	331 523.00	10.30	347.00	955 398.00
Senior and Top management (levels 13-16)	55 169.00	1.70	36.00	1 532 472.00
11 Contract (Levels 3-5)	50 858.00	1.60	285.00	178 449.00
12 Contract (Levels 6-8)	62 110.00	1.90	104.00	597 212.00
13 Contract (Levels 9-12)	34 944.00	1.10	44.00	794 182.00

Salary band	Personnel expenditure (R'000)	% of total personnel cost	No. of employees	Average personnel cost per employee (R'000)
14 Contract (Levels >= 13)	6 423.00	0.20	2.00	3 211 500.00
18 Contract Other	21 923.00	0.70	269.00	81 498.00
19 Periodical Remuneration	373 774.00	11.60	10 020.23	37 302.00
20 Abnormal Appointment	590 962.00	18.30	46 121.82	12 813.00
Total	**3 183 361.00**	**98.60**	**61 074.05**	**52 123.00**

Table 3.1.3 Salaries, Overtime, Home Owners Allowance and Medical Aid by programme for the period 1 April 2025 and 31 March 2026

Programme	Salaries		Overtime		Home Owners Allowance		Medical Aid	
	Amount (R'000	Salaries as a % of personnel costs	Amount (R'000)	Overtime as a % of personnel costs	Amount (R'000)	HOA as a % of personnel costs	Amount (R'000)	Medical aid as a % of personnel costs
Road Infrastructure	4 726.00	83.70	0.00	0.00	0.00	0.00	60.00	1.10
Community Based Programme	1 464.00	71.00	0.00	0.00	70.00	3.40	175.00	8.50
Administration	166 044.00	72.70	6 845.00	3.00	6 652.00	2.90	13 319.00	5.80
Community based programme	239 240.00	68.40	146.00	0.00	364.00	0.10	816.00	0.20
Road infrastructure	873 216.00	52.40	34 750.00	2.10	50 253.00	3.00	100 299.00	6.00
Traffic management	581 709.00	63.40	139 314.00	15.20	30 948.00	3.40	69 659.00	7.60
Transportation	47 562.00	81.60	389.00	0.70	1 068.00	1.80	2 551.00	4.40
Total	**1 913 962.(**	**59.30**	**181 445.(**	**5.60**	**89 355.00**	**2.80**	**186 880.00**	**5.80**

Table 3.1.4 Salaries, Overtime, Home Owners Allowance and Medical Aid by salary band for the period 1 April 2025 and 31 March 2026

Salary band	Salaries		Overtime		Home Owners Allowance		Medical Aid	
	Amount (R'000	Salaries as a % of personnel costs	Amount (R'000)	Overtime as a % of personnel costs	Amount (R'000)	HOA as a % of personnel costs	Amount (R'000)	Medical aid as a % of personnel costs
Skilled (level 1-2)	25 076.00	64.40	690.00	1.80	3 341.00	8.60	6 194.00	15.90
Skilled (level 3-5)	504 926.00	66.60	26 555.00	3.50	50 173.00	6.60	99 451.00	13.10
Highly skilled production (levels 6-8)	562 727.00	64.40	130 059.00	14.90	29 689.00	3.40	64 634.00	7.40
Highly skilled supervision (levels 9-12	262 668.00	74.90	16 934.00	4.80	4 696.00	1.30	14 022.00	4.00
Senior management (level 13-16)	49 301.00	85.20	0.00	0.00	371.00	0.60	521.00	0.90
11 Contract (Levels 3-5)	40 905.00	79.60	4 762.00	9.30	968.00	1.90	1 712.00	3.30
12 Contract (Levels 6-8)	59 487.00	94.20	1 776.00	2.80	117.00	0.20	265.00	0.40

Salary band	Salaries		Overtime		Home Owners Allowance		Medical Aid	
	Amount (R'000	Salaries as a % of personnel costs	Amount (R'000)	Overtime as a % of personnel costs	Amount (R'000)	HOA as a % of personnel costs	Amount (R'000)	Medical aid as a % of personnel costs
13 Contract (Levels 9-12)	33 524.00	91.90	218.00	0.60	0.00	0.00	12.00	0.00
14 Contract (Levels >= 13)	5 498.00	79.10	0.00	0.00	0.00	0.00	69.00	1.00
18 Contract Other	21 307.00	96.70	449.00	2.00	0.00	0.00	0.00	0.00
19 Periodical Remuneration	348 457.00	92.30	0.00	0.00	0.00	0.00	0.00	0.00
20 Abnormal Appointment	86.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**1 913 962.00**	**59.30**	**181 445.00**	**5.60**	**89 355.00**	**2.80**	**186 880.00**	**5.80**

Employment and Vacancies

The tables in this section summarise the position with regard to employment and vacancies.

The following tables summarise the number of posts on the establishment, the number of employees, the vacancy rate, and whether there are any staff that are additional to the establishment.

This information is presented in terms of three key variables:

- programme
- salary band
- critical occupations (see definition in notes below).

Departments have identified critical occupations that need to be monitored. In terms of current regulations, it is possible to create a post on the establishment that can be occupied by more than one employee. Therefore, the vacancy rate reflects the percentage of posts that are not filled.

Table 3.2.1 Employment and vacancies by programme as on 31 March 2026

Programme	Number of posts on approved establishment	Number of posts filled	Vacancy Rate	Number of employees additional to the establishment
Road infrastructure, permanent	5	5	0	2
Community based prog, permanent	3	3	0	0
Administration, permanent	353	328	7	90
Community based programme, permanent	30	29	3	3
Road infrastructure, permanent	2447	2314	5	353
Traffic management, permanent	1397	1358	3	367
Transportation, permanent	71	70	1	10
Total	**4306**	**4107**	**5**	**825**

Table 3.2.2 Employment and vacancies by salary band as on 31 March 2026

Salary band	Number of posts on approved establishment	Number of posts filled	Vacancy Rate	Number of employees additional to the establishment
Lower skilled (1-2)	151	149	1	0
Skilled (3-5)	2325	2259	3	0
Highly skilled production (6-8)	1390	1305	6	131
Highly skilled supervision (9-12)	389	347	11	0
Senior management (13-16)	40	36	10	0
09 Other, Permanent	1	1	0	269
11 Contract (Levels 3-5), Permanent	5	5	0	280
12 Contract (Levels 6-8), Permanent	2	2	0	102
13 Contract (Levels 9-12), Permanent	1	1	0	43
14 Contract (Levels >= 13), Permanent	2	2	0	0
Total	**4306**	**4107**	**5**	**825**

Table 3.2.3 Employment and vacancies by critical occupations as on 31 March 2026

Critical occupation	Number of posts on approved establishment	Number of posts filled	Vacancy Rate	Number of employees additional to the establishment
Account clerk(public relations/communication), permanent	4	4	0	0
Administration clerks, permanent	1016	985	3	258
Administration officer, permanent	91	80	12	1
Administrative and governance policy manager, permanent	6	5	17	0
Administrative related, permanent	1	1	0	0
Alarm & security /surveillance monitor, permanent	3	3	0	0
Auxiliary child and youth care worker, permanent	1	1	0	0
Auxiliary community development practitioner, permanent	23	22	4	0
Backhoe operator, permanent	1	1	0	0
Caretaker/ cleaner, permanent	28	28	0	0
Chief financial officer, permanent	1	1	0	0
Child care worker, permanent	1	1	0	0
Civil engineer, permanent	120	88	27	125
Civil engineering constructor, permanent	72	46	36	0
Civil engineering technician, permanent	92	77	16	22
Clerical suppleme.workers not elsewhere classified, permanent	12	7	42	13
Communication and marketing manager, permanent	2	1	50	0

PART D: HUMAN RESOURCE MANAGEMENT

Critical occupation	Number of posts on approved establishment	Number of posts filled	Vacancy Rate	Number of employees additional to the establishment
Communication coordinator, permanent	4	4	0	0
Community development manager, permanent	4	4	0	0
Compliance officer, permanent	11	10	9	0
Construction project manager, permanent	2	0	100	0
Craft & related workers not elsewhere classified, permanent	11	10	9	0
Earthmoving plant operator (general), permanent	276	272	1	52
Elementary workers not elsewhere classified, permanent	1064	1049	1	22
Enforcement and compliance manager, permanent	1	1	0	0
Engineering manager, permanent	6	5	17	0
Facilities manager, permanent	1	1	0	0
Finance clerk, permanent	31	30	3	0
Finance manager, permanent	1	1	0	0
Food trade assistant, permanent	14	14	0	0
Geophysical technician, permanent	4	3	25	0
Geophysicist, permanent	1	1	0	0
Grader operator, permanent	4	4	0	0
Handyperson, permanent	2	2	0	0
Head of provincial department, permanent	1	1	0	0
Health and safety managers, permanent	1	1	0	0
Healthcare cleaner, permanent	5	5	0	0
Human resource clerk, permanent	85	85	0	0
Human resource manager, permanent	3	3	0	0
ICT security specialist, permanent	1	1	0	0
Industrial/ labour relations officer, permanent	2	2	0	0
Information technology & systems manager, permanent	5	5	0	0
Internal auditor, permanent	10	10	0	0
IT security officer, permanent	2	2	0	0
Legal clerk, permanent	1	1	0	0
Legal related manager, permanent	2	2	0	0
Librarian, permanent	1	1	0	0
Library assistant, permanent	1	1	0	0
Light vehicle driver, permanent	3	3	0	0
Managers not elsewhere classified, permanent	4	3	25	0
Mechanic trade assistant, permanent	129	126	2	0
Mechanical engineer, permanent	25	19	24	0

PART D: HUMAN RESOURCE MANAGEMENT

Critical occupation	Number of posts on approved establishment	Number of posts filled	Vacancy Rate	Number of employees additional to the establishment
Messengers, permanent	59	55	7	0
Midd.manager:human resource & organisa.devel.rela, permanent	5	5	0	0
Middle manager: administrative related, permanent	23	19	17	3
Middle manager: engineering sciences related, permanent	1	1	0	0
Middle manager: finance and economics related, permanent	9	9	0	0
Middle manager: legal related, permanent	1	1	0	0
Middle manager:communication & information related, permanent	3	3	0	0
Motorised farm and forestry plant operator, permanent	1	1	0	0
Occupational/ job analyst, permanent	1	1	0	0
Office cleaner, permanent	110	108	2	0
Organisational development practitioner, permanent	10	10	0	0
Other administrat & related clerks and organisers, permanent	6	0	100	0
Other clerical support workers, permanent	7	7	0	0
Other middle manager, permanent	1	1	0	0
Other occupations, permanent	1	1	0	0
Personal assistant, permanent	30	30	0	0
Plant& machine operators& assemblers nt classified, permanent	31	31	0	0
Policy analyst, permanent	1	1	0	0
Professionals not elsewhere classified, permanent	4	4	0	0
Professionals not elsewhere classified., permanent	22	20	9	0
Programme or project manager, permanent	1	1	0	0
Protection/security official, permanent	2	2	0	0
Registry and mailing clerk, permanent	5	5	0	0
Regulatory and compliance and enforcement manager, permanent	11	11	0	0
Regulatory inspector, permanent	706	687	3	328
Rheumatologist, permanent	1	1	0	0
Road construction plant operator, permanent	7	7	0	0
Safety inspector, permanent	2	1	50	0
Secretary (general), permanent	2	2	0	0
Security officer, permanent	1	1	0	0
Skills development facilitator/ practitioner, permanent	2	2	0	0
Social services manager, permanent	1	1	0	0
Strategy/monitoring &evaluation manager, permanent	4	4	0	0

Critical occupation	Number of posts on approved establishment	Number of posts filled	Vacancy Rate	Number of employees additional to the establishment
Supply chain clerk, permanent	5	5	0	0
Supply chain manager, permanent	1	0	100	0
Supply chain practitioner, permanent	1	1	0	0
Surveying or cartographic technician, permanent	9	8	11	1
Surveyor, permanent	1	1	0	0
Switchboard operator, permanent	19	19	0	0
Systems administrator, permanent	1	1	0	0
Transport clerk, permanent	3	3	0	0
Truck driver (general), permanent	2	2	0	0
Workshop cleaner, permanent	1	1	0	0
Total	**4306**	**4107**	**5**	**825**

Filling of SMS Posts

The tables in this section provide information on employment and vacancies as it relates to members of the Senior Management Service by salary level. It also provides information on advertising and filling of SMS posts, reasons for not complying with prescribed timeframes and disciplinary steps taken.

Table 3.3.1 SMS post information as on 31 March 2026

SMS Level	Total number of funded SMS posts	Total number of SMS posts filled	% of SMS posts filled	Total number of SMS posts vacant	% of SMS posts vacant
Director-General/ Head of Department	0	0	0	0	0
Salary Level 16	1	1	100%	0	0%
Salary Level 15	3	3	100%	0	0%
Salary Level 14	11	8	73%	3	27%
Salary Level 13	30	24	80%	6	20%
Total	**45**	**36**	**80%**	**9**	**20%**

Table 3.3.2 SMS post information as on 30 September 2026

SMS Level	Total number of funded SMS posts	Total number of SMS posts filled	% of SMS posts filled	Total number of SMS posts vacant	% of SMS posts vacant
Director-General/ Head of Department	0	0	0	0	0
Salary Level 16	1	1	100%	0	0
Salary Level 15	3	3	100%	0	0
Salary Level 14	11	9	82%	2	18%
Salary Level 13	30	23	77%	7	23%
Total	**45**	**36**	**80%**	**9**	**20%**

Table 3.3.3 Advertising and filling of SMS posts for the period 1 April 2025 and 31 March 2026

SMS Level	Filling of Posts	Number of vacancies per level not filled in 8 months
	Number of vacancies per level filled in 8 months of becoming vacant	
Director-General/ Head of Department	0	0
Salary Level 16	0	0
Salary Level 15	0	0
Salary Level 14	0	0
Salary Level 13	0	0
Total	**0**	**0**

Table 3.3.4 Reasons for not having complied with the filling of funded vacant SMS - Filled within 8 months after becoming vacant for the period 1 April 2025 and 31 March 2026

Reasons for vacancies not being filled within 8 months of becoming vacant
Vacant SMS posts needed to be re-evaluated due to implementation of the new job evaluation system i.e. Compensate-Evaluate.

In terms of the Regulation 65(7) of the Public Service Regulations 2016(as amended), "A funded vacant posts shall be filled within eight (8) months after becoming vacant.

Table 3.3.5 Disciplinary steps taken for not complying with the prescribed timeframes for filling SMS posts within 12 months for the period 1 April 2025 and 31 March 2026

Reasons for vacancies not filled within 8 months
Not applicable

Notes

In terms of the Regulation 65(7) of the Public Service Regulations 2016(as amended), "A funded vacant posts shall be filled within eight(8) months after becoming vacant.

Job Evaluation

Within a nationally determined framework, executing authorities may evaluate or re-evaluate any job in his or her organisation. In terms of the Regulations all vacancies on salary levels 9 and higher must be evaluated before they are filled. The following table summarises the number of jobs that were evaluated during the year under review. The table also provides statistics on the number of posts that were upgraded or downgraded.

Table 3.4.1 Job Evaluation by Salary band for the period 1 April 2025 and 31 March 2026

Salary band	Number of posts on approved establishment	Number of Jobs Evaluated	% of posts evaluated by salary bands	Posts Upgraded		Posts downgraded	
				Number	% of posts evaluated	Number	% of posts evaluated
Lower Skilled (Levels1-2)							
Skilled (Levels 3-5)							
Highly skilled production (Levels 6-8)							
Highly skilled supervision (Levels 9-12)							
Senior Management Service Band A							
Senior Management Service Band B							
Senior Management Service Band C							
Senior Management Service Band D							
Total							

The following table provides a summary of the number of employees whose positions were upgraded due to their post being upgraded. The number of employees might differ from the number of posts upgraded since not all employees are automatically absorbed into the new posts and some of the posts upgraded could also be vacant.

Table 3.4.2 Profile of employees whose positions were upgraded due to their posts being upgraded for the period 1 April 2025 and 31 March 2026

Gender	African	Asian	Coloured	White	Total
Female	2	0	0	0	2
Male	3	0	0	0	3
Total	**5**	**0**	**0**	**0**	**5**
Employees with a disability					0

The following table summarises the number of cases where remuneration bands exceeded the grade determined by job evaluation. Reasons for the deviation are provided in each case.

Table 3.4.3 Employees with salary levels higher than those determined by job evaluation by occupation for the period 1 April 2025 and 31 March 2026

Occupation	Number of employees	Job evaluation level	Remuneration level	Reason for deviation
Not Applicable				
Total number of employees whose salaries exceeded the level determined by job evaluation				
Percentage of total employed				

The following table summarises the beneficiaries of the above in terms of race, gender, and disability

Table 3.4.4 Profile of employees who have salary levels higher than those determined by job evaluation for the period 1 April 2025 and 31 March 2026

Gender	African	Asian	Coloured	White	Total
Female					
Male			Not applicable		
Total					
Employees with a disability					

Notes

- If there were no cases where the salary levels were higher than those determined by job evaluation, keep the heading and replace the table with the following:

Total number of Employees whose salaries exceeded the grades determine by job evaluation	None

Employment Changes

This section provides information on changes in employment over the financial year. Turnover rates provide an indication of trends in the employment profile of the department. The following tables provide a summary of turnover rates by salary band and critical occupations (see definition in notes below).

Table 3.5.1 Annual turnover rates by salary band for the period 1 April 2025 and 31 March 2026

Salary band	Number of employees at beginning of period-1 April 20YY	Appointments and transfers into the department	Terminations and transfers out of the department	Turnover rate
01 Lower Skilled (Levels 1-2) Permanent	149	5	4	3
02 Skilled (Levels 3-5) Permanent	2284	43	49	2
03 Highly Skilled Production (Levels 6-8) Permanent	1328	21	48	4
04 Highly Skilled Supervision (Levels 9-12) Permanent	342	10	9	3
05 Senior Management Service Band A Permanent	23	0	0	0
06 Senior Management	9	0	1	11

Salary band	Number of employees at beginning of period-1 April 20YY	Appointments and transfers into the department	Terminations and transfers out of the department	Turnover rate
Service Band B Permanent				
07 Senior Management Service Band C Permanent	3	0	0	0
08 Senior Management Service Band D Permanent	1	0	0	0
09 Other Permanent	13	280	35	269
11 Contract (Levels 3-5) Permanent	210	305	104	50
12 Contract (Levels 6-8) Permanent	126	45	69	55
13 Contract (Levels 9-12) Permanent	40	19	14	35
14 Contract Band A Permanent	2	0	2	100
17 Contract Band D Permanent	1	1	1	100
TOTAL	**4531**	**729**	**336**	**7**

Table 3.5.2 Annual turnover rates by critical occupation for the period 1 April 2025 and 31 March 2026

Critical occupation	Number of employees at beginning of period-April 20YY	Appointments and transfers into the department	Terminations and transfers out of the department	Turnover rate
Account clerk(public relations/communication) permanent	4	0	0	0
Administration clerks permanent	980	304	55	6
Administration officer permanent	77	4	4	5
Administrative and governance policy manager permanent	5	0	0	0
Administrative related permanent	18	0	0	0
Air-conditioning and refrigeration mechanic permanent	0	0	1	0
Alarm & security /surveillance monitor permanent	3	0	0	0
All artisans in the building metal machinery etc. Permanent	1	0	0	0
Artisan project and related superintendents permanent	2	0	0	0
Auxiliary and related workers permanent	24	0	0	0
Auxiliary child and youth care worker permanent	1	0	0	0
Auxiliary community development practitioner permanent	6	1	0	0
Auxiliary support officer (custodial) permanent	0	0	1	0
Backhoe operator permanent	1	0	0	0

Critical occupation	Number of employees at beginning of period-April 20YY	Appointments and transfers into the department	Terminations and transfers out of the department	Turnover rate
Bus and heavy vehicle drivers permanent	3	0	0	0
Caretaker/ cleaner permanent	28	0	2	7
Chief financial officer permanent	1	0	0	0
Child care worker permanent	1	0	0	0
Civil engineer permanent	217	64	88	41
Civil engineering constructor permanent	47	3	3	6
Civil engineering technician permanent	90	11	14	16
Civil engineering technicians permanent	15	0	0	0
Cleaners in offices workshops hospitals etc. Permanent	3	0	0	0
Clerical suppleme.workers not elsewhere classified permanent	29	29	56	193
Communication and marketing manager permanent	1	0	0	0
Communication coordinator permanent	4	0	0	0
Community development manager permanent	4	0	0	0
Compliance officer permanent	11	0	1	9
Computer system designers and analysts. Permanent	1	0	0	0
Construction project manager permanent	1	0	1	100
Craft & related workers not elsewhere classified permanent	7	0	0	0
Earthmoving plant operator (general) permanent	240	60	10	4
Elementary workers not elsewhere classified permanent	1067	25	33	3
Enforcement and compliance manager permanent	1	0	0	0
Engineering manager permanent	5	0	0	0
Engineers and related professionals permanent	2	0	0	0
Facilities manager permanent	1	0	0	0
Finance clerk permanent	30	2	2	7
Finance manager permanent	1	0	0	0
Food trade assistant permanent	14	0	1	7
Geophysical technician permanent	3	1	1	33
Geophysicist permanent	1	0	0	0
Grader operator permanent	4	0	0	0
Handyperson permanent	2	0	0	0
Head of provincial department permanent	1	1	1	100

Critical occupation	Number of employees at beginning of period-April 20YY	Appointments and transfers into the department	Terminations and transfers out of the department	Turnover rate
Health and safety managers permanent	0	1	0	0
Healthcare cleaner permanent	5	0	0	0
Human resource clerk permanent	87	1	3	3
Human resource manager permanent	3	0	0	0
Human resources clerks permanent	1	0	0	0
Human resources related permanent	1	0	0	0
Industrial/ labour relations officer permanent	2	0	0	0
Information technology & systems manager permanent	5	0	0	0
Internal auditor permanent	10	0	0	0
It security officer permanent	2	0	0	0
Legal related manager permanent	5	0	3	60
Librarian permanent	1	0	0	0
Library assistant permanent	2	0	1	50
Light vehicle driver permanent	3	0	0	0
Light vehicle drivers permanent	1	0	0	0
Managers not elsewhere classified permanent	2	1	1	50
Mechanic trade assistant permanent	129	0	5	4
Mechanical engineer permanent	16	2	0	0
Messengers permanent	56	2	3	5
Midd.manager:human resource & organisa.devel.rela permanent	4	0	0	0
Middle manager: administrative related permanent	18	3	0	0
Middle manager: engineering sciences related permanent	0	1	0	0
Middle manager: finance and economics related permanent	9	0	0	0
Middle manager: legal related permanent	1	0	0	0
Middle manager:communication & information related permanent	3	0	0	0
Motor vehicle drivers permanent	44	0	0	0
Motorised farm and forestry plant operator permanent	1	0	0	0
Occupational/ job analyst permanent	1	0	0	0
Office cleaner permanent	103	5	4	4
Organisational development practitioner permanent	10	0	0	0

Critical occupation	Number of employees at beginning of period-April 20YY	Appointments and transfers into the department	Terminations and transfers out of the department	Turnover rate
Other administrat & related clerks and organisers permanent	26	0	0	0
Other administrative policy and related officers permanent	3	0	0	0
Other clerical support workers permanent	6	2	0	0
Other middle manager permanent	2	0	1	50
Other occupations permanent	1	0	0	0
Personal assistant permanent	25	1	0	0
Plant& machine operators& assemblers nt classified permanent	24	0	0	0
Policy analyst permanent	1	0	0	0
Professionals not elsewhere classified permanent	4	0	0	0
Professionals not elsewhere classified. Permanent	19	0	1	5
Programme or project manager permanent	1	0	0	0
Protection/security official permanent	2	0	1	50
Registry and mailing clerk permanent	5	0	0	0
Regulatory and compliance and enforcement manager permanent	13	0	2	15
Regulatory inspector permanent	815	202	33	4
Regulatory inspector* permanent	16	0	0	0
Rheumatologist permanent	1	0	0	0
Road construction plant operator permanent	7	0	0	0
Road superintendents permanent	3	0	0	0
Road trade workers. Permanent	3	0	0	0
Road workers permanent	9	0	0	0
Safety inspector permanent	1	0	0	0
Secretaries & other keyboard operating clerks permanent	1	0	0	0
Secretary (general) permanent	6	0	0	0
Security officer permanent	1	0	0	0
Security officers permanent	1	0	0	0
Skills development facilitator/ practitioner permanent	3	0	1	33
Social services manager permanent	1	0	0	0
Strategy/monitoring &evaluation manager permanent	4	1	1	25
Supply chain clerk permanent	6	0	0	0

Critical occupation	Number of employees at beginning of period-April 20YY	Appointments and transfers into the department	Terminations and transfers out of the department	Turnover rate
Surveying or cartographic technician permanent	9	0	0	0
Surveyor permanent	1	0	0	0
Switchboard operator permanent	20	0	0	0
Systems administrator permanent	1	0	0	0
Technic& associate techn.occupations nt classified permanent	0	0	1	0
Trade labourers permanent	5	0	0	0
Transport clerk permanent	1	2	0	0
Visual artist permanent	1	0	1	100
Workshop cleaner permanent	1	0	0	0
TOTAL	**4531**	**729**	**336**	**7**

The table below identifies the major reasons why staff left the department.

Table 3.5.3 Reasons why staff left the department for the period 1 April 2025 and 31 March 2026

Termination Type	Number	% of Total Resignations
Death, Permanent	17	5
Resignation, Permanent	56	17
Expiry of contract, Permanent	208	62
Discharged due to ill health, Permanent	3	1
Retirement, Permanent	52	16
TOTAL	**336**	**100**
Total number of employees who left as a % of total employment	**8%**	

Table 3.5.4 Promotions by critical occupation for the period 1 April 2025 and 31 March 2026

Occupation	Employees 1 April 2026	Promotions to another salary level	Salary level promotions as a % of employees by occupation	Progressions to another notch within a salary level	Notch progression as a % of employees by occupation
Account clerk(public relations/communication)	4	0	0	2	50
Administration clerks	980	3	0.30	569	58
Administration officer	77	3	4	51	66
Administrative and governance policy manager	5	0	0	2	40
Administrative related	18	0	0	0	0
Alarm & security /surveillance monitor	3	0	0	1	33
All artisans in the building metal machinery etc.	1	0	0	0	0
Artisan project and related superintendents	2	0	0	0	0
Auxiliary and related workers	24	0	0	0	0
Auxiliary child and youth care worker	1	0	0	0	0
Auxiliary community development practitioner	6	0	0	14	233
Auxiliary support officer (custodial)	0	0	0	1	0
Backhoe operator	1	0	0	0	0
Bus and heavy vehicle drivers	3	0	0	0	0
Caretaker/ cleaner	28	0	0	1	4
Chief financial officer	1	0	0	1	100
Child care worker	1	0	0	0	0
Civil engineer	217	0	0	61	28
Civil engineering constructor	47	2	4	26	55
Civil engineering technician	90	0	0	52	58
Civil engineering technicians	15	0	0	0	0
Cleaners in offices workshops hospitals etc.	3	0	0	0	0
Clerical suppleme.workers not elsewhere classified	29	0	0	3	10
Communication and marketing manager	1	0	0	1	100
Communication coordinator	4	0	0	2	50
Community development manager	4	0	0	2	50

PART D: HUMAN RESOURCE MANAGEMENT

Occupation	Employees 1 April 2026	Promotions to another salary level	Salary level promotions as a % of employees by occupation	Progressions to another notch within a salary level	Notch progression as a % of employees by occupation
Compliance officer	11	0	0	7	64
Computer system designers and analysts.	1	0	0	0	0
Chief financial officer	1	0	0	1	100
Child Care Worker	1	0	0	0	0
Construction project manager	1	0	0	0	0
Craft & related workers not elsewhere classified	7	0	0	4	57
Earthmoving plant operator (general)	240	0	0	169	70
Elementary workers not elsewhere classified	1 067	7	0.70	332	31
Enforcement and compliance manager	1	0	0	0	0
Engineering manager	5	0	0	2	40
Engineers and related professionals	2	0	0	0	0
Facilities manager	1	0	0	1	100
Finance clerk	30	0	0	24	80
Finance manager	1	0	0	1	100
Food trade assistant	14	0		4	29
Geophysical technician	3	0	0	3	100
Geophysicist	1	0	0	1	100
Grader operator	4	0		0	0
Handyperson	2	0	0	0	0
Head of provincial department	1	0	0	0	0
Healthcare cleaner	5	0	0	0	0
Human resource clerk	87	0	0	66	76
Human resource manager	3	0	0	1	33
Human resources clerks	1	0	0	0	0
Human resources related	1	0	0	0	0
Industrial/ labour relations officer	2	0	0	0	0
Information technology & systems manager	5	0	0		60
Internal auditor	10	0	0	8	80
It security officer	2	0	0	2	100
Legal clerk	0	0	0	1	0
Legal related manager	5	0	0	2	40
Librarian	1	0	0	1	100
Library assistant	2	0	0	1	50
Light vehicle driver	3	0	0	0	0

PART D: HUMAN RESOURCE MANAGEMENT

Occupation	Employees 1 April 2026	Promotions to another salary level	Salary level promotions as a % of employees by occupation	Progressions to another notch within a salary level	Notch progression as a % of employees by occupation
Light vehicle drivers	1	0	0	0	0
Managers not elsewhere classified	2	1	50	1	50
Mechanic trade assistant	129	0	0	24	19
Mechanical engineer	16	0	0	12	75
Messengers	56	1	2	20	36
Midd.manager:human resource & organisa.devel.rela	4	1	25	3	75
Middle manager: administrative related	18	0	0	8	44
Middle manager: finance and economics related	9	0	0	4	44
Middle manager: legal related	1	0	0	1	100
Middle manager:communication & information related	3	0	0	0	0
Motor vehicle drivers	44	0	0	0	0
Motorised farm and forestry plant operator	1	0	0	0	0
Occupational/ job analyst	1	0	0	0	0
Office cleaner	103	0	0	40	39
Organisational development practitioner	10	0	0	4	40
Other administrat & related clerks and organisers	26	0	0	0	0
Other administrative policy and related officers	3	0	0	0	0
Other clerical support workers	6	1	17	3	50
Other middle manager		0	0	1	50
Other occupations	1	0	0	0	0
Personal assistant	25	0	0	18	72
Plant& machine operators& assemblers nt classified	24	0	0	26	108
Policy analyst	1	0	0	0	0
Professionals not elsewhere classified	4	0	0	0	0
Professionals not elsewhere classified.	1	0	0	8	42
Programme or project manager	1	0	0	0	0
Protection/security official	2	0	0	1	50

PART D: HUMAN RESOURCE MANAGEMENT

Occupation	Employees 1 April 2026	Promotions to another salary level	Salary level promotions as a % of employees by occupation	Progressions to another notch within a salary level	Notch progression as a % of employees by occupation
Registry and mailing clerk	5	0	0	1	20
Regulatory and compliance and enforcement manager	13	0	0	6	46
Regulatory inspector	815	6	0.70	252	31
Regulatory inspector*	16	0	0	0	0
Rheumatologist	1	0	0	0	0
Road construction plant operator	7	0	0	8	114
Road superintendents	3	0	0	0	0
Road trade workers.	3	0	0	0	
Road workers	9	0	0	0	0
Safety inspector	1	0	0	1	100
Secretaries & other keyboard operating clerks	1	0	0	0	0
Secretary (general)	6	0	0	3	50
Security officer	1	0	0	1	100
Security officers	1	0	0	0	0
Skills development facilitator/ practitioner	3	0	0	2	67
Social services manager	1	0	0	0	0
Strategy/monitoring &evaluation manager	4	0	0	1	25
Supply chain clerk	6	0	0	2	33
Supply chain practitioner	0.00	1	0	0	0
Surveying or cartographic technician	9	0	0	7	78
Surveyor	1	0	0	1	100
Switchboard operator	20	0	0	2	10
Systems administrator	1	0	0	0	0
Technic& associate techn.occupations nt classified	0	0	0	2	0
Trade labourers	5	0	0	0	0
Traffic officer	0	0	0	1	0
Transport clerk	1	0	0	3	300
Visual artist	1	0	0	1	100
Workshop cleaner	1	0	0	0	0
TOTAL	**4 531**	**26**	**0.60**	**1 890**	**42**

Table 3.5.5 Promotions by salary band for the period 1 April 2025 and 31 March 2026

Salary Band	Employees 1 April 2026	Promotions to another salary level	Salary bands promotions as a % of employees by salary level	Progressions to another notch within a salary level	Notch progression as a % of employees by salary bands
01 Lower Skilled (Levels 1-2), Permanent	149	0	0	45	30
02 Skilled (Levels 3-5), Permanent	2284	10	0	1028	45
03 Highly Skilled Production (Levels 6-8), Permanent	1328	8	1	569	43
04 Highly Skilled Supervision (Levels 9-12), Permanent	342	7	2	193	56
05 Senior Management (Levels >= 13), Permanent	36	0	0	18	50
09 Other, Permanent	13	0	0	0	0
11 Contract (Levels 3-5), Permanent	210	0	0	8	4
12 Contract (Levels 6-8), Permanent	126	0	0	19	15
13 Contract (Levels 9-12), Permanent	40	0	0	10	25
14 Contract (Levels >= 13), Permanent	3	1	33	0	0
TOTAL	**4531**	**26**	**1**	**1890**	**42**

Employment Equity

Table 3.6.1 Total number of employees (including employees with disabilities) in each of the following occupational categories as on 31 March 2026

Occupational category	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Clerical support workers	315	9	41	12	954	23	92	38	1484
Elementary	705	1	3	2	699	0	1	0	1411
Managers	41	1	3	1	44	0	5	1	96
Plant & machine operators & assemblers	344	0	0	1	27	0	0	0	372
Professionals	171	1	21	8	91	1	3	3	299
Protect rescue social health science support pers	10	0	2	0	14	0	0	2	28
Security & custodian personnel	2	0	0	1	0	0	0	0	3
Skill agri fores fish craft related trades workers	41	0	4	0	15	0	0	0	60

Occupational category	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Technicians & associate technical occupations	557	30	72	29	429	14	33	15	1179
TOTAL	**2186**	**42**	**146**	**54**	**2273**	**38**	**134**	**59**	**4932**
Employees with disabilities	37	2	5		23	0	5	2	78

Table 3.6.2 Total number of employees (including employees with disabilities) in each of the following occupational bands as on 31 March 2026

Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Top Management, Permanent	2	0	0	0	2	0	0	0	4
Senior Management, Permanent	15	0	1	1	14	0	1	0	32
Professionally qualified and experienced specialists and mid-management, Permanent	136	8	24	15	142	3	14	5	347
Skilled technical and academically qualified workers, junior management, supervisors, foremen, Permanent	557	29	92	32	584	22	67	53	1436
Semi-skilled and discretionary decision making, Permanent	1093	4	22	5	1073	13	48	1	2259
06 Unskilled and defined decision making, Permanent	40	0	0	0	109	0	0	0	149
Not Available, Permanent	76	0	0	0	194	0	0	0	270
Contract (Top Management), Permanent	1	0	0	0	0	0	0	0	1
Contract (Senior Management), Permanent	1	0	0	0	0	0	0	0	1
Contract (Professionally Qualified), Permanent	30	0	4	0	8	0	2	0	44

Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Contract (Skilled Technical), Permanent	68	0	2	0	33	0	1	0	104
Contract (Semi-Skilled), Permanent	167	1	1	1	114	0	1	0	285
TOTAL	**2186**	**42**	**146**	**54**	**2273**	**38**	**134**	**59**	**4932**

Table 3.6.3 Recruitment for the period 1 April 2025 to 31 March 2026

Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Professionally qualified and experienced specialists and mid-management, Permanent	4	0	0	0	6	0	0	0	10
Skilled technical and academically qualified workers, junior management, supervisors, foremen, Permanent	7	0	0	0	14	0	0	0	21
Semi-skilled and discretionary decision making, Permanent	23	0	0	0	20	0	0	0	43
Unskilled and defined decision making, Permanent	0	0	0	0	5	0	0	0	5
Not Available, Permanent	76	0	0	0	204	0	0	0	280
Contract (Top Management), Permanent	1	0	0	0	0	0	0	0	1
Contract (Professionally qualified), Permanent	12	0	1	0	5	0	1	0	19
Contract (Skilled technical), Permanent	32	0	1	0	12	0	0	0	45
Contract (Semi-skilled), Permanent	187	3	1	1	112	0	1	0	305
TOTAL	**342**	**3**	**3**	**1**	**378**	**0**	**2**	**0**	**729**
Employees with disabilities	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**

Table 3.6.4 Promotions for the period 1 April 2025 to 31 March 2026

Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Senior Management, Permanent	1	0	0	0	0	0	0	0	1
Professionally qualified and experienced specialists and mid-management, Permanent	3	0	2	1	2	0	1	0	9
Skilled technical and academically qualified workers, junior management, supervisors, foremen, Permanent	18	2	1	2	17	1	3	4	48
Semi-skilled and discretionary decision making, Permanent	30	0	1	0	17	0	1	0	49
Unskilled and defined decision making, Permanent	2	0	0	0	2	0	0	0	4
Not Available, Permanent	7	0	0	0	28	0	0	0	35
Contract (Top Management), Permanent	1	0	0	0	0	0	0	0	1
Contract (Senior Management), Permanent	1	0	0	0	1	0	0	0	2
Contract (Professionally qualified), Permanent	6	0	1	0	3	0	4	0	14
Contract (Skilled technical), Permanent	46	0	1	0	22	0	0	0	69
Contract (Semi-skilled), Permanent	68	2	0	0	33	0	1	0	104
TOTAL	**183**	**4**	**6**	**3**	**125**	**1**	**10**	**4**	**336**

Table 3.6.5 Terminations for the period 1 April 2025 to 31 March 2026

Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Senior Management, Permanent	1	0	0	0	0	0	0	0	1
Professionally qualified and experienced specialists and mid-management, Permanent	3	0	2	1	2	0	1	0	9
Skilled technical and academically qualified workers, junior management, supervisors, foremen, Permanent	18	2	1	2	17	1	3	4	48
Semi-skilled and discretionary decision making, Permanent	30	0	1	0	17	0	1	0	49
Unskilled and defined decision making, Permanent	2	0	0	0	2	0	0	0	4
Not Available, Permanent	7	0	0	0	28	0	0	0	35
Contract (Top Management), Permanent	1	0	0	0	0	0	0	0	1
Contract (Senior Management), Permanent	1	0	0	0	1	0	0	0	2
Contract (Professionally qualified), Permanent	6	0	1	0	3	0	4	0	14
Contract (Skilled technical), Permanent	46	0	1	0	22	0	0	0	69
Contract (Semi-skilled), Permanent	68	2	0	0	33	0	1	0	104
TOTAL	**183**	**4**	**6**	**3**	**125**	**1**	**10**	**4**	**336**

Table 3.6.6 Disciplinary action for the period 1 April 2025 to 31 March 2026

Disciplinary Action	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Fraud and Corruption					4				4
Fraud					1				1
Negligence with State Vehicle and Drunk and Driving	1								1
Under the influence of Alcohol whilst on Duty	1								1
Assault	2				2				4
Falsification of Official Document	1								1
Theft	3								3
Unlawful Allocation of State Accommodation	1								1
Misuse of State Vehicle	3								3
Insubordination					2				2
Substance Abuse and Improper Conduct	1								1
Defamation of Character	1								1
Absenteeism	1								1
Negligence with State Vehicle	2								2
Negligence and Poor Work Performance					1				1
Submission of Fraudulent Medical Certificate	1								1
Negligence with State Firearm	1								1
Misrepresentation	1								1
Fraud and Falsification of Documents					1				1
Maladministration					1				1

Table 3.6.7 Skills development for the period 1 April 2025 to 31 March 2026

Occupational category	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Legislators, senior officials and managers	15	0	2	0	8	0	1	0	26
Professionals	22	1	1	0	7	0	0	1	32
Technicians and associate professionals	60	1	7	3	48	2	7	4	132
Clerks	130	2	8	5	178	5	12	4	344
Service and sales workers	4	0	0	0	4	0	0	0	8
Skilled agriculture and fishery workers	11	0	0	0	3	0	0	0	14
Craft and related trades workers	0	0	0	0	0	0	0	0	0
Plant and machine operators and assemblers	58	0	0	0	0	0	0	0	58
Elementary occupations	223	0	1	0	104	0	0	0	328
Total	**523**	**4**	**19**	**8**	**352**	**7**	**20**	**9**	**942**

Signing of Performance Agreements by SMS Members

All members of the SMS must conclude and sign performance agreements within specific timeframes. Information regarding the signing of performance agreements by SMS members, the reasons for not complying within the prescribed timeframes and disciplinary steps taken is presented here.

Table 3.7.1 Signing of Performance Agreements by SMS members as on 31 May 2026

SMS Level	Total number of funded SMS posts	Total number of SMS members	Total number of signed performance agreements	Signed performance agreements as % of total number of SMS members
Director-General/ Head of Department	0	0	0	0
Salary Level 16	1	1	1	100%
Salary Level 15	3	3	3	100%
Salary Level 14	11	9	9	100%
Salary Level 13	30	23	22	96%
Total	**45**	**36**	**35**	**97%**

Notes

- In the event of a National or Provincial election occurring within the first three months of a financial year all members of the SMS must conclude and sign their performance agreements for that financial year within three months following the month in which the elections took place. For example if elections took place in April, the reporting date in the heading of the table above should change to 31 July 2026.

Table 3.7.2 Reasons for not having concluded Performance agreements for all SMS members as on 31 March 2026

Reasons
One SMS member was appointed at the beginning of May 2025 and as per the PMDS Policy, has 3 months to enter into their performance agreement..

Table 3.7.3 Disciplinary steps taken against SMS members for not having concluded Performance agreements as on 31 March 2026

Reasons
Not Applicable

Performance Rewards

To encourage good performance, the department has granted the following performance rewards during the year under review. The information is presented in terms of race, gender, disability, salary bands and critical occupations (see definition in notes below).

Table 3.8.1 Performance Rewards by race, gender and disability for the period 1 April 2025 to 31 March 2026

Race and Gender	Beneficiary Profile			Cost	
	Number of beneficiaries	Number of employees	% of total within group	Cost (R'000)	Average cost per employee
African					
Male	0	2 149	0	0	0
Female	0	2 250	0	0	0
Asian	0		0	0	0
Male	0	141	0	0	0
Female	0	129	0	0	0
Coloured	0		0	0	0
Male	0	40	0	0	0
Female	0	38	0	0	0
White	0		0	0	0
Male	0	50	0	0	0
Female	0	57	0	0	0
Total	**0**	**4 932**	**0**	**0**	**0**

No Performance rewards for the 2024/2025 performance cycle as per DPSA circular no. 1 of 2029

Table 3.8.2 Performance Rewards by salary band for personnel below Senior Management Service for the period 1 April 2025 to 31 March 2026

Salary band	Beneficiary Profile			Cost		Total cost as a % of the total personnel expenditure
	Number of beneficiaries	Number of employees	% of total within salary bands	Total Cost (R'000)	Average cost per employee	
Lower Skilled (Levels 1-2)	0	149	0	0	0	0
Skilled (level 3-5)	0	2 259	0	0	0	0
Highly skilled production (level 6-8)	0	1 436	0	0	0	0
Highly skilled supervision (level 9-12)	0	347	0	0	0	0
09 Other	0	270	0	0	0	0
11 Contract (Levels 3-5)	0	285	0	0	0	0
12 Contract (Levels 6-8)	0	104	0	0	0	0
13 Contract (Levels 9-12)	0	44	0	0	0	0
Total	**0**	**4 894**	**0**	**0**	**0**	**0**

No Performance rewards for the 2024/2025 performance cycle as per DPSA circular no. 1 of 2029

Table 3.8.3 Performance Rewards by critical occupation for the period 1 April 2025 to 31 March 2026

Critical occupation	Beneficiary Profile			Cost	
	Number of beneficiaries	Number of employees	% of total within occupation	Total Cost (R'000)	Average cost per employee
Account clerk(public relations/communication)	0	4.00	0	0	0
Administration clerks	0	1 243	0	0	0
Administration officer	0	8	0	0	0
Administrative and governance policy manager	0	5	0	0	0
Administrative related	0	1	0	0	0
Alarm & security /surveillance monitor	0	3	0	0	0
Auxiliary child and youth care worker	0	1	0	0	0
Auxiliary community development practitioner	0	22	0	0	0
Backhoe operator	0	1	0	0	0
Caretaker/ cleaner	0	28	0	0	0
Chief financial officer	0	1	0	0	0
Child care worker	0	1	0	0	0
Civil engineer	0	213	0	0	0
Civil engineering constructor	0	46	0	0	0
Civil engineering technician	0	99	0	0	0
Clerical suppleme.workers not	0	20	0	0	0

Critical occupation	Beneficiary Profile			Cost	
	Number of beneficiaries	Number of employees	% of total within occupation	Total Cost (R'000)	Average cost per employee
elsewhere classified					
Communication and marketing manager	0	1	0	0	0
Communication coordinator	0	4	0	0	0
Community development manager	0	4	0	0	0
Compliance officer	0	10	0	0	0
Craft & related workers not elsewhere classified	0	10	0	0	0
Earthmoving plant operator (general)	0	324	0	0	0
Elementary workers not elsewhere classified	0	1 071	0	0	0
Enforcement and compliance manager	0	1	0	0	0
Engineering manager	0	5	0	0	0
Facilities manager	0	1	0	0	0
Finance clerk	0	30	0	0	0
Finance manager	0	1	0	0	0
Food trade assistant	0	14	0	0	0
Geophysical technician	0	3	0	0	0
Geophysicist	0	0	0	0	0
Grader operator	0	4	0	0	0
Handyperson	0	0	0	0	0
Head of provincial department	0	1	0	0	0
Health and safety managers	0	1	0	0	0
Healthcare cleaner	0	5	0	0	0
Human resource clerk	0	85	0	0	0
Human resource manager	0	3	0	0	0
ICT security specialist	0	1	0	0	0
Industrial/ labour relations officer	0	2	0	0	0
Information technology & systems manager	0	5	0	0	0
Internal auditor	0	10	0	0	0
It security officer	0	2	0	0	0
Legal clerk	0	1	0	0	0
Legal related manager	0	0	0	0	0
Librarian	0	1	0	0	0
Library assistant	0	1	0	0	0
Light vehicle driver	0	0	0	0	0

PART D: HUMAN RESOURCE MANAGEMENT

Critical occupation	Beneficiary Profile			Cost	
	Number of beneficiaries	Number of employees	% of total within occupation	Total Cost (R'000)	Average cost per employee
Managers not elsewhere classified	0	0	0	0	0
Mechanic trade assistant	0	126	0	0	0
Mechanical engineer	0	19	0	0	0
Messengers	0	55	0	0	0
Midd.manager:human resource & organisa.devel.rela	0	5	0	0	0
Middle manager: administrative related	0	22	0	0	0
Middle manager: engineering sciences related	0	1	0	0	0
Middle manager: finance and economics related	0	9	0	0	0
Middle manager: legal related	0	1	0	0	0
Middle manager:communication & information related	0	3	0	0	0
Motorised farm and forestry plant operator	0	1	0	0	0
Occupational/ job analyst	0	1	0	0	0
Office cleaner	0	10	0	0	0
Organisational development practitioner	0	1	0	0	0
Other clerical support workers	0	0	0	0	0
Other middle manager	0	1	0	0	0
Other occupations	0	1	0	0	0
Personal assistant	0	30	0	0	0
Plant& machine operators& assemblers nt classified	0	31	0	0	0
Policy analyst	0	1	0	0	0
Professionals not elsewhere classified	0	4	0	0	0
Professionals not elsewhere classified.	0	20	0	0	0
Programme or project manager	0	1	0	0	0
Protection/security official	0	2	0	0	0
Registry and mailing clerk	0	5	0	0	0
Regulatory and compliance and enforcement manager	0	11	0	0	0
Regulatory inspector	0	1 015	0	0	0

PART D: HUMAN RESOURCE MANAGEMENT

Critical occupation	Beneficiary Profile			Cost	
	Number of beneficiaries	Number of employees	% of total within occupation	Total Cost (R'000)	Average cost per employee
Rheumatologist	0	1	0	0	0
Road construction plant operator	0	7	0	0	0
Safety inspector	0	1	0	0	0
Secretary (general)	0	2	0	0	0
Security officer	0	1	0	0	0
Skills development facilitator/ practitioner	0	2	0	0	0
Social services manager	0	1	0	0	0
Strategy/monitoring &evaluation manager	0	4	0	0	0
Supply chain clerk	0	5	0	0	0
Supply chain practitioner	0	1	0	0	0
Surveying or cartographic technician	0	9	0	0	0
Surveyor	0	1	0	0	0
Switchboard operator	0	19	0	0	0
Systems administrator	0	1	0	0	0
Transport clerk	0	3	0	0	0
Truck driver (general)	0	2	0	0	0
Workshop cleaner	0	1	0	0	0
Total	**0**	**4 932**	**0**	**0**	**0**

No Performance rewards for the 2024/2025 performance cycle as per DPSA circular no. 1 of 2029

Notes

- The CORE classification, as prescribed by the DPSA, should be used for completion of this table.
- Critical occupations are defined as occupations or sub-categories within an occupation –

(a) in which there is a scarcity of qualified and experienced persons currently or anticipated in the future, either because such skilled persons are not available or they are available but do not meet the applicable employment criteria;

(b) for which persons require advanced knowledge in a specified subject area or science or learning field and such knowledge is acquired by a prolonged course or study and/or specialised instruction;

(c) where the inherent nature of the occupation requires consistent exercise of discretion and is predominantly intellectual in nature; and

(d) in respect of which a department experiences a high degree of difficulty to recruit or retain the services of employees;

Table 3.8.4 Performance related rewards (cash bonus), by salary band for Senior Management Service for the period 1 April 2025 to 31 March 2026

Salary band	Beneficiary Profile			Cost		Total cost as a % of the total personnel expenditure
	Number of beneficiaries	Number of employees	% of total within salary bands	Total Cost (R'000)	Average cost per employee	
Band A	0	25	0	0	0	0
Band B	0	8	0	0	0	0
Band C	0	3	0	0	0	0
Band D	0	2	0	0	0	0
Total	**0**	**38**	**0**	**0**	**0**	**0**

No Performance rewards for the 2024/2025 performance cycle as per DPSA circular no. 1 of 2029

Foreign Workers

The tables below summarise the employment of foreign nationals in the department in terms of salary band and major occupation.

Table 3.9.1 Foreign workers by salary band for the period 1 April 2025 and 31 March 2026

Salary band	01 April 2025		31 March 2026		Change	
	Number	% of total	Number	% of total	Number	% Change
Lower skilled	0	0	0	0	0	0
Highly skilled production (Lev. 6-8)	0	0	0	0	0	0
Highly skilled supervision (Lev. 9-12)	0	0	0	0	0	0
Contract (level 9-12)	0	0	0	0	0	0
Contract (level 13-16)	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**

Table 3.9.2 Foreign workers by major occupation for the period 1 April 2025 and 31 March 2026

Major occupation	01 April 2025`		31 March 2026		Change	
	Number	% of total	Number	% of total	Number	% Change
Administrative office workers	0	0	0	0	0	0
Other occupations	0	0	0	0	0	0
Professionals and managers	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**

Leave utilisation

The Public Service Commission identified the need for careful monitoring of sick leave within the public service. The following tables provide an indication of the use of sick leave and disability leave. In both cases, the estimated cost of the leave is also provided.

Table 3.10.1 Sick leave for the period 1 January 2025 to 31 December 2025

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)
Contract (Levels 13-16)	19	100	1	0	19	171
Contract (Levels 3-5)	652	78	162	5	4	652
Contract (Levels 6-8)	376	74	73	2	5	697
Contract (Levels 9-12)	78	89	13	0	6	229
Contract Other	480	49	190	6	3	172
Highly skilled production (Levels 6-8)	10979	79	1159	34	9	19955
Highly skilled supervision (Levels 9-12)	1815	82	224	7	8	6010
Lower skilled (Levels 1-2)	1229	82	123	4	10	973
Senior management (Levels 13-16)	176	84	22	1	8	961
Skilled (Levels 3-5)	13819	84	1446	42	10	15595
TOTAL	**29622**	**81**	**3413**	**100**	**9**	**45415**

Table 3.10.2 Disability leave (temporary and permanent) for the period 1 January 2025 to 31 December 2025

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)
Contract (Levels 13-16)	38	100	1	2	38	343
Contract (Levels 6-8)	13	100	1	2	13	25
Contract Other	20	100	1	2	20	7
Highly skilled production (Levels 6-8)	1027	100	19	40	54	2033
Highly skilled supervision (Levels 9-12)	92	100	1	2	92	467
Lower skilled (Levels 1-2)	194	33	2	4	97	164
Skilled (Levels 3-5)	634	100	22	47	29	723
TOTAL	**2018**	**94**	**47**	**100**	**43**	**3760**

The table below summarises the utilisation of annual leave. The wage agreement concluded with trade unions in the PSCBC in 2000 requires management of annual leave to prevent high levels of accrued leave being paid at the time of termination of service.

Table 3.10.3 Annual Leave for the period 1 January 2025 to 31 December 2025

Salary band	Total days taken	Number of Employees using annual leave	Average per employee
Contract (Levels 13-16)	11	6	2
Contract (Levels 3-5)	2886	12	236
Contract (Levels 6-8)	2467	20	125
Contract (Levels 9-12)	568	13	45
Contract Other	1691	5	310
Highly skilled production (Levels 6-8)	32935	23	1429
Highly skilled supervision (Levels 9-12)	7860	23	343
Lower skilled (Levels 1-2)	3452	23	147
Senior management (Levels 13-16)	787	25	32
Skilled (Levels 3-5)	45931	21	2212
TOTAL	**98 587.94**	**20**	**4 881**

Table 3.10.4 Capped leave for the period 1 January 2025 to 31 December 2025

Salary band	Total days of capped leave taken	Number of Employees using capped leave	Average number of days taken per employee	Average capped leave per employee as on 31 March 20ZZ
Contract (Levels 13-16)	0	0	0	0
Contract (Levels 3-5)	0	0	0	0
Contract (Levels 6-8)	0	0	0	0
Contract (Levels 9-12)	0	0	0	0
Contract Other	0	0	0	0
Highly skilled production (Levels 6-8)	34	4	39	9
Highly skilled supervision (Levels 9-12)	11	11	50	1
Lower skilled (Levels 1-2)	0	0	0	0
Senior management (Levels 13-16)	0	0	104	0
Skilled (Levels 3-5)	1	1	51	1
TOTAL	**46**	**4**	**46**	**11**

The following table summarise payments made to employees as a result of leave that was not taken.

Table 3.10.5 Leave payouts for the period 1 April 2025 and 31 March 2026

Reason	Total amount (R'000)	Number of employees	Average per employee (R'000)
Leave payout for 2025/26YY due to non-utilisation of leave for the previous cycle	0	0	0
Annual - discounting with resignation (work days)	1185	39	30385
Annual - discounting: contract expiry (work days)	559	55	10164
Annual - discounting: unused vacation credits (work days)	216	4	54000
Annual - gratuity: death/retirement/medical retirement(work	2580	81	31852
Capped - gratuity: death/retirement/medical retirement(work	4512	57	79158
TOTAL	**9052**	**236**	**205559**

HIV/AIDS & Health Promotion Programmes

Table 3.11.1 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
The Department does not have high risk employees who are exposed to contract the HIV like Doctors and Nurses.	N/A

Table 3.11.2 Details of Health Promotion and HIV/AIDS Programmes (tick the applicable boxes and provide the required information)

Question	Yes	No	Details, if yes
1. Has the department designated a member of the SMS to implement the provisions contained in Part VI E of Chapter 1 of the Public Service Regulations, 2001? If so, provide her/his name and position.	X		Mr N Zondi: Director: HRA
2. Does the department have a dedicated unit or has it designated specific staff members to promote the health and well-being of your employees? If so, indicate the number of employees who are involved in this task and the annual budget that is available for this purpose.	X		1. There is an Employee Health and Wellness Program that is dedicated for Health promotion in the workplace. 2. Two officials are dedicated to promoting the health and well-being of employees. 3. The budget allocation is R400 000
3. Has the department introduced an Employee Assistance or Health Promotion Programme for your employees? If so, indicate the key elements/services of this Programme.	X		1. The Department is implementing all four Employee Health and Wellness Pillars in line with EHW Strategic Framework by DPSA. 2. EHW pillars are as follows: HIV, TB and STI, Health and Productivity, Safety Health Environment Risk and Quality (SHERQ) and Wellness Management.
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.	X		1. The Department does have Employee Health and Wellness Committee that was appointed by the Head of the Department. 2. The committee members are as follows: - Mr N Zondi: Director: HRA - Ms NP Mlotshwa: DD: OHS/EHW - Mr V Masinga: AD: EHW

PART D: HUMAN RESOURCE MANAGEMENT

Question	Yes	No	Details, if yes
			- Ms N Hlela: DD: Corporate Services: eMpangeni Region - Ms G Hlabisa: DD: Corporate Services: PMB Region. - Mr L Ngema: Road Safety and Traffic Manager. - Ms T Nkosi: DD: Corporate Services: Ladysmith Region. - Ms G Zuma: Chief Provincial Inspector: Traffic. - Ms S Afrika: DD: Corporate Services: Durban Region. - Ms D Ncube: AD: Newcastle Cost Centre. - Ms G Nxumalo: AD: Dundee Cost Centre. - Ms S Mlima: AD: Transport Infrastructure and District Services. - Ms K Heereman: Senior Admin Clerk: RTI - Mr C Dlamini: AD: Corporate Services: PMB Cost Centre - Ms B Mani: HRM Clerk Supervisor: PMB Region. - Ms E Ram: Administration Clerk: Grade II Senior Road Traffic Inspectorate. - Mr B Mkhwanazi: AD: Transport Infrastructure and District Services. - Ms N Mthethwa: Principal Road Safety: Transport Officer - Ms T Biyela: DD: Media Liaison Officer: - Mr N Ndlanzi: Chief Provincial Inspector. - Ms N Hlophe: Director: Regulation and Support Provincial Regulatory Entity - Mr E Brandon: Chief Provincial Inspector. - Ms C Wright: Senior Admin Clerk: Road Traffic Inspectorate. - Mr B Zondi: Chief Provincial Inspector Traffic. - Ms L Naidoo: Principal Provincial Inspector: Traffic Training College. - Ms J Mazibuko: Chief Provincial Inspector. - Mr T Mthembu: Chief Provincial Inspector. - Ms B Mathebula: Principal Provincial Inspector: Traffic. - Ms A Maharaj: Chief Provincial Inspector: Road Traffic Inspectorate. - Mr D Khoza: Chief Provincial Inspector: Station Commander Road Traffic Inspectorate. - Mr K Maharaj: Chief Provincial Inspector Road Traffic Inspectorate> - Mr C Duma: Chief Provincial Inspector: Traffic. - Ms B Uchee: Station Commander. - Mr R Naidoo: Chief Provincial Inspector: Traffic. - Ms N Maziboko: DD: Commander Training and Advice. - Ms W Sibisi: Chief Provincial Inspector: Road Traffic Inspectorate. - Ms S Ngcobo: DD: Infrastructure and District Services. - Ms Z Dube: Admin Officer: Office Services. - Ms N Magutshwa: DD: Motor Services. - Mr N Makhombothi: AD: Corporate Services: Ladysmith Region. - Ms E Ram: Administration Clerk, Grad II Senior: Road Traffic Inspectorate. - Ms L Gamnca: Admin Officer: Road Traffic Inspectorate. - Ms N Moidin: Admin Clerk: Grade II Senior. - Ms N Nxumalo: Personnel - Ms W Zama: HR Practitioner: - Ms R Khaile: Road Worker A.
5. Has the department reviewed its employment policies and practices to ensure that these do not unfairly discriminate against employees on the basis of their HIV status? If so, list the employment policies/practices so reviewed.	**X**		1. The Department has reviewed its employment policies and practices to ensure that they do not unfairly discriminate against employees based on their HIV status. 2. **Policies and practices reviewed include:** - Recruitment and Selection Policy. - Leave management policy. - Performance Management Practices.

PART D: HUMAN RESOURCE MANAGEMENT

Question	Yes	No	Details, if yes
			- Occupational Health and Safety policy. - Employee Health and Wellness Policy (including HIV, AIDS and TB Management Policy.
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.	X		1. The Department has introduced measures to protect HIV-positive employees and those perceived to be HIV-positive from discrimination. **Key elements of these measures include:** - Awareness and education programmes to reduce stigma and discrimination. - Access to counselling and psychosocial support services. - Employee Health and Wellness (EHW) support programmes, including HIV/AIDS support services. - Reasonable accommodation for affected employees where required. - Awareness campaigns are conducted to raise awareness for HIV/AIDS discrimination.
7. Does the department encourage its employees to undergo Voluntary Counselling and Testing? If so, list the results that you have you achieved.	X		1. The Department encourages employees to undergo Voluntary Counselling and Testing (VCT) as part of its Employee Health and Wellness (EHW) programme. **Results achieved include:** 1. Increased awareness and participation in Voluntary Counselling and Testing (VTC) services among employees. - Early identification and referral of employees requiring medical support. - Strengthened HIV awareness and reduced stigma in the workplace. - Increased awareness and participation in VCT services among employees. - Enhanced confidentiality and trust in workplace health services. - Wellness Screening Conducted at Ladysmith Region, 270 employees reached.
8. Has the department developed measures/indicators to monitor & evaluate the impact of its health promotion programme? If so, list these measures/indicators.	X		The Department has developed measures and indicators to monitor and evaluate the impact of its health promotion programme. Key measures/indicators include: - Employee feedback from health and wellness surveys. - Number of referrals made to external health services. - Number of employees accessing health promotion services (e.g., VCT, screenings, counselling).

Labour Relations

Table 3.12.1 Collective agreements for the period 1 April 2025 and 31 March 2026

Subject matter	Date
PSCBC Resolution 1 of 2025: agreement on the payment of salary adjustments improvement of conditions of service in public service	1 April 2025
PSCBC Resolution 2 of 2005: agreement on matters referred to a further process for research investigations negotiations in the financial year 2025/2026	1 April 2025
GPSSBC Resolution 1 of 2025: agreement on the Increase of levies of the GPSSBC	1 April 2025
GPSSBC Resolution 2 of 2025: Constitution of the GPSSBC	26 September 2025
GPSSBC Resolution 3 of 2025: Governance rules of the chambers of the GPSSBC	26 September 2025

Notes

If there were no agreements, keep the heading and replace the table with the following:

Total number of Collective agreements	**04**

The following table summarises the outcome of disciplinary hearings conducted within the department for the year under review.

Table 3.12.2 Misconduct and disciplinary hearings finalised for the period 1 April 2025 and 31 March 2026

Outcomes of disciplinary hearings	Number	% of total
Correctional counselling	01	5%
Verbal warning	0	0
Written warning	0	0
Final written warning	01	5%
Suspended without pay	13	65%
Fine	0	0
Demotion	0	0
Dismissal	04	20%
Not guilty	01	5%
Case withdrawn	0	0
Total	**20**	**100%**

Notes

If there were no agreements, keep the heading and replace the table with the following:

Total number of Disciplinary hearings finalised	**20**

Table 3.12.3 Types of misconduct addressed at disciplinary hearings for the period 1 April 2025 and 31 March 2026

Type of misconduct	Number	% of total
Fraud and Corruption	3	9,68%
Fraud	1	3,23%
Negligence with State Vehicle and Drunk and Driving	1	3,23%
Under the influence of Alcohol whilst on Duty	1	3,23%
Assault	5	16,13%
Falsification of Official Document	1	3.23%
Theft	3	9.68%
Unlawful Allocation of State Accommodation	1	3,23%
Misuse of State Vehicle	2	6,45%
Insubordination	2	6,45%
Substance Abuse and Improper Conduct	1	3,23%
Defamation of Character	1	3,23%
Absenteeism	1	3,23%
Negligence with State Vehicle	2	6.45%
Negligence and Poor Work Performance	1	3,23%
Submission of Fraudulent Medical Certificate	1	3.23%
Negligence with State Firearm	1	3,23%
Misrepresentation	1	3,23%
Fraud and Falsification of Documents	1	3,23%
Maladministration	1	3,23%
Total	**31**	**100%**

Table 3.12.4 Grievances logged for the period 1 April 2025 and 31 March 2026

Grievances	Number	% of Total
Number of grievances resolved	34	75,56%
Number of grievances not resolved	11	24,44%
Total number of grievances lodged	**45**	**100%**

Table 3.12.5 Disputes logged with Councils for the period 1 April 2025 and 31 March 2026

Disputes	Number	% of Total
Number of disputes upheld	1	2,27%
Number of disputes dismissed	7	16%
Total number of disputes lodged	**44**	**18.27%**

Table 3.12.6 Strike actions for the period 1 April 2025 and 31 March 2026

Total number of persons working days lost	**0**
Total costs working days lost	**0**
Amount recovered as a result of no work no pay (R'000)	**0**

Table 3.12.7 Precautionary suspensions for the period 1 April 2025 and 31 March 2026

Number of people suspended	**02**
Number of people who's suspension exceeded 30 days	**02**
Average number of days suspended	**425**
Cost of suspension(R'000)	**R477 987,74**

Skills development

This section highlights the efforts of the department regarding skills development.

Table 3.13.1 Training needs identified for the period 1 April 2025 and 31 March 2026

Occupational category	Gender	Number of employees as at 1 April 2025	Training needs identified at start of the reporting period			
			Learnerships	Skills Programmes & other short courses	Other forms of training	Total
Legislators, senior officials and managers	Female	47	0	27	0	27
	Male	44	0	35	0	35
Professionals	Female	115	0	25	0	25
	Male	209	0	30	0	30
Technicians and associate professionals	Female	399	0	40	0	40
	Male	597	0	39	0	39
Clerks	Female	938	0	98	0	98
	Male	324	0	95	0	95
Service and sales workers	Female	18	0	115	0	115
	Male	18	0	180	0	180

Occupational category	Gender	Number of employees as at 1 April 2025	Training needs identified at start of the reporting period			
			Learnerships	Skills Programmes & other short courses	Other forms of training	Total
Skilled agriculture and fishery workers	Female	15	0	74	0	74
	Male	43	0	28	0	28
Craft and related trades workers	Female	0	0	0	0	0
	Male	0	0	0	0	0
Plant and machine operators and assemblers	Female	27	0	18	0	18
	Male	295	0	68	0	68
Elementary occupations	Female	673	0	88	0	88
	Male	719	0	179	0	179
Sub Total	**Female**	**2232**	**0**	**425**	**0**	**425**
	Male	**2249**	**0**	**654**	**0**	**654**
Total		**4481**	**0**	**1079**	**0**	**1079**

Table 3.13.2 Training provided for the period 1 April 2025 and 31 March 2026

Occupational category	Gender	Number of employees as at 1 April 2025	Training provided within the reporting period			
			Learnerships	Skills Programmes & other short courses	Other forms of training	Total
Legislators, senior officials and managers	Female	47	0	9	0	**9**
	Male	44	0	17	0	**17**
Professionals	Female	115	0	8	0	**8**
	Male	209	0	24	0	**24**
Technicians and associate professionals	Female	399	0	61	0	**61**
	Male	597	0	71	0	**71**
Clerks	Female	938	0	199	0	**199**
	Male	324	0	145	0	**145**
Service and sales workers	Female	18	0	4	0	**4**
	Male	18	0	4	0	**4**
Skilled agriculture and fishery workers	Female	15	0	3	0	**3**
	Male	43	0	11	0	**11**
Craft and related trades workers	Female	0	0	0	0	**0**
	Male	0	0	0	0	**0**
Plant and machine operators and assemblers	Female	27	0	3	0	**3**
	Male	295	0	58	0	**58**
Elementary occupations	Female	673	0	104	0	**104**
	Male	719	0	224	0	**224**
Sub Total	Female	**2232**	**0**	**391**	**0**	**391**
	Male	**2249**	**0**	**554**	**0**	**554**
Total		**4481**	**0**	**945**	**0**	**945**

Injury on duty

The following tables provide basic information on injury on duty.

Table 3.14.1 Injury on duty for the period 1 April 2025 and 31 March 2026

Nature of injury on duty	Number	% of total
Required basic medical attention only	28	70%
Temporary Total Disablement	10	25%
Permanent Disablement	0	0%
Fatal	2	5%
Total	**40**	**100%**

Utilisation of Consultants

The following tables relates information on the utilisation of consultants in the department. In terms of the Public Service Regulations "consultant' means a natural or juristic person or a partnership who or which provides in terms of a specific contract on an ad hoc basis any of the following professional services to a department against remuneration received from any source:

(a) The rendering of expert advice;
(b) The drafting of proposals for the execution of specific tasks; and
(c) The execution of a specific task which is of a technical or intellectual nature, but excludes an employee of a department.

Table 3.15.1 Report on consultant appointments using appropriated funds for the period 1 April 2025 and 31 March 2026

Project title	Total number of consultants that worked on project	Duration (work days)	Contract value in Rand
Not applicable			

Total number of projects	Total individual consultants	Total duration Work days	Total contract value in Rand
Not applicable			

Table 3.15.2 Analysis of consultant appointments using appropriated funds, in terms of Historically Disadvantaged Individuals (HDIs) for the period 1 April 2025 and 31 March 2026

Project title	Percentage ownership by HDI groups	Percentage management by HDI groups	Number of consultants from HDI groups that work on the project
Not applicable			

Table 3.15.3 Report on consultant appointments using Donor funds for the period 1 April 2025 and 31 March 2026

Project title	Total Number of consultants that worked on project	Duration (Work days)	Donor and contract value in Rand
Not applicable			

Total number of projects	Total individual consultants	Total duration Work days	Total contract value in Rand
Not applicable			

Table 3.15.4 Analysis of consultant appointments using Donor funds, in terms of Historically Disadvantaged Individuals (HDIs) for the period 1 April 2025 and 31 March 2026

Project title	Percentage ownership by HDI groups	Percentage management by HDI groups	Number of consultants from HDI groups that work on the project
Not applicable			

Severance Packages

Table 3.16.1 Granting of employee initiated severance packages for the period 1 April 2025 and 31 March 2026

Salary band	Number of applications received	Number of applications referred to the MPSA	Number of applications supported by MPSA	Number of packages approved by department
Lower skilled (Levels 1-2)	0	0	0	0
Skilled Levels 3-5)	0	0	0	0
Highly skilled production (Levels 6-8)	0	0	0	0
Highly skilled supervision(Levels 9-12)	0	0	0	0
Senior management (Levels 13-16)	0	0	0	0
Total	**0**	**0**	**0**	**0**



2025/26

DEPARTMENT OF TRANSPORT

ANNUAL REPORT

VOTE12

PART E : PFMA COMPLIANCE REPORT

1. IRREGULAR, FRUITLESS AND WASTEFUL, UNAUTHORISED EXPENDITURE AND MATERIAL LOSSES

1.1 Irregular expenditure

a) Reconciliation of irregular expenditure

Description	2025/2026	2024/2025
	R'000	R'000
Opening balance	34 497 932	33 261 191
Add: Irregular expenditure confirmed	1 477 838	1 386 275
Less: Irregular expenditure condoned	- 1 858 041	- 149 534
Less: Irregular expenditure not condoned and removed	0	0
Less: Irregular expenditure recoverable	0	0
Less: Irregular expenditure not recoverable and written off	0	0
Closing balance	**34 117 729**	**34 497 932**

Reconciling notes

Description	2025/2026	2024/2025
	R'000	R'000
Irregular expenditure that was under assessment	-	49 761
Irregular expenditure that relates to the prior year and identified in the current year	-	3 369
Irregular expenditure for the current year	1 477 838	1 333 145
Total	**1 477 838**	**1 386 275**

b) Details of irregular expenditure (under assessment, determination, and investigation)

Description	2025/2026	2024/2025
	R'000	R'000
Irregular expenditure under assessment	259 848	1 296 245
Irregular expenditure determination test not started	9 172 927	8 009 028
Irregular expenditure determination in progress	11 034 584	10 730 645
Irregular expenditure submitted for condonation, awaiting response from Provincial Treasury	6 526 171	8 374 212
Irregular expenditure determination test completed, awaiting consequence management	7 366 174	7 366 174
Irregular expenditure under forensic investigation	17 873	17 873
Total	**34 377 576**	**35 794 177**

c) Details of irregular expenditure condoned

Description	2025/2026	2024/2025
	R'000	R'000
Irregular expenditure condoned	1 858 041	149 534
Total	**1 858 041**	**149 534**

d) Details of irregular expenditure removed - (not condoned)

Description	2025/2026	2024/2025
	R'000	R'000
Irregular expenditure NOT condoned and removed	0	0
Total	**0**	**0**

e) Details of irregular expenditure recoverable

Description	2025/2026	2024/2025
	R'000	R'000
Irregular expenditure recoverable	0	0
Total	**0**	**0**

f) Details of irregular expenditure written off (irrecoverable)

Description	2025/2026	2024/2025
	R'000	R'000
Irregular expenditure written off	0	0
Total	**0**	**0**

1.2 Fruitless and wasteful expenditure

a) Reconciliation of fruitless and wasteful expenditure

Description	2025/2026	2024/2025
	R'000	R'000
Opening balance	4 277	4 070
Adjustment to opening balance	-	-
Opening balance as restated	-	-
Add: Fruitless and wasteful expenditure confirmed	2 758	207
Less: Fruitless and wasteful expenditure recoverable	-	-
Less: Fruitless and wasteful expenditure not recoverable and written off	-	-
Closing balance	**7 035**	**4 277**

Reconciling notes

Description	2025/2026	2024/2025
	R'000	R'000
Fruitless and wasteful expenditure that was under assessment	77	-
Fruitless and wasteful expenditure that relates to the prior year and identified in the current year	-	-
Fruitless and wasteful expenditure for the current year	2 758	207
Total	**2 835**	**207**

b) Details of fruitless and wasteful expenditure (under assessment, determination, and investigation)

Description	2025/2026	2024/2025
	R'000	R'000
Fruitless and wasteful expenditure under assessment	-	18 395
Fruitless and wasteful expenditure under determination	77	-
Fruitless and wasteful expenditure under investigation	18 395	-
Total	**18 472**	**18 395**

c) Details of fruitless and wasteful expenditure recoverable

Description	2025/2026	2024/2025
	R'000	R'000
Fruitless and wasteful expenditure recoverable	310	310
Total	**310**	**310**

d) Details of fruitless and wasteful expenditure not recoverable and written off

Description	2025/2026	2024/2025
	R'000	R'000
Fruitless and wasteful expenditure written off	-	-
Total	-	-

e) Details of disciplinary or criminal steps taken as a result of fruitless and wasteful expenditure

Disciplinary steps taken
Pending Investigation
Total

1.3 Unauthorised expenditure

a) Reconciliation of unauthorised expenditure

Description	2025/2026	2024/2025
	R'000	R'000
Opening balance	3 314	3 305
Adjustment to opening balance	-	-
Opening balance as restated	-	-
Add: unauthorised expenditure confirmed	-	9
Less: unauthorised expenditure approved with funding	-	-
Less: unauthorised expenditure approved without funding	-	-
Less: unauthorised expenditure recoverable	-	-
Less: unauthorised not recoverable and written off	-	-
Closing balance	**3 314**	**3 314**

Reconciling notes

Description	2025/2026	2024/2025
	R'000	R'000
Unauthorised expenditure that was under assessment	-	-
Unauthorised expenditure that relates to the prior year and identified in the current year	-	-
Unauthorised expenditure for the current year	-	-
Total	0	0

b) Details of unauthorised expenditure (under assessment, determination, and investigation)

Description[8]	2025/2026	2024/2025
	R'000	R'000
Unauthorised expenditure under assessment	-	-
Unauthorised expenditure under determination	-	-
Unauthorised expenditure under investigation	-	-
Total	**0**	**0**

2. LATE AND/OR NON-PAYMENT OF SUPPLIERS

Description	Number of invoices	Consolidated Value
		R'000
Valid invoices received	16 471	-
Invoices paid within 30 days or agreed period	5 560	3 856 100
Invoices paid after 30 days or agreed period	10 911	6 542 463
Invoices older than 30 days or agreed period (*unpaid and without dispute*)	966	1 111 697
Invoices older than 30 days or agreed period (*unpaid and in dispute*)	-	-

3. SUPPLY CHAIN MANAGEMENT

3.1 Procurement by other means

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
THE CONSTRUCTION OF EARTHWORKS, LAYER WORKS, DRAINAGE STRUCTURES ON MAIN ROAD 402, KWAMNCANE (KM 0+000 TO KM 7+540) IN THE PIETERMARITZBURG REGION.	STEFFANUTTI STOCKS (PTY) LTD	DEV02328/00000/00/PMR/INF/25/T	Single Source	R 188 683 331.02
GCN 745ZN 1500HR SERVICE, SUPPLY AND FIT RH DOOR GLASS, DEISEL CAP, TRANSMISSION CABLES AND LH AIR BRAKE PIPE AREA OFFICE IXOPO	ELB EQUIPMENT HOLDINGS - MAAA0006477	DEV02329/00000/00/IXO/GEN/25/T	Single Source	R 74 733.76
TO SO SERVICE AND REPAIRS	SAFICON INDUSTRIAL EQUIPMENT - MAAA0429817	DEV02330/00000/00/NEW/GEN/25/T	Single Source	R 14 950.55
ATTEND TO REPAIRS AND SERVICES TO X 8 POWERSTAR VEHICLES UNDER EMPANGENI REGIONAL OFFICE	ALAYSA INVESTMENTS	DEV02331/00000/00/EMP/GEN/25/T	Single Source	R 944 548.00
ATTEND TO REPAIRS ON 5 X NISSAN VEHICLES UNDER EMPANGENI REGION	SUCROSE MOTORS AND SERVICE STATION - MAAA0221004	DEV02332/00000/00/EMP/GEN/25/T	Single Source	R 979 079.13
ATTEND TO REPAIRS ON 7 X ISUZU VEHICLES UNDER EMPANGENI REGION	AUTO HOUSE VRYHEID - MAAA0145925	DEV02333/00000/00/EMP/GEN/25/T	Single Source	R 898 774.02
ATTEND TO REPAIRS AND SERVICES ON 10 X KOMATSU VEHICLES UNDER EMPANGENI REGION	KOMATSU SOUTH AFRICA - MAAA0119456	DEV02334/00000/00/EMP/GEN/25/T	Single Source	R 670 706.81

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
GCP 110ZN 750HR SERVICE - AREA OFFICE IXOPO	BABCOCK AFRICA SERVICES - MAAA0096926	DEV02335/00000/00/IXO/GEN/25/T	Single Source	R 14 717.32
GCP 110 ZN ATTEND TO MAINTAIN ELECTRICAL SYSTEM AND REPLACE DAMAGES BATTERIES - A/O IXOPO	MACS ELECTRODIESEL SERVICES - MAAA0442472	DEV02336/00000/00/IXO/GEN/25/T	Single Source	R 4 715.00
GCN 752 ZN 3000HR SERVICE ADJUST CIRCLE, INVESTIGATE AND RECTIFY OVERHEATING - AREA OFFICE IXOPO	BABCOCK AFRICA SERVICES - MAAA0096926	DEV02337/00000/00/IXO/GEN/25/T	Single Source	R 183 398.41
SC178 WACKER - SERVICE MACHINE ATTEND TO OIL AND PETROL LEAK - A/O UNDERBERG	SERVOTECH	DEV02338/00000/00/IXO/GEN/25/T	Single Source	R 20 706.72
GCN 957 ZN(KZN3654) ATTEND TO REPAIR DOOR AND REPLACE GLASS, REPAIR BOOM CYLINDER AT AREA OFFICE UNDERBERG	BABCOCK AFRICA SERVICES - MAAA0096926	DEV02339/00000/00/IXO/GEN/25/T	Single Source	R 93 248.67
GCB726ZN(KZN6649) AND GCB672ZN(KZN5496) ATTEND TO COF AND ANNUAL SERVICE	WAYLYN MECHANICAL SERVICES - MAAA0425379	DEV02340/00000/00/IXO/GEN/25/T	Single Source	R 71 521.66
GCW511ZN(KZN2189) ATTEND TO ALTERNATOR FAULTY, SUPPLY TWO BATTERIES	MACS ELECTRODIESEL SERVICES - MAAA0442472	DEV02341/00000/00/IXO/GEN/25/T	Single Source	R 29 675.75
GCN787ZN(KZN1472) ATTEND TO MACHINE SELF-BRAKING WHILE DRIVING, REPAIR HYDRAULIC CYLINDER, REPAIR RIPPER CYLINDER, REPAIR TYRES X 6 AND SPARE, REPAIR BLADE LIFT CYLINDER, REPLACE SPEEDO METER, SUPPLY ANTIFREEZE 20LITRES X 2,SUPPLY ENGINE OIL 20LITRES X 2,SUPPLY	BABCOCK AFRICA SERVICES - MAAA0096926	DEV02343/00000/00/IXO/GEN/25/T	Single Source	R 497 011.73
CARRY OUT BRAKES AND TOW ON A BELL GRADER	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	DEV02345/00000/00/PMC/GEN/25/T	Single Source	R 28 736.78
GCB574 - ATTEND TO DIAGNOSE ELECTRICAL FAULTS AND REPLACE DAMAGE BATTERIES 658X2 MAN CLA15.220 - A/O IXOPO	MACS ELECTRODIESEL SERVICES - MAAA0442472	DEV02346/00000/00/IXO/GEN/25/T	Single Source	R 17 825.00
SUPPLY TLB SPARES AFTER INSPECTION	BABCOCK AFRICA SERVICES - MAAA0096926	DEV02348/00000/00/PMC/GEN/25/T	Single Source	R 14 067.46

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
ATTEND TO REPAIRS FOR 10 X BARLOWORLD VEHICLE UNDER EMPANGENI REGION	BARLOWORLD SOUTH AFRICA - MAAA0147921	DEV02349/00000/00/EMP/GEN/25/T	Single Source	R 641 719.88
THE UPGRADE OF MAIN ROAD P75-2 FROM KM5.30 TO KM8.30	S S R SECURITY - MAAA0010470	DEV02353/00000/00/HOD/INF/25/T	Single Source	R 181 380 573.61
TO PURCHASE KNIFE FASTFIT LH AND RH GCN 842 ZN (KZN 2007)	MEGAZONE 159 - MAAA0025404	DEV02354/00000/00/NEW/GEN/25/T	Single Source	R 13 949.50
CARRY OUT 5000HR SERVICE AND SUPPLY ALL THE OILS FOR SERVICE	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	DEV02355/00000/00/PMC/GEN/25/T	Single Source	R 23 255.45
SUPPLY BATTERY FOR FORD RANGER 2.2 BAKKIE	BARLOWORLD SOUTH AFRICA - MAAA0525456	DEV02356/00000/00/PMC/GEN/25/T	Single Source	R 3 442.81
NISSAN BAKKIE REPAIRS KAN 2601 & KZN 2602	DATCENTRE MOTORS - MAAA0279705	DEV02357/00000/00/PMC/GEN/25/T	Single Source	R 29 298.61
THE COMPLETION OF THE UPGRADE OF MAIN ROAD P16-3 (FROM KM 33,800 TO KM28,200) IN THE UMZINYATHI DISTRICT - LADYSMITH REGION	MTABALASI TRANSPORT LOGISTICS	DEV02358/00000/00/HOD/INF/25/T	Deviating From The Normal Bidding Process	R 78 852 750.70
GCC 050 ZN ATTEND TO MANUFACTURE AND INSTALL TAIL LAMP BRACKET, FIT MUDFLAP AND LIGHT	KHOLEKA ENGINEERING - MAAA0155375	DEV02359/00000/00/IXO/GEN/25/T	Single Source	R 11 624.20
GCP 108 ZN ATTEND TO CARRY OUT 1000HR SERVICE AND SUPPLY EXPANSION TANK CAP	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	DEV02360/00000/00/IXO/GEN/25/T	Single Source	R 27 193.41
SUPPLY SPARES AND CARRYOUT REPAIRS ON ALL ISUZU FLEET	NTT MOTOR INVESTMENTS - MAAA0395297	DEV02361/00000/00/DUN/GEN/25/T	Single Source	R 1 000 000.00
REPAIR HYDRAULIC PUMP ON EATER TANKER	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	DEV02362/00000/00/DUN/GEN/25/T	Single Source	R 97 781.22
SUPPLY DELIVER AND INSTALL GARAGE AIR COMPRESSOR	FIELD AIR COMPRESSORS - MAAA0122243	DEV02364/00000/00/DUN/GEN/25/T	Single Source	R 124 487.50
SUPPLY SPARES AND SERVICE KITS AND REPAIRS OR SERVICES FOR ALL KOMATSU VEHICLES UNDER EMPANGENI REGION	KOMATSU SOUTH AFRICA - MAAA0119456	DEV02365/00000/00/EMP/GEN/25/T	Single Source	R 977 500.00
ATTEND TO REPAIRS OR SERVICES ON ALL STHILL VEHICLES UNDER EMPANGENI REGION	HAIG'S MOWER AND CHAINSAW CENTRE - MAAA0135973	DEV02366/00000/00/EMP/GEN/25/T	Single Source	R 172 500.00
ATTEND TO REPAIRS OR SERVICES ON ALL NISSAN VEHICLES UNDER EMPANGENI REGION	NTT MOTORS LOWVELD - MAAA1525249	DEV02367/00000/00/EMP/GEN/25/T	Single Source	R 632 500.00

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
ATTEND TO REPAIRS OR SERVICES ON ALL TATA VEHICLES UNDER EMPANGENI REGION	ETATA TRADING - MAAA0108423	DEV02368/00000/00/EMP/GEN/25/T	Single Source	R 977 500.00
SUPPLY SPARES AND SERVICE KITS AND REPAIRS OR SERVICE ON ALL POWERSTAR VEHICLES UNDER EMPANGENI REGION	ALAYSA INVESTMENTS - MAAA1188461	DEV02369/00000/00/EMP/GEN/25/T	Single Source	R 977 500.00
SUPPLY SPARES AND SERVICE KITS AND ATTEND TO REPAIRS OR SERVICES FOR ALL ISUZU VEHICLES UNDER EMPANGENI REGION	AUTO HOUSE VRYHEID - MAAA0145925	DEV02370/00000/00/EMP/GEN/25/T	Single Source	R 977 500.00
ATTEND TO REPAIRS TO 11 X BELL VEHICLES UNDER EMPANGENI REGION	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	DEV02371/00000/00/EMP/GEN/25/T	Single Source	R 949 179.10
SUPPLY SPARES AND SERVICE KITS AND ATTEND TO REPAIRS OR SERVICES FOR ALL BELL VEHICLES UNDER EMPANGENI REGION	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	DEV02372/00000/00/EMP/GEN/25/T	Single Source	R 977 500.00
ATTEND TO REPAIRS OR SERVICE ON ALL TOYOTA VEHICLES UNDER EMPANGENI REGION	MCCARTHY - MAAA0133264	DEV02373/00000/00/EMP/GEN/25/T	Single Source	R 517 500.00
SUPPLY SPARES AND SERVICE KITS AND ATTEND TO REPAIRS OR SERVICES FOR ALL BARLOWORLD VEHICLES UNDER EMPANGENI REGION	BARLOWORLD SOUTH AFRICA - MAAA0147921	DEV02374/00000/00/EMP/GEN/25/T	Single Source	R 977 500.00
ATTEND TO REPAIRS AND SERVICES ON 8 X POWERSTAR VEHICLES UNDER EMPANGENI REGION	ALAYSA INVESTMENTS - MAAA1188461	DEV02375/00000/00/EMP/GEN/25/T	Single Source	R 992 155.00
SUPPLY AND DELIVER SPARES AND SERVICE KITS AND ATTEND TO REPAIRS OR SERVICES ON ALL VW VEHICLES UNDER EMPANGENI REGION	MIDBAY MOTORS - MAAA0690931	DEV02376/00000/00/EMP/GEN/25/T	Single Source	R 575 000.00
SUPPLY SPARES AND SERVICE KITS AND ATTEND TO REPAIRS OR SERVICES FOR ALL FORD VEHICLES UNDER EMPANGENI REGION	MORTIMER MOTORS - MAAA0014256	DEV02377/00000/00/EMP/GEN/25/T	Single Source	R 575 000.00
ATTEND TO REPAIRS ON 5 X NISSAN VEHICLES UNDER EMPANGENI REGION	SUCROSE MOTORS AND SERVICE STATION - MAAA0221004	DEV02378/00000/00/EMP/GEN/25/T	Single Source	R 956 982.71
ATTEND TO REPAIRS ON 7 X ISUZU VEHICLES UNDER EMPANGENI REGION	AUTO HOUSE VRYHEID - MAAA0145925	DEV02379/00000/00/EMP/GEN/25/T	Single Source	R 936 957.47

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
SUPPLY SPARES AND SERVICE KITS AND ATTEND TO REPAIRS OR SERVICES ON ALL TOYOTA VEHICLES UNDER EMPANGENI REGION	NTT MOTOR INVESTMENTS - MAAA0130663	DEV02380/00000/00/EMP/GEN/25/T	Single Source	R 862 500.00
TO ATTEND TO SERVICES REPAIR AND SUPPLY US WITH SPARES (KZN1570 AND KZN3377) BELL	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	DEV02384/00000/00/DUN/GEN/25/T	Single Source	R 999 062.50
REPAIRS - BABCOCK	BABCOCK AFRICA SERVICES - MAAA0096926	DEV02388/00000/00/DUR/GEN/25/T	Single Source	R 407 161.33
SUPPLY & INSTALL FUEL ANTI SYPHONING DEVICES - TATA TRUCKS	YADS MOBILE MOTOR WORKSHOP - MAAA0330130	DEV02389/00000/00/DUR/GEN/25/T	Single Source	R 395 999.83
AE8 STIHLBT360 - SUPPLY AND FIT STOP SWITCH, THROTTLE CABBLE AND HOLDER , HELICOIL SPRING, THROTTLE LEVER AND SEALING RING - A/O UNDERBERG	PIETERMARITZBURG POWER PRODUCTS - MAAA0001093	DEV02390/00000/00/IXO/GEN/25/T	Single Source	R 3 245.58
TO DO SERVICE OIL AND FUEL FILTER, AIRCON PIPE FOR VR1051	MEGAZONE 159 - MAAA0025404	DEV02391/00000/00/NEW/GEN/25/T	Single Source	R 47 182.70
GCC101 ZN (KZN5166) TATA WATER TANK ATTEND TO SPEEDO METER NOT - UNDERBERG	NEWSHELF 1369 (PTY)LTD	DEV02392/00000/00/IXO/GEN/25/T	Single Source	R 34 105.24
GCC068 ZN ATTEND TO CARRY OUT CRW PREPARATION REPAIRS AND CERTIFICATION - A/O IXOPO	KEY TRUCK AND CAR (PMBURG)	DEV02395/00000/00/IXO/GEN/25/T	Single Source	R 37 204.95
REPAIR FAULTY WATER PUMP	KHOLEKA ENGINEERING - MAAA0155375	DEV02396/00000/00/PMC/GEN/25/T	Single Source	R 25 622.00
DO REPAIR ENGINE	INDODHA TRUCK CENTRE - MAAA0145210	DEV02398/00000/00/NEW/GEN/25/T	Single Source	R 295 901.31
TO DO OPEN ORDER FOR BELL EQUIPMENT	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	DEV02399/00000/00/NEW/GEN/25/T	Single Source	R 200 000.00
GCC 096 ZN - CON REPAIRS, REPAIR WINDSCREEN, SUPPLY BATTERY AND SUPPLY SET OF NO PLATES (GCC 096 ZN)	WAYLN MECHANICAL SERVICES	DEV02401/00000/00/IXO/GEN/25/T	Single Source	R 88 352.91
GCB 661 ZN CON REPAIRS A/O KOKSTAD	KEY TRUCK AND CAR (PMBURG)	DEV02402/00000/00/IXO/GEN/25/T	Single Source	R 96 569.79
GCC 088 ZN COF REPAIRS AND 20 000MK SERVICE A/O KOKSTAD	NEWSHELF 1369 (PTY) LTD	DEV02403/00000/00/IXO/GEN/25/T	Single Source	R 41 717.23

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
ATTEND TO REPAIRS ON 17 X BABCOCK VEHICLES AT EMPANGENI REGION	BABCOCK AFRICA SERVICES - MAAA0096926	DEV02405/00000/00/EMP/GEN/25/T	Single Source	R 757 971.00
ATTEND TO REPAIRS OR SERVICE AND SPARES FOR ALL INYANGA VEHICLES AT EMPANGENI REGION	MCCARTHY - INYANGA EMPANGENI	DEV02407/00000/00/EMP/GEN/25/T	Single Source	R 977 500.00
ATTEND TO REPAIRS ON 6 X KOMATSU VEHICLES AT EMPANGENI REGION	KOMATSU SOUTH AFRICA - MAAA0119456	DEV02408/00000/00/EMP/GEN/25/T	Single Source	R 877 347.32
ATTEND TO REPAIRS ON 5 X ISUZU VEHICLES AT EMPANGENI REGION	AUTO HOUSE VRYHEID - MAAA0145925	DEV02409/00000/00/EMP/GEN/25/T	Single Source	R 930 831.86
SUPPLY SPARES AND SERVICE KITS FOR ALL NISSAN VEHICLES AT EMPANGENI REGION	NTT MOTORS LOWVELD - MAAA1525249	DEV02410/00000/00/EMP/GEN/25/T	Single Source	R 632 500.00
ATTEND TO REPAIRS OR SERVICES FOR ALL UDF VEHICLES AT EMPANGENI REGION	ULTRAFINE DEPTH FILTRATION KZN - MAAA0633558	DEV02412/00000/00/EMP/GEN/25/T	Single Source	R 977 500.00
CARRY OUT REPAIRS ON VOLVO SDLG GRADER AND BL61TLB AND SUPPLY AND TYRES	BABCOCK AFRICA SERVICES - MAAA0096926	DEV02413/00000/00/PMC/GEN/25/T	Single Source	R 523 349.01
ATTEND TO REPAIRS OR SERVICES AND SUPPLY SPARES ON ALL ROLI VEHICLES AT EMPANGENI REGION	ROLI LUBRICATION SYSTEMS - MAAA0130433	DEV02414/00000/00/EMP/GEN/25/T	Single Source	R 977 500.00
ATTEND TO REPAIRS AND SUPPLY SPARES ON ALL BABCOCK AT EMPANGENI REGION	BABCOCK AFRICA SERVICES - MAAA0096926	DEV02415/00000/00/EMP/GEN/25/T	Single Source	R 977 500.00
SUPPLY SPARES ON ALL BOSCH VEHICLES AT EMPANGENI REGION	DIESEL-ELECTRIC (NATAL) - MAAA0172618	DEV02416/00000/00/EMP/GEN/25/T	Single Source	R 517 500.00
ATTEND TO REPAIRS AND SUPPLY SPARES ON ALL MASSEY FERGUSON VEHICLES AT EMPANGENI REGION	FARMTRAC DUNDEE - MAAA0090074	DEV02417/00000/00/EMP/GEN/25/T	Single Source	R 862 500.00
REPAIRS: KOMATSU SA	KOMATSU SOUTH AFRICA - MAAA0119456	DEV02419/00000/00/DUR/GEN/25/T	Single Source	R 400 000.00
SERVICE & REPAIRS TO PLANT AND EQUIPMENT - BARLOWORLD EQUIPMENT	BARLOWORLD SOUTH AFRICA - MAAA0147921	DEV02420/00000/00/DUR/GEN/25/T	Single Source	R 299 999.99
SERVICE & REPAIRS TO PLANT AND EQUIPMENT - BABCOCK	BABCOCK AFRICA SERVICES - MAAA0056762	DEV02421/00000/00/DUR/GEN/25/T	Single Source	R 300 000.00

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
ANNUAL REGISTRATION SOPHIA DIAGNOSTIC AND TESTS FOR KZN DOT	INTERNATIONAL COMPUTER DRIVING LICENCE (ICDL)	DEV02422/00000/00/HOD/GEN/25/T	Single Source	R 806 609.66
SERVICE & REPAIRS TO PLANT AND EQUIPMENT - BELL EQUIPMENT	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	DEV02423/00000/00/DUR/GEN/25/T	Single Source	R 200 100.00
SUPPLY AND DELIVERY OF LOG BOOKS FOR GOVERNMENT VEHICLES	HOME AFFAIRS GPW	DEV02424/00000/00/HOD/GEN/25/T	Single Source	R 168 567.00
SERVICE & REPAIRS TO PLANT AND EQUIPMENT – WIRTGEN	WIRTGEN SOUTH AFRICA - MAAA0498305	DEV02424/00000/00/DUR/GEN/25/T	Single Source	R 50 000.00
SERVICE & REPAIRS TO PLANT AND EQUIPMENT - KANU	KANU EQUIPMENT	DEV02425/00000/00/DUR/GEN/25/T	Single Source	R 100 000.00
SERVICE & REPAIRS TO PLANT AND EQUIPMENT - THOMPSON MOTORS	BRIAN THOMPSON AND BROTHERS - MAAA0379257	DEV02426/00000/00/DUR/GEN/25/T	Single Source	R 250 000.00
SUPPLY SPARES FOR 6 X NISSAN VEHICLES AT EMPANGENI REGION	SUCROSE MOTORS AND SERVICE STATION - MAAA0221004	DEV02427/00000/00/EMP/GEN/25/T	Single Source	R 989 166.51
SUPPLY OF PAPER	HOME AFFAIRS - GOVERNMENT PRINTING WORKS - MAAA0090672	DEV02428/00000/00/HOD/GEN/25/T	Single Source	R 397 900.00
ATTEND TO REPAIRS ON 7 X ISUZU VEHICLES UNDER EMPANGENI REGION	AUTO HOUSE VRYHEID - MAAA0145925	DEV02429/00000/00/EMP/GEN/25/T	Single Source	R 971 144.52
ATTEND TO REPAIRS 7 X BELL VEHICLES UNDER EMPANGENI REGION	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	DEV02430/00000/00/EMP/GEN/25/T	Single Source	R 973 752.94
CARBURETOR FAULTY	SERVOTECH - MAAA0389732	DEV02431/00000/00/PMC/GEN/25/T	Single Source	R 15 913.85
SERVICE & REPAIRS TO PLANT AND EQUIPMENT - WAYLYN MECHANICAL SERVICES	WAYLYN MECHANICAL SERVICES	DEV02433/00000/00/DUR/GEN/25/T	Single Source	R 200 000.00
SERVICE & REPAIRS TO PLANT AND EQUIPMENT - GEMINI ISUZU	RAJASTAN MOTORS - MAAA0172446	DEV02434/00000/00/DUR/GEN/25/T	Single Source	R 150 000.00
SERVICE & REPAIRS TO PLANT AND EQUIPMENT - BATES SHELLY BEACH	ISIPHO CAPITAL MOTORS	DEV02435/00000/00/DUR/GEN/25/T	Single Source	R 75 000.00
SERVICE & REPAIRS TO PLANT AND EQUIPMENT - HAMPSONS ISUZU	DG HAMPSON	DEV02436/00000/00/DUR/GEN/25/T	Single Source	R 75 000.00

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
GCN786ZN (KZN 1549 BELL GRADER - ATTEND TO 500 HOUR SERVICE (SUPPLY ALL SPARES AND OIL), ATTEND TO GRADER MISFIRING AND CUTTING OFF AND SUPPLY AND FIT FUEL FILTERS - A/O UNDERBERG	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	DEV02437/00000/00/IXO/GEN/25/T	Single Source	R 23 824.32
GCN785ZN (KZN 1546) BELL GRADER ATTEND ELECTRICAL FAULTY ACCELERATOR KEEP MACHINE CUTTING OFF ON AND OFF, SUPPLY ENGINE OIL 120 LITERS AND SUPPLY 500 HOUR SERVICE SPARES AND OILS - A/O UNDERBERG	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	DEV02438/00000/00/IXO/GEN/25/T	Single Source	R 40 547.67
TO ATTEND TO SERVICE, REPAIRS AND SUPPLY US WITH SPARES KZN1570 AND KZN3377	BELL EQUIPMENT SALES - SOUTH AFRICA	DEV02439/00000/00/DUN/GEN/25/T	Single Source	R 999 062.50
GCN506ZN KOMATSU GRADER- CARRY OUT 500 HOUR SERVICE- A/0 UNDERBERG	KOMATSU SOUTH AFRICA	DEV02442/00000/00/IXO/GEN/25/T	Single Source	R 30 580.19
SC517 WACKER FAULTY CLUTCH	SERVOTECH - MAAA0389732	DEV02443/00000/00/PMC/GEN/25/T	Single Source	R 18 467.66
GCC 097 ZN CARRY OUT SERVICE (10 000MK) - A/O UNDERBERG	NEWSHELF 1369 - MAAA0760383	DEV02444/00000/00/IXO/GEN/25/T	Single Source	R 19 933.96
SERVICE & REPAIRS TO PLANT AND EQUIPMENT - HINO STANGER	CFAO MOTORS	DEV02445/00000/00/DUR/GEN/25/T	Single Source	R 100 000.00
REQUEST FOR APPROVAL TO EXTEND THE EXISTING CONTRACT FOR J MNYIMBA	PEREZ CONSULTING SERVICES - MAAA0271054	DEV02446/00000/00/HOD/GEN/25/T	Single Source	R 946 735.20
SERVICE & REPAIRS TO PLANT AND EQUIPMENT - CORDOBA MOTORS TATA	YADS MOBILE MOTOR WORKSHOP - MAAA0330130	DEV02447/00000/00/DUR/GEN/25/T	Single Source	R 200 000.00
SERVICE & REPAIRS TO PLANT AND EQUIPMENT - SERVOTECH	SERVOTECH	DEV02448/00000/00/DUR/GEN/25/T	Single Source	R 75 000.00
SERVICE & REPAIRS TO PLANT AND EQUIPMENT - BERRY'S GARDEN SERVICES	BERRY'S GARDEN MACHINERY	DEV02450/00000/00/DUR/GEN/25/T	Single Source	R 30 000.00
GCN 948/752 ZN ATTEND TO MAKE UP HYDRAULIC HOSES AS PER SAMPLES - A/O IXOPO	BABCOCK AFRICA SERVICES	DEV02451/00000/00/IXO/GEN/25/T	Single Source	R 25 187.30
SERVICE & REPAIRS TO PLANT AND EQUIPMENT - GOOLAM YAMAHA	ASSOP MOOLLA - GOOLAM YAMAHA	DEV02452/00000/00/DUR/GEN/25/T	Single Source	R 30 000.00

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
TO SUPPLY WITH INSTRUMENT CLUSTER	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	DEV02454/00000/00/PMC/GEN/25/T	Single Source	R 41 804.57
SUPPLY SERVICE KITS & SPARES FOR REPAIRS	KOMATSU	DEV02456/00000/00/DUR/GEN/25/T	Single Source	R 50 000.00
SPARES FOR VARIOUS PLANT	BARLOWORLD	DEV02457/00000/00/DUR/GEN/25/T	Single Source	R 50 000.00
SUPPLY SERVICE KITS & SPARES FOR REPAIRS	BABCOCK AFRICA SERVICES - MAAA0096926	DEV02458/000000/00/DUR/GEN/25/T	Single Source	R 50 000.00
SUPPLY SERVICE KITS & SPARES FOR REPAIRS	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	DEV02459/00000/00/DUR/GEN/25/T	Single Source	R 50 000.00
SUPPLY SERVICE KITS & SPARES FOR REPAIRS	BRIAN THOMPSON AND BROTHERS - MAAA0379257	DEV02461/00000/00/DUR/GEN/25/T	Single Source	R 5 000.00
SUPPLY SERVICE KITS & SPARES FOR REPAIRS	TRUCK CENTRE DURBAN	DEV02462/00000/00/DUR/GEN/25/T	Single Source	R 50 000.00
SUPPLY AND DELIVER OF TERRAFLEX STANDARD ANNUAL LICENCE FOR 3 YEARS - CC ULUNDI	OPTRON	DEV02463/00000/00/HOD/GEN/25/T	Single Source	R 28 566.00
SUPPLY SERVICE KITS & SPARES FOR REPAIRS	SOUTH COAST NEW HOLLARD	DEV02464/00000/00/DUR/GEN/25/T	Single Source	R 50 000.00
INSPECT, REPAIRS & SUPPLY /FIT NEW GREASING SYSTEM	ROLI LUBRICATION SYSTEMS - MAAA0130433	DEV02465/00000/00/DUN/GEN/25/T	Single Source	R 750 000.00
SUPPLY SPARES GEMINI ISUZU (VARIOUS PLANTS) - 35	RAJASTAN MOTORS	DEV02467/00000/00/DUR/GEN/25/T	Single Source	R 50 000.00
SUPPLY SPARES BATES SHELLEY BEACH ISUZU (VARIOUS PLANTS) – 36	ISIPHO CAPITAL MOTORS - MAAA0712968	DEV02468/00000/00/DUR/GEN/25/T	Single Source	R 50 000.00
SUPPLY SPARES HAMPSONS ISUZU (VARIOUS PLANTS) - 37	D G HAMPSON - MAAA0379152	DEV02469/00000/00/DUR/GEN/25/T	Single Source	R 50 000.00
SUPPLY SERVICE KITS AND SPARES FOR REPAIRS - HINO STANGER	CFAO MOTORS - MAAA0098592	DEV02471/00000/00/DUR/GEN/25/T	Single Source	R 50 000.00
SUPPLY SERVICE KITS AND SPARES FOR REPAIRS - HINO SHELLY BEACH	HALFWAY TRUCK CENTRE - MAAA0463935	DEV02472/00000/00/DUR/GEN/25/T	Single Source	R 50 000.00
SUPPLY SERVICE KITS AND SPARES FOR REPAIRS - CORDOBA MOTORS TATA	YADS MOBILE MOTOR WORKSHOP - MAAA0330130	DEV02473/00000/00/DUR/GEN/25/T	Single Source	R 50 000.00
SUPPLY AND DELIVER FACE VALUE FORMS Z579 BOX OF 2000	HOME AFFAIRS - GOVERNMENT PRINTING WORKS	DEV02475/00000/00/EMP/GEN/25/T	Single Source	R 57 210.00

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
REQUEST: ORDER ISSUING & PAYMENT FOR DANGEROUS GOOD (HAZCHEM) TRAINING	AFRICA TRAINING CENTRE - MAAA0072600	DEV02476/00000/00/DUR/GEN/25/T	Single Source	R 15 208.75
ATTEND TO CARRY OUT TYRE REPAIRS, STRIP AND FIT TYRES -GCN757/761/754-GCP 116/118/119-GCN 947/948/949/956/957/979ZN - COST CENTRE IXOPO	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	DEV02479/00000/00/IXO/GEN/25/T	Single Source	R 349 312.50
GCN 752 ZN - ATTEND TO PURCHASE REARVIEW MIRROR LH, MOULDBOARD DURAMITES, BREATHERS, SIDE COVER KEYS AND DIESEL PIPE - AREA OFFICE IXOPO	BABCOCK AFRICA SERVICES - MAAA0096926	DEV02480/00000/00/IXO/GEN/25/T	Single Source	R 48 206.48
ATTEND TO CARRY SERVICE AND REPAIRS TO GREASING SYSTEMS AND SUPPLY SPARES FOR ALL MAKES OF GRADERS, LOADERS, EXCAVATORS AND TOW TRACTORS, VEHICLE LIST ATTACHED COST CENTRE IXOPO	ROLI LUBRICATION SYSTEMS - MAAA0130433	DEV02481/00000/00/IXO/GEN/25/T	Single Source	R 600 000.00
GCN754,761,757,790,791,785,786ZN, GCP108ZN, TT01, SR99, SR105, SR171 ATTEND TO CARRY OUT MAINTENANCE SERVICES AND REPAIRS PERTAINING TO SERVICE AND SPARES PURCHASE CC IXOPO	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	DEV02482/00000/00/IXO/GEN/25/T	Single Source	R 797 812.50
REPAIRS & MAINTENANCE - HINO SHELLEY BEACH VARIOUS PLANTS	HALFWAY TRUCK CENTRE	DEV02484/00000/00/DUR/GEN/25/T	Single Source	R 50 000.00
REPAIRS & MAINTENANCE - ELB EQUIPMENT VARIOUS PLANTS	ELB EQUIPMENT	DEV02485/00000/00/DUR/GEN/25/T	Single Source	R 300 000.00
GCC 071ZN ATTEND TO CARRY OUT REPAIRS ON ELECTRICS AND SUPPLY SPARES AREA OFFICE IXOPO	MACS ELECTRODIESEL SERVICES - MAAA0442472	DEV02486/00000/00/IXO/GEN/25/T	Single Source	R 16 442.70
TO SUPPLY AND FIT CIRCLE BUSHES	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	DEV02487/00000/00/PMC/GEN/25/T	Single Source	R 36 175.00
SERVICING AND CALIBRATION OF SURVEY EQUIPMENT (2 X LEICA TOTAL STATION-TS11)	LEICA GEOSYSTEMS	DEV02488/00000/00/PMR/GEN/25/T	Single Source	R 30 475.00
HYDRAULIC FITTING DAMAGE	ELB EQUIPMENT HOLDINGS - MAAA0006477	DEV02489/00000/00/PMC/GEN/25/T	Single Source	R 2 999.56

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
GCN 753 ZN ATTEND TO REPAIR SUPPLY SUPER 68 VOLVO HYDRAULIC OIL X100L AREA OFFICE IXOPO	BABCOCK AFRICA SERVICES	DEV02490/00000/00/IXO/GEN/25/T	Single Source	R 8 776.46
GCW 616ZN ATTEND TO 140 000KM SERVICE AT AREA OFFICE IXOPO	NMI DURBAN SOUTH MOTORS	DEV02491/00000/00/IXO/GEN/25/T	Single Source	R 23 120.87
GCC 067ZN ATTEND TO CARRY OUT CERTIFICATE OF ROADWORTHY PREPARATION AND TEST AREA OFFICE IXOPO	KEY TRUCK AND CAR (PMBURG)	DEV02492/00000/00/IXO/GEN/25/T	Single Source	R 42 436.41
REPAIRS /KEY TRUCK DURBAN ; GCB987ZN, GCC030ZN	KEY TRUCK AND CAR (DURBAN) - MAAA0166596	DEV02493/00000/00/MET/GEN/25/T	Single Source	R 7 638.62
REPAIRS/ELB EQUIPMENT KZN 1169	ELB EQUIPMENT HOLDINGS - MAAA0006477	DEV02494/00000/00/MET/GEN/25/T	Single Source	R 11 525.04
REPAIRS / SERVOTECH HB245, SC561, SC507, SC511, AS21, SC563 & SC508	SERVOTECH - MAAA0389732	DEV02495/00000/00/MET/GEN/25/T	Single Source	R 87 155.23
REPAIRS/ KEY TRUCK ON VEHICLE GCB325 ZN, AND GCW 741 ZN	KEY TRUCK AND CAR (DURBAN) - MAAA0166596	DEV02496/00000/00/MET/GEN/25/T	Single Source	R 20 483.30
GCC 058 ZN ATTEND TO CARRY OUT CERTIFICATE OF ROADWORTHY PREPARATION AND TEST AREA OFFICE IXOPO	ALMIGHTY EQUIPMENT	DEV02497/00000/00/IXO/GEN/25/T	Single Source	R 1 092.50
GCC 057 ZN ATTEND TO CARRY OUT CERTIFICATE OF ROADWORTHY PREPARATION AND TEST AREA OFFICE IXOPO	ALMIGHTY EQUIPMENT	DEV02498/00000/00/IXO/GEN/25/T	Single Source	R 1 092.50
GCC 052 ZN ATTEND TO CARRY OUT CERTIFICATE OF ROADWORTHY PREPARATION AND TEST AREA OFFICE IXOPO	ALMIGHTY EQUIPMENT	DEV02499/00000/00/IXO/GEN/25/T	Single Source	R 1 092.50
GCC071ZN ATTEND TO CARRY OUT CRW PREPARATION REPAIRS AND TEST AREA OFFICE IXOPO	KEY TRUCK AND CAR (PMBURG)	DEV02501/00000/00/IXO/GEN/25/T	Single Source	R 29 730.57
GCN747, 748, 787, 788, 957, 979, 956, 752, 753, 758, 949ZN, GCP106, 110, 105, 116, 118, 119ZN ATTEND TO CARRY OUT MAINTENANCE SERVICES AND REPAIRS PERTAINING TO SERVICE AND SPARES PURCHASE COST CENTRE IXOPO	BABCOCK AFRICA SERVICES	DEV02502/00000/00/IXO/GEN/25/T	Single Source	R 800 000.00

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
GCB349, 377, 560, 574, 562, 726, 672, 575, 576ZN, GCC096ZN ATTEND TO CARRY OUT MAINTENANCE SERVICE (INCL CRW) AND SUPPLY SPARES FOR MAN TRUCKS COST CENTRE IXOPO	WAYLN MECHANICAL SERVICES	DEV02503/00000/00/IXO/GEN/25/T	Single Source	R 800 000.00
GCW964, 855, 975, 967, 985, 984, 965, 969, 618, 970, 983, 856ZN, GCB236, 237, 238, 239, 240, 379, 252, 254,241ZN ATTEND TO CARRY OUT MAINTENANCE SERVICE (INCL CRW) AND SUPPLY SPARES FOR TOYOTA HINO FLEET COST CENTRE IXOPO	MCCARTHY	DEV02504/00000/00/IXO/GEN/25/T	Single Source	R 800 000.00
GCC 947/948/752 ZN ATTEND TO REPAIR PUNCTURES , STRIP AND FIT TYRES X 6 TYRES	BABCOCK AFRICA SERVICES	DEV02508/00000/00/IXO/GEN/25/T	Single Source	R 33 273.18
URGENT FLIGHT REQUEST FOR MEC TO VRYHEID BUS COLLISON 17/06/2025	KEN AVIATION	DEV02509/00000/00/HOD/GEN/25/T	Single Source	R 24 079.20
REPAIRS/ BARLOWORLD EQUIPMENT ON VEHICLES EX 3048, EX 3054, EX 3030, GCN 580 ZN GCN 890 ZN AND GCN 677 ZN	BARLOWORLD EQUIPMENT	DEV02510/00000/00/MET/GEN/25/T	Single Source	R 245 347.14
GCP123 ZN ATTEND TO PURCHASE FUEL TANK STRAP SET X 2 AND BOLTS AND NUTS	ALMIGHTY EQUIPMENT	DEV02511/00000/00/IXO/GEN/25/T	Single Source	R 5 121.56
GCC 087 ZN ATTEND TO CARRY OUT CRW PREPARATION REPAIRS AND TEST	NEWSHELF 1369 (PTY) LTD	DEV02514/00000/00/IXO/GEN/25/T	Single Source	R 19 605.74
SPARES/ NMI FORD PINETOWN ON VEHICLES GCW 734 ZN, GCW 753 ZN AND GCW 754 ZN	NMI DURBAN SOUTH MOTORS - MAAA0226646	DEV02515/00000/00/MET/GEN/25/T	Single Source	R 34 819.99
REPAIRS FOR VEHICLE: GCN 892 ZN	BARLOWORLD	DEV02516/00000/00/MET/GEN/25/T	Single Source	R 321 245.20
SUPPLY ENGINE OIL	KEY TRUCKS (NEW GERMANY)	DEV02518/00000/00/MET/GEN/25/T	Single Source	R 10 690.20
GCC 052 ZN ATTEND TO CARRY OUT ENGINE REPAIRS WITH SEVERE BLOW – BY	ALMIGHTY EQUIPMENT	DEV02520/00000/00/IXO/GEN/25/T	Single Source	R 117 519.14
REPAIRS/ KEY PINETOWN TRUCK CENTRE ON VEHICLES GCW 515 ZN, GCB 988 ZN, GCP 031 ZN	KEY TRUCKS (NEW GERMANY) - MAAA0260563	DEV02522/00000/00/MET/GEN/25/T	Single Source	R 60 783.95
SUPPLY OUTER FILTER	TRUCK CENTRE DURBAN	DEV02523/00000/00/MET/GEN/25/T	Single Source	R 28 651.05

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
REPAIRS/ MACS ELECTRODIESEL SERVICES	MACS ELETRODIESEL SERVICE	DEV02524/00000/00/MET/GEN/25/T	Single Source	R 70 000.50
BELL GRADER BLADERS (AGENTS) FOR KZN 1566, KZN 1567 AND KZN 1637	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	DEV02526/00000/00/MET/GEN/25/T	Single Source	R 264 277.73
STATER MOTOR	ELB EQUIPMENT	DEV02527/00000/00/PMC/GEN/25/T	Single Source	R 9 869.93
GCW985ZN SUPPLY 120 000 KM SERVICE KIT 5 LANTI-FREEZER FRONT BRAKE BADS, DISCS AND REAR LININGS.	MCCARTHY	DEV02529/00000/00/IXO/GEN/25/T	Single Source	R 22 179.36
GCW969 ZN SUPPLY 120 000 KM SERVICE KIT	MCCARTHY	DEV02530/00000/00/IXO/GEN/25/T	Single Source	R 12 724.34
GRADER BLADES	BARLOWORLD	DEV02531/00000/00/MET/GEN/25/T	Single Source	R 163 584.92
GRADER BLADES - KZN1518, KZN 1528 & KZN 1596	KOMATSU	DEV02532/00000/00/MET/GEN/25/T	Single Source	R 85 265.23
REPAIRS / BELL EQUIPMENT SA ON VEHICLE GCN 575 ZN	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	DEV02533/00000/00/MET/GEN/25/T	Single Source	R 104 418.49
REPAIRS/ KEY TRUCKS NEW GERMAN ON VEHICLE: GCB 266 ZN	KEY TRUCKS (NEW GERMANY) - MAAA0260563	DEV02534/00000/00/MET/GEN/25/T	Single Source	R 13 665.45
GCN 790 ZN SUPPLY TRANSMISSION SOLENOIDS, BATTERY J. BOLTS AND NUTS, WIPER BLADE SET, 60L X 15W 40	BELL EQUIPMENT SALES SOUTH AFRICA	DEV02541/00000/00/IXO/GEN/25/T	Single Source	R 15 455.72
GCN 787 ZN SUPPLY 2 X BATTERIES AND 2 JAY BOLTS WITH NUTS AND BATTERY CLAMPS	MACS ELECTRODIESEL SERVICES	DEV02543/00000/00/IXO/GEN/25/T	Single Source	R 8 832.00
SUPPLY MAINTENANCE SPARES AND CARRY OUT REPAIRS ON ALL UD NISSAN & BAKKIES FOR CC DUNDEE	N11 COMMERCIALS	DEV02544/00000/00/DUN/GEN/25/T	Single Source	R 750 000.00
CARRY OUT REPAIRS ON ALL VOLVO TLB'S VOLVO GRADERS AND SDLG AND SUPPLY MAINTENANCE SPARES	BABCOCK AFRICA SERVICE	DEV02546/00000/00/DUN/GEN/25/T	Single Source	R 1 000 000.00
GCW 601 ZN CARRY OUT SERVICE AND ELECTRIC REPAIRS	MACS ELECTRODIESEL SERVICES	DEV02548/00000/00/IXO/GEN/25/T	Single Source	R 19 872.00
GCB 410 ZN ATTEND TO CAR OUT ELECTRICAL FAULTS AND SUPPLY 2 X 6393	MACS ELECTRODIESEL SERVICES	DEV02551/00000/00/IXO/GEN/25/T	Single Source	R 7 561.25
GCW619 ZN ATTEND TO CARRY OUT ELECTRICAL FAULTS AND REPLACE DAMAGED BATTERY	MACS ELECTRODIESEL SERVICES	DEV02552/00000/00/IXO/GEN/25/T	Single Source	R 14 444.00

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
GCW674ZN ATTEND TO CARRY OUT 180 000KM SERVICE AND REPAIR BRAKES AREA OFFICE IXOPO	NMI DURBAN SOUTH MOTORS	DEV02553/00000/00/IXO/GEN/25/T	Single Source	R 23 861.76
GCN 745 ZN ATTEND TO REPAIR TRANSMISSION OIL LEAK	ELB EQUIPMENT HOLDINGS	DEV02554/00000/00/IXO/GEN/25/T	Single Source	R 14 664.66
GCN 751 ZN ATTEND TO PURCHASE STEERING CYLINDER SEAL KIT	KOMATSU SOUTH AFRICA	DEV02555/00000/00/IXO/GEN/25/T	Single Source	R 12 445.78
GCW 964 ZN ATTEND TO CARRY OUT 700 00 KM SERVICE AND REPAIR BRAKES	MCCARTHY	DEV02556/00000/00/IX0/GEN/25/T	Single Source	R 18 066.21
GCW 975 ZN ATTEND TO CARRY OUT 110 000KM SERVICE AND REPAIR BRAKES	MCCARTHY	DEV02557/00000/00/IXO/GEN/25/T	Single Source	R 22 608.68
SERVICE, REPAIRS, COF AND PARTS	NTT MOTOR INVESTMENT	DEV02559/00000/00/NEW/GEN/25/T	Single Source	R 750 000.00
SERVICE, REPAIRS, COF AND PARTS	N11 COMMERCIALS	DEV02560/00000/00/NEW/GEN/25/T	Single Source	R 500 000.00
SERVICE, REPAIRS, COF AND PARTS	ROLI LUBRICATION SYSTEM	DEV02562/00000/00/NEW/GEN/25/T	Single Source	R 200 000.00
SERVICE, REPAIRS, COF AND PARTS	MEGAZONE 159	DEV02564/00000/00/NEW/GEN/25/T	Single Source	R 200 000.00
PROVISION TO AUTHORITY TO ATTEND 43RD ANNUAL SOUTH AFRICA TRANSPORT CONFERENCE FROM 07-10 JULY 2025	ANNUAL TRANSPORT CONVENTION	DEV02565/00000/00/HOD/GEN/25/T	Single Source	R 338 000.00
REPAIRS/ BABCOCK EQUIPMENT ON VEHICLE GCN 673 ZN	BABCOCK AFRICA SERVICES - MAAA0096926	DEV02568/00000/00/MET/GEN/25/T	Single Source	R 5 594.18
SUPPLY AND DELIVER ON X7 ISUZU VEHICLES UNDER EMPANGENI REGIONAL	AUTO HOUSE VRYHEID	DEV02571/00000/00/EMP/GEN/25/T	Single Source	R 933 428.43
REPAIRS/ NMI COMMERCIAL VEHICLES DURBAN ON VEHICLE GCB 045 ZN	NMI - DURBAN SOUTH MOTORS	DEV02572/00000/00/MET/GEN/25/T	Single Source	R 35 538.00
SPARES/ KEY TRUCKS NEW GERMANY ON VEHICLE: GCB 327 ZN	KEY TRUCKS (NEW GERMANY) - MAAA0260563	DEV02573/00000/00/MET/GEN/25/T	Single Source	R 22 029.07
REPAIRS ON CIRCLE DRIVE	ELB EQUIPMENT HOLDINGS	DEV02574/00000/00/MET/GEN/25/T	Single Source	R 87 938.83
TO SUPPLY FIT PORTION OF VALUE BANK	BELL EQUIPMENT	DEV02579/00000/00/PMC/GEN/25/T	Single Source	R 69 155.68
REPAIRS TO GCB 487 ZN	NEWSHELF	DEV02580/00000/00/MET/GEN/25/T	Single Source	R 23 557.23
REPAIRS/ KOMATSU SA ON VEHICLE GCN 514 ZN	KOMATSU SOUTH AFRICA - MAAA0217835	DEV02581/00000/00/MET/GEN/25/T	Single Source	R 49 821.45
PROCUREMENT OF THE EXPO STANDS DURING AMASHOVA EXHIBITION	RIGHT ON THE NIGHT PROMOTIONS	DEV02582/00000/00/MET/GEN/25/T	Single Source	R 28 750.00

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
PARTS, MAINTENANCE AND REPAIRS	MORTIMER MOTORS	DEV02583/00000/00/EST/GEN/25/T	Single Source	R 350 000.00
CARRYOUT ELECTRICAL REPAIRS	AUTRONICAR SERVICES	DEV02584/00000/00/EST/GEN/25/T	Single Source	R 300 000.00
REPAIRS TO VARIOUS PLANTS	TRUCK CENTRE DURBAN	DEV02585/00000/00/DUR/GEN/25/T	Single Source	R 200 000.00
MAINTENANCE AND REPAIRS	BELL EQUIPMENT SALES S.A	DEV02586/00000/00/EST/GEN/25/T	Single Source	R 299 000.00
MAINTENANCE AND REPAIRS	AZTEC TRADING	DEV02587/00000/00/EST/GEN/25/T	Single Source	R 300 000.00
MAINTENANCE AND REPAIRS	BABCOCK AFRICA SERVICES	DEV02588/00000/00/EST/GEN/25/T	Single Source	R 750 000.00
GCP 108 ZN ATTEND TO PURCHASE CONSTANT TORQUE CLAMP	BELL EQUIPMENT SALES SOUTH AFRICA	DEV02589/00000/00/IXO/GEN/25/T	Single Source	R 425.40
MAINTENANCE AND REPAIRS	NTT MOTOR INVESTMENTS	DEV02590/00000/00/EST/GEN/25/T	Single Source	R 799 825.00
GCB 377 ZN ATTEND TO REPAIR INJECTOR PUMP AND INJECTOR ELEMENT	WAYLN MECHANICAL SERVICES	DEV02591/00000/00/IXO/GEN/25/T	Single Source	R 54 991.83
APPOINTMENT OF A SINGLE SOURCE PROVIDER - AYANDA MSWELI FOR THE REMAINDER OF 2025/2026 FINANCIAL YEAR	707 INKUNDLA EVENTS MANAGEMENT - AYANDA MSWELI	DEV002593/00000/00/HOD/GEN/25/T	Single Source	R 1 500 000.00
REQUEST FOR GOVERNMENT GAZETTE TO BE PUBLISHED BY GPW FOR THE PERIOD OF 12 MONTHS	HOME AFFAIRS - GPW	DEV02594/00000/00/HOD/GEN/25/T	Single Source	R 1 059 210.95
REQUEST FOR OFFICE STATIONERY - RTI WINKLESPRUIT	HOME AFFAIRS	DEV02595/00000/00/DUR/GEN/25/T	Single Source	R 6 969.05
SUPPLY AND DELIVERY OF INK CARTRIDGES	HOSLER BUSINESS SYSTEMS	DEV02597/00000/00/HOD/GEN/25/T	Single Source	R 84 295.00
CARRY OUT SERVICE	SERVOTECH	DEV02598/00000/00/PMC/GEN/25/T	Single Source	R 12 025.19
GCN760ZN 1000HR SERVICE AND REPAIRS ON CYCLE MOULD BOARD AND SLIDING CYLINDER AREA OFFICE KOKSTAD	ELB EQUIPMENT HOLDINGS	DEV02604/00000/00/IXO/GEN/25/T	Single Source	R 94 786.56
GCC079ZN COF REPAIRS, CARRY OUT SERVICE 35 000KM AT AREA OFFICE KOKSTAD	DATCENTRE MOTORS	DEV02606/00000/00/IXO/GEN/25/T	Single Source	R 51 267.77
GCP110ZN ATTEND TO ADJUNCT CIRCLE, REPAIR BLADE SLIDE CYLINDER OIL LEAK AND INSTALL PARTS SUPPLIED BY DOT AREA OFFICE IXOPO	BABCOCK AFRICA SERVICES	DEV02607/00000/00/IXO/GEN/25/T	Single Source	R 101 646.59
GCC 091 ZN ATTEND TO REPAIR LIGHTS AND ELECTRICS VIN AD X463011MAK08193	MACS ELECTRODIESEL SERVICES	DEV02608/00000/00/IXO/GEN/25/T	Single Source	R 10 612.20

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
GCB 379 ZN ATTEND TO PURCHASE HYDRAULIC PUMP AND FILTER	MACS ELECTRODIESEL SERVICES	DEV02609/00000/00/IXO/GEN/25/T	Single Source	R 28 249.75
GCN749ZN ATTEND TO PURCHASE THERMOSTAT AREA OFFICE IXOPO	KOMATSU SOUTH AFRICA	DEV02610/00000/00/IXO/GEN/25/T	Single Source	R 1 053.93
F/SER: MAINTENANCE AND REPAIRS	CRITERION EQUIPMENT	DEV02611/00000/00/EST/GEN/25/T	Single Source	R 500 000.00
SUPPLY AND DELIVERY OF PHOTOCOPYING PAPER - COST CENTRE PMBURG	GOVERNMENT PRINTING WORKS	DEV02612/00000/00/PMC/GEN/25/T	Single Source	R 198 950.00
SPARES/ KEY TRUCKS NEW GERMANY ON VEHICLE GCW 730 ZN	KEY TRUCK - NEW GERMANY	DEV02614/00000/00/MET/GEN/25/T	Single Source	R 4 080.81
REPAIRS / BERRYS GARDEN MACHINERY	BERRY'S GARDEN MACHINERY - MAAA1333267	DEV02615/00000/00/MET/GEN/25/T	Single Source	R 40 364.00
STATER ROPE COMPONT FAULT CS160	PMB POWER PRODUCT	DEV02616/00000/00/PMC/GEN/25/T	Single Source	R 19 069.27
GCW-619-ZN ATTEND TO DOOR LOCKS L & R- VIN - WV1ZZZ2HZGA017195 -A/0 IXOPO	NMI DURBAN SOUTH MOTORS	DEV02618/00000/00/IXO/GEN/25/T	Single Source	R 7 015.00
MAINTENANCE AND REPAIRS	KOMATSU SOUTH AFRICA	DEV02621/00000/00/EST/GEN/25/T	Single Source	R 800 000.00
MAINTENANCE AND REPAIRS	BARLOWORLD SOUTH AFRICA	DEV02622/00000/00/EST/GEN/25/T	Single Source	R 700 000.00
SUPPLY SPARE PARTS, CARRYOUT MAINTENANCE & REPAIRS	SABENA MOTORS	DEV02623/00000/00/EST/GEN/25/T	Single Source	R 404 913.96
GCN755ZN ATTEND TO PURCHASE 220L X SPECIAL HYDRAULIC OIL FOR ELB GRADERS AREA OFFICE IXOPO	ELB EQUIPMENT HOLDINGS	DEV02626/00000/00/IXO/GEN/25/T	Single Source	R 12 407.75
REPAIRS/ KEY TRUCKS NEW GERMANY GCW 514 ZN	KEY TRUCKS (NEW GERMANY) - MAAA0260563	DEV02627/00000/00/MET/GEN/25/T	Single Source	R 6 030.36
REPAIRS/ BELL EQUIPMENT SA ON VEHICLE GCN 575 ZN	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	DEV02628/00000/00/MET/GEN/25/T	Single Source	R 34 843.64
SPARES/ KOMATSU SA ON VEHICLE KZN 1518, KZN 1528 AND KZN 3453	SPARES / KOMATSU SA	DEV02629/00000/00/MET/GEN/25/T	Single Source	R 2 371.88
REQUEST TO PROCURE A4 PHOTOCOPY PAPER FOR MTSD	HOME AFFAIRS - GPW	DEV02632/00000/00/HOD/GEN/25/T	Single Source	R 994 750.00
REQUEST TO PROCURE REGISTRATION AND LICENSING FORMS FOR KZN REGISTERING AUTHORITIES	HOME AFFAIRS - GPW	DEV02633/00000/00/HOD/GEN/25/T	Single Source	R 852 115.50
REQUEST TO PROCURE ENVELOPES FOR MTSD	HOME AFFAIRS - GPW	DEV02635/00000/00/HOD/GEN/25/T	Single Source	R 36 528.72

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
REQUEST TO PROCURE Z20 FILE COVERS BLACK	HOME AFFAIRS - GPW	DEV02636/00000/00/HOD/GEN/25/T	Single Source	R 12 458.53
GCN785ZN (KZN1546) SUPPLY FUEL PRESSURE TRANSFER PUMP, LOOM AND PARK BRAKE SOLENOID ,ATTEND TO WIRING AREA OFFICE UNDERBERG	BELL EQUIPMENT SALES SOUTH AFRICA	DEV02638/00000/00/IXO/GEN/25/T	Single Source	R 89 915.82
RENEWAL OF KNOWLEDGE BASE-CIVIL DESIGNER SOFTWARE LICENSE FOR 3YRS	ARCTIPOINT	DEV02645/00000/00/HOD/GEN/25/T	Single Source	R 5 570 015.97
TO ATTEND SERVICES, REPAIRS AND SUPPLY WITH SPARES FOR KZN1486,1487,1665 AND3681	BABCOCK AFRICA SERVICES	DEV02647/00000/00/DUN/GEN/25/T	Single Source	R 1 000 000.00
PURCHASE OF SURVEY EQUIPMENT	OPTRON	DEV02650/00000/00/HLU/GEN/25/T	Single Source	R 451 777.60
REPAIRS/ TRUCK CENTRE DURBAN ON VEHICLE: GCB 065 ZN	TRUCK CENTRE DURBAN	DEV02651/00000/00/MET/GEN/25/T	Single Source	R 19 869.93
REPAIRS/ UD TRUCKS	BRIAN THOMPSON	DEV02652/00000/00/MET/GEN/25/T	Single Source	R 11 551.32
REPAIRS/ BABCOCK EQUIPMENT	BABCOCK AFRICA SERVICES - MAAA0096926	DEV02653/00000/00/MET/GEN/25/T	Single Source	R 9 916.92
REPAIRS/ KEY TRUCKS DURBAN	KEY TRUCK - NEW GERMANY	DEV02654/00000/00/MET/GEN/25/T	Single Source	R 3 105.00
SUPPLY ORIGINAL SPARES AND CARRY OUT MAINTENANCE AND REPAIRS ON THE FOLLOWING VEHICLES FOR FINANCIAL YEAR 2025/2026	MAN AUTOMOTIVE (SOUTH AFRICA) - MAAA0620819	DEV02656/00000/00/EST/GEN/25/T	Single Source	R 299 999.99
SUPPLY ORIGINAL SPARES AND CARRYOUT MAINTENANCE AND REPAIRS FOR FINANCIAL YEAR 2025/2026	MUJI MOTOR GROUP	DEV02657/00000/00/EST/GEN/25/T	Single Source	R 319 284.86
GCN755ZN ATTEND TO CARRY OUT REPAIRS TO BRAKE FOOT VALVE AREA OFFICE IXOPO	ELB EQUIPMENT HOLDINGS - MAAA0006477	DEV02658/00000/00/IXO/GEN/25/T	Single Source	R 30 995.41
MM136/726/CS231 ATTEND TO REPAIR CHAIN SAW ,REPLACE CUTTER AND CHAIN, AND SUPPLY SPARE CHAIN, AND REPAIRS TO BRUSH CUTTERS COMPLETELY AREA OFFICE IXOPO	PIETERMARITZBURG POWER PRODUCTS - MAAA0001093	DEV02659/00000/00/IXO/GEN/25/T	Single Source	R 29 051.19
GCB 660 ZN ATTEND TO CRW AND ANNUAL SERVICE- A/O IXOPO	KEY TRUCK AND CAR(PMBURG)	DEV02661/00000/00/IXO/GEN/25/T	Single Source	R 24 166.20
TO SUPPLY CYCLE SHIMS	BELL EQUIPMENT	DEV02664/00000/00/PMC/GEN/25/T	Single Source	R 3 858.30

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
REQUEST TO UTILISE SINGLE SOURCE TO ATTEND THE SARF KZN BRANCH ANNUAL WOMEN'S MONTH EMPOWERMENT HIGH TEA TO TAKE PLACE AT OYSTER BOX UMHLANGA 22 AUGUST 2025.	SOUTH AFRICAN ROAD FEDERATION	DEV02666/00000/00/HOD/GEN/25/T	Single Source	R 30 000.00
REQUEST TO ATTEND EAPA CONFERENCE - MR V. MASINGA	EAPA - EMPLOYEE ASSISTANCE PROFESSIONAL ASSOC. OF SA	DEV02668/00000/00/HOD/GEN/25/T	Single Source	R 12 599.00
CARRY OUT EXCAVATOR MAJOR	BARLOWORLD SA	DEV02690/00000/00/PMC/GEN/25/T	Single Source	R 923 056.41
SPARES/MCCARTHY TOYOTA GCW519ZN, GCW516ZN, GCW739ZN, GCW814ZN, GCW676ZN, GCB811ZN	BIDVEST - TOYOTA	DEV02691/00000/00/MET/GEN/25/T	Single Source	R 42 598.07
GCN 949 ZN-TO SUPPLY AND DELIVER WATER PUMP AND THERMOSTAT, FRONT TYRE RIM -A/O KOKSTAD	BABCOCK AFRICA SERVICES	DEV02692/00000/00/IXO/GEN/25/T	Single Source	R 50 655.61
GCC 124 ZN COF AND 30 000KM SERVICE - A/O KOKSTAD	ALMIGHTY EQUIPMENT	DEV02693/00000/00/IXO/GEN/25/T	Single Source	R 22 300.14
GCN 748, 752 ZN - ATTEND TO CARRY OUT PUNCTURE REPAIRS , STRIP AND FIT TYRE - A/O IXOPO	BABCOCK AFRICA SERVICES - MAAA0096926	DEV02698/00000/00/IXO/GEN/25/T	Single Source	R 28 376.25
AUTHORITY TO ATTEND 17TH ANNUAL WOMEN IN LAW ENFORCEMENT CONFERENCE FOR RTI LADYSMITH REGION	INTELLIGENCE TRANSFER CENTRE	DEV02699/00000/00/LAD/GEN/25/T	Single Source	R 57 494.25
REPAIRS/ BIDVEST TOYOTA EDWIN SWALES ON VEHICLE GCW 923 ZN	MCCARTHY	DEV02701/00000/00/MET/GEN/25/T	Single Source	R 35 790.88
REPAIRS/ UD TRUCKS (THOMPSON MOTORS) ON VEHICLE GCC 001 ZN	BRIAN THOMPSON	DEV02702/00000/00/MET/GEN/25/T	Single Source	R 22 356.00
REPAIRS/ TRUCKS CENTRE DURBAN ON VEHICLE GCB 060 ZN	TRUCK CENTRE DURBAN	DEV02704/00000/00/MET/GEN/25/T	Single Source	R 21 382.90
REPAIRS/ KEY TRUCKS NEW GERMANY ON VEHICLE GCB 170 ZN	KEY TRUCKS (NEW GERMANY)	DEV02705/00000/00/MET/GEN/25/T	Single Source	R 12 401.05
GS 348 NON-START AND SERVICE - A/O KOKSTAD	SERVOTECH	DEV02710/00000/00/IXO/GEN/25/T	Single Source	R 4 721.90
WP 790 REPAIRS AND SERVICE NON -START- A/O KOKSTAD	SERVOTECH	DEV02711/00000/00/IXO/GEN/25/T	Single Source	R 13 134.15
WP 791 REPAIRS AND SERVICE - AREA OFFICE KOKSTAD	SERVOTECH	DEV02712/00000/00/IXO/GEN/25/T	Single Source	R 5 365.90

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
GCB 414 ZN COF REPAIRS AND ANNUAL SERVICE - A/O KOKSTAD	NMI DURBAN SOUTH MOTORS	DEV02713/00000/00/IXO/GEN/25/T	Single Source	R 15 949.41
GCW 674/653 ZN ATTEND TO PURCHASE MASTER CYLINDER TUBE X2 VIN: AFANXXMJ2NGEO2734, VIN: AFAPXXXMJ2PDG400151 - A/O IXOPO	NMI DURBAN SOUTH MOTORS	DEV02717/00000/00/IXO/GEN/25/T	Single Source	R 1 938.15
GCN 845 ZN ATTEND TO SUPPLY SERVICE KIT , NO OILS- A/O IXOPO	MORTPROP	DEV02718/00000/00/IXO/GEN/25/T	Single Source	R 5 236.79
REPAIRS/KEY TRUCKS NEW GERMANY	KEY TRUCKS - NEW GERMANY	DEV02722/00000/00/MET/GEN/25/T	Single Source	R 12 790.61
REPAIRS/ BIDVEST TOYOTA MCCARTHY EDWIN SWALES	MCCARTHY - MAAA0133264	DEV02723/00000/00/MET/GEN/25/T	Single Source	R 65,428.73
SPARES/ SOUTH COAST NEW HOLLAND ON VEHICLE GCN 832 ZN	SOUTH COAST NEW HOLLAND	DEV02726/00000/00/MET/GEN/25/T	Single Source	R 24 729.60
SUPPLY SPARES FOR BELL VEHICLES UNDER EMPANGENI REGION	BELL EQUIPMENT SALES SOUTH AFRICA	DEV02727/00000/00/EMP/GEN/25/T	Single Source	R 661 411.35
ATTEND TO REPAIRS FOR 5 X NISSAN VEHICLES UNDER EMPANGENI REGION	NTT MOTORS LOWVELD	DEV02728/00000/00/EMP/GEN/25/T	Single Source	R 996 507.55
REQUEST FOR CONTRACT WITH SABC FOR THE 2025/26 FINANCIAL YEAR	SOUTH AFRICAN BROADCASTING CORPORATION	DEV02729/00000/00/HOD/GEN/25/T	Single Source	R 5 200 001.00
REQUEST FOR CONTRACT WITH VUMA FM FOR THE 2025/2026 FINANCIAL YEAR	VUMA 103 FM (PTY) LTD	DEV02734/00000/00/HOD/GEN/25/T	Single Source	R 999 871.95
SPARES/ DIESEL ELECTRIC (NATAL) ON VEHICLE VR1091	DIESEL-ELECTRIC (NATAL)	DEV02738/00000/00/MET/GEN/25/T	Single Source	R 3 473.00
REQUEST FOR CONTRACT WITH MEDIA MARK EAST COAST RADIO FOR THE 2025/26 FINANCIAL YEAR	MEDIAMARK PTY LTD	DEV02739/00000/00/HOD/GEN/25/T	Single Source	R 707 986.00
REQUEST FOR CONTRACT WITH ICORA FM FOR THE 2025/2026 FINANCIAL YEAR	INDONSAKUSA COMMUNITY RADIO	DEV02740/00000/00/HOD/GEN/25/T	Single Source	R 372 000.00
REQUEST FOR CONTRACT WITH BRAND EDGE MEDIA(ISOLEZWE) FOR THE 2025/2026 FINANCIAL YEAR	BRAND EDGE MEDIA ADVERTISING SERVICES	DEV02741/00000/00/HOD/GEN/25/T	Single Source	R 492 672.12
REQUEST FOR CONTRACT WITH NEWZROOM AFRIKA FOR THE 2025/26 FINANCIAL YEAR	DSTV MEDIA SALES (PTY) LTD	DEV02742/00000/00/HOD/GEN/25/T	Single Source	R 800 000.00
REQUEST FOR A CONTRACT WITH LEO FIVE MEDIA ENCA FOR THE 2025/26 FINANCIAL YEAR	LEO FIVE MEDIA - ENCA	DEV02743/00000/00/HOD/GEN/25/T	Single Source	R 844 781.95
TO ATTEND TO SERVICE, REPAIRS AND SUPPLY US WITH SPARES	TR HI WAY MOTORS	DEV02744/00000/00/DUN/GEN/25/T	Single Source	R 999 999.99

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
REQUEST FOR CONTRACT WITH MAPUTALAND COMMUNITY RADIO FOR THE 2025/26 FINANCIAL YEAR	MAPUTALAND COMMUNITY RADIO	DEV02745/00000/00/HOD/GEN/25/T	Single Source	R 149 500.00
REQUEST FOR CONTRACT WITH RADIO KHWEZI FOR THE 2025/26 FINANCIAL YEAR	INKANYEZI YOKUSA RADIO	DEV02747/00000/00/HOD/GEN/25/T	Single Source	R 155 250.00
REQUEST FOR CONTRACT WITH GAGASI FM FOR THE 2025/26 FINANCIAL YEAR	RADIO IGAGASI 99,5	DEV02748/00000/00/HOD/GEN/25/T	Single Source	R 1 999 974.91
REQUEST FOR A CONTRACT WITH UMGUNGUNDLOVU FM FOR THE 2025/26 FINANCIAL YEAR	UMGUNGUNLOVU COMMUNITY RADIO	DEV02749/00000/00/HOD/GEN/25/T	Single Source	R 137 000.00
REQUEST FOR A CONTRACT WITH IZWI LOMZANSI COMMUNITY RADIO FOR THE 2025/26 FINANCIAL YEAR	IZWI LOMZANSI RADIO STATION ASSOCIATION	DEV02750/00000/00/HOD/GEN/25/T	Single Source	R 165 000.00
SPARES/ KEY DURBAN GCW736ZN	KEY TRUCKS (DURBAN)	DEV02751/00000/00/MET/GEN/25/T	Single Source	R 24 746.40
SPARES/BARLOWORLD EQUIPMENT GCB577ZN	BARLOWORLD SA	DEV02753/00000/00/MET/GEN/25/T	Single Source	R 51 295.31
SPARES/UD TRUCK THOMPSON MOTORS GCB352ZN	UD TRUCKS	DEV02756/00000/00/MET/GEN/25/T	Single Source	R 17 281.77
GCN 753 ZN ATTEND TO CARRY OUT REPAIR TO ALTERNATOR, SUPPLY 2 BATTERIES AND ACCESSORIES A.O IXOPO	MACS ELECTRO DIESEL SERVICES	DEV02759/00000/00/IXO/GEN/25/T	Single Source	R 29 704.50
SUPPLY 500HRS SERVICE KITS	BARLOWORLD SA	DEV02761/00000/00/PMC/GEN/25/T	Single Source	R 40 367.24
TO SUPPLY AND FIT CYCLE SHIMS	BELL EQUIPMENT	DEV02762/00000/00/PMC/GEN/25/T	Single Source	R 54 593.27
REPAIRS/TRUCK CENTRE GCB271ZN	KEY TRUCKS (DURBAN) - MAAA0895476	DEV02763/00000/00/MET/GEN/25/T	Single Source	R 56 620.66
REPAIRS/MERCEDES BENZ NMI GCB642ZN	NMI DURBAN SOUTH MOTORS - MAAA0226646	DEV02764/00000/00/MET/GEN/25/T	Single Source	R 61,632.20
SUPPLY PICK UP SENSOR FOR THE BAKKIE	DATCENTRE MOTORS	DEV02765/00000/00/PMC/GEN/25/T	Single Source	R 2 127.50
SUPPLY SCREW, O-RING AND SEAL	BELL EQUIPMENT	DEV02766/00000/00/PMC/GEN/25/T	Single Source	R 111 738.52
GCW856ZN ATTEND TO REPAIR ELECTRICAL FAULT WINDOW MACHINE AND OTHER ELECTRICAL FAULTS, ATTEND ON ENGINE WARNING LIGHT AREA OFFICE KOKSTAD	MACS ELECTRODIESEL SERVICES	DEV02769/00000/00/IXO/GEN/25/T	Single Source	R 25 098.75
PURCHASE OF SURVEY EQUIPMENT	OPTRON - MAAA0051195	DEV02770/00000/00/EMP/GEN/25/T	Single Source	R 802 792.00
REPAIRS/ KEY TATA GCB947ZN	NEWSHELF 1369	DEV02771/00000/00/MET/GEN/25/T	Single Source	R 3 392.50

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
SPARES/NMI FORD PINETOWN GCW734ZN	NMI DURBAN SOUTH MOTORS - MAAA0226646	DEV02772/00000/00/MET/GEN/25/T	Single Source	R 2 563.48
SPARES /DIESEL ELECTRIC NATAL VR1201	DIESEL-ELECTRIC (NATAL) - MAAA0172618	DEV02773/00000/00/MET/GEN/25/T	Single Source	R 4 485.00
REPAIRS/SOUTH COAST NEW HOLLAND MA215	SOUTH COAST NEW HOLLAND - MAAA1465084	DEV02774/00000/00/MET/GEN/25/T	Single Source	R 15 546.30
REPAIRS/SOUTH COAST NEW HOLLAND GCN830ZN (KZN2060)	SOUTH COAST NEW HOLLAND	DEV02775/00000/00/MET/GEN/25/T	Single Source	R 8 510.26
REPAIRS/BARLOWORLD EQUIPMENT GCN890ZN (KZN3579)	BARLOWORLD SA	DEV02776/00000/00/MET/GEN/25/T	Single Source	R 56 626.00
REPAIRS/KEY TATA INTERNATIONAL DURBAN GCB426ZN	NEWSHELF 1369 - MAAA0760383	DEV02777/00000/00/MET/GEN/25/T	Single Source	R 21 792.06
SUPPLY GENERAL SPARES	BELL EQUIPMENT	DEV02778/00000/00/PMC/GEN/25/T	Single Source	R 498 812.50
GCW600ZN ATTEND TO SUPPLY A SET OF FRONT WHEEL BEARINGS ,AND A SET OF FRONT DISCS AND PADS AREA OFFICE IXOPO	NMI DURBAN SOUTH MOTORS	DEV02783/00000/00/IXO/GEN/25/T	Single Source	R 13 731.00
GCB634ZN ATTEND TO SUPPLY 2 BATTERIES AND ACCESSORIES AREA OFFICE IXOPO	MACS ELECTRODIESEL SERVICES - MAAA0442472	DEV02784/00000/00/IXO/GEN/25/T	Single Source	R 9 907.25
GCC057ZN ATTEND TO COR ADDITIONAL REPAIRS AREA OFFICE IXOPO	ALMIGHTY EQUIPMENT - MAAA1064321	DEV02792/00000/00/IXO/GEN/25/T	Single Source	R 5 866.59
REQUEST TO REPAIR VOLVO KZN3666(GCN 934)	BABCOCK AFRICA SERVICES	DEV02793/00000/00/NEW/GEN/25/T	Single Source	R 249 780.00
REQUEST TO DO OPEN ORDER FOR MORTIMER TO SERVICE, REPAIRS, COF, PARTS	MORTIMER MOTORS - MAAA0014256	DEV02794/00000/00/NEW/GEN/25/T	Single Source	R 350 000.00
SUPPLY WITH THE CYLINDER	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	DEV02795/00000/00/PMC/GEN/25/T	Single Source	R 48 228.69
SUPPLY REAR BRAKES KIT AND SERVICE KITS	DATCENTRE MOTORS - MAAA0163777	DEV02796/00000/00/PMC/GEN/25/T	Single Source	R 35 000.00
GCB 138 ZN: REPLACE FAULTY IECU CONTROL UNIT & INSTRUMENT	NII COMMERCIALS	DEV02797/00000/00/EST/GEN/25/T	Single Source	R 16 569.32
GCW511ZN (KZN 2189)- ATTEND TO ABS WARNING STAYS ON - REPAIR DAMAGED WIRING AND BRAKE SENSORS - UNDERBERG	MACS ELECTRODIESEL SERVICES	DEV02799/00000/00/IXO/GEN/25/T	Single Source	R 8 222.50

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
REQUEST FOR GAZETTE NOTICE TO BE PUBLISHED IN KZN PROVINCIAL GAZETTE	GOVERNMENT PRINTING WORKS	DEV02801/00000/00/HOD/GEN/25/T	Single Source	R 39 342.12
CARRY OUT MAJOR REPAIRS ON VOLVO GRADERS GCN 768 ZN	BABCOCK AFRICA SERVICES - MAAA0096926	DEV02803/00000/00/PMC/GEN/25/T	Single Source	R 367 040.13
SUPPLY ORIGINAL SPARES AND CARRY OUT MAINTENANCE AND REPAIRS ON VEHICLES FOR FINANCIAL YEAR 2025/2026	ELB EQUIPMENT HOLDINGS - MAAA0006477	DEV02806/00000/00/EST/GEN/25/T	Single Source	R 750,000.00
SUPPLY ORIGINAL SPARES AND CARRY OUT MAINTENANCE AND REPAIRS ON VEHICLES FOR FINANCIAL YEAR 2025/2026	MCCARTHY	DEV02807/00000/00/EST/GEN/25/T	Single Source	R 200 000.00
SUPPLY AND DELIVERY OF 1200 FACE VALUE FORMS (Z579)	HOME AFFAIRS - GPW	DEV02808/00000/00/HOD /GEN/25/T	Sole Supplier	R 1 373 044.80
REPAIRS/ BIDVEST MCCARTHY TOYOTA EDWIN SWALES	BIDVEST MCCARTHY	DEV02809/00000/00/MET/GEN/25/T	Single Source	R 5 943.70
REPAIRS/ TATA INTERNATIONAL DURBAN ON VEHICLE GCB 427 ZN (KZN 4375)	NEWSHELF 1369 - MAAA0760383	DEV02810/00000/00/MET/GEN/25/T	Single Source	R 29 362.34
REPAIRS/ BARLOWORLD EQUIPMENT ON VEHICLE GCN 577 ZN	BARLOWORLD SA	DEV02811/00000/00/MET/GEN/25/T	Single Source	R 18 647.74
REPAIRS/ ELB EQUIPMENT	ELB EQUIPMENT	DEV02815/00000/00/MET/GEN/25/T	Single Source	R 174 492.31
REPAIRS/ TRUCK CENTRE DURBAN ON VEHICLE KZN 4063, KZN 4054, GCB 063 ZN, GCB 064 ZN, KZN 4063, GCB 064 ZN, KZN 404 AND GCB 063 ZN	TRUCK CENTRE DURBAN - MAAA0194576	DEV02816/00000/00/MET/GEN/25/T	Single Source	R 130,698.56
GCP113ZN CARRY OUT 1000HR SERVICE, REPLACE BOTH SIDESTEP AND REPLACE FRONT AXLE TIE ROD, REPLACE STROBE LIGHT ,SUPPLY ANTI-FREEZE AND BATTERY X2, NEW RIM X1	BARLOWORLD SOUTH AFRICA(PTY)LTD	DEV02817/00000/00/IXO/GEN/25/T	Single Source	R 155 871.68
GCW602ZN ACCIDENT REPAIRS AND ANNUAL SERVICE, ATTEND TO ENGINE WARNING LIGHT AREA OFFICE KOKSTAD	NMI DURBAN SOUTH MOTORS	DEV02818/00000/00/IXO/GEN/25/T	Single Source	R 56 881.30
ATTEND TO REPAIRS FOR 5 X NISSAN VEHICLES UNDER EMPANGENI REGION	NTT MOTORS LOWVELD	DEV02820/00000/00/EMP/GEN/25/T	Single Source	R 999 833.29

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
ATTEND TO REPAIRS ON 7 X ISUZU VEHICLES UNDER EMPANGENI REGION	NTT MOTORS LOWVELD	DEV02821/00000/00/EMP/GEN/25/T	Single Source	R 954 390.03
SUPPLY AND DELIVER PRINTING PAPER AT MLB NEWCASTLE	HOME AFFAIRS	DEV02822/00000/00/LAD/GEN/25/T	Single Source	R 43 132.87
REPAIRS/BABCOCK EQUIPMENT GCN891ZN (KZN3686)	BABCOCK AFRICA SERVICES	DEV02823/00000/00/MET/GEN/25/T	Single Source	R 238 216.70
SUPPLY AND DELIVER PRINTING PAPERS AT RTI GREYTOWN	HOME AFFAIRS	DEV02824/00000/00/LAD/GEN/25/T	Single Source	R 19 895.00
GCP123 ZN ATTEND TO CRW PREP AND TEST AREA OFFICE IXOPO	ALMIGHTY EQUIPMENT	DEV02825/00000/00/IXO/GEN/25/T	Single Source	R 24 777.21
GCP 118 ZN ATTEND TO REPAIR BRAKES AREA OFFICE IXOPO	BABCOCK AFRICA SERVICES	DEV02826/00000/00/IXO/GEN/25/T	Single Source	R 246 158.12
GCN 947 ZN ATTEND WELD AND FABRICATE BUCKET AREA OFFICE IXOPO	BABCOCK AFRICA SERVICES	DEV02827/00000/00/IXO/GEN/25/T	Single Source	R 34 271.70
GCN 755 ZN ATTEND TO CARRY OUT MAJOR SERVICE AND SUPPLY SPARES AREA OFFICE IXOPO	ELB EQUIPMENT HOLDINGS	DEV02828/00000/00/IXO/GEN/25/T	Single Source	R 72 551.17
GCB254ZN(KZN 3879)-ATTEND TO COF RETEST, REPLACE BATTERIES , SUPPLY LEAF PUMP-A.O UNDERBERG	MCCARTHY	DEV02831/00000/00/IXO/GEN/25/T	Single Source	R 7 323.20
GCW957ZN (KZN2343) CHECK ABS CONTROL UNIT/BRAK WARNING STAYS ON, CHECK BATTERY HARD STRATING. A.O UNDERBERG	MACS ELECTRODIESEL SERVICES	DEV02833/00000/00/IXO/GEN/25/T	Single Source	R 38 013.25
REPAIRS/ MCARTHY TOYOTA EDWIN SWALES ON VEHICLE: GCW 732 ZN	MCCARTHY - MAAA0133264	DEV02835/00000/00/MET/GEN/25/T	Single Source	R 116,394.86
HUMAN RESOURCE ADMINISTRATION TO ATTEND THE SOUTH AFRICAN ASSOCIATION OF PUBLIC ADMINISTRATION AND MANAGEMENT 24TH ANNUAL CONFERENCE FROM 22 - 26 SEPTEMBER 2025	SOUTH AFRICAN ASSOCIATION OF PUBLIC ADMINISTRATION AND MANAGEMENT	DEV02836/0000/00/HOD/GEN/25/T	Single Source	R 8 000.00
GCB 562 ZN ATTEND TO REPAIR IGNITION SWITCH REPLACE TAIL LAMP, FUEL CUT OFF SWITCH AND ACCESSORIES - A.O IXOPO	MACS ELECTRODIESEL SERVICE(PTY)LTD	DEV02842/00000/00/IXO/GEN/25/T	Single Source	R 36 736.75
SUPPLY MAINTENANCE SPARES AND CARRY OUT REPAIRS ON ALL VOLVO GRADERS & TLB FOR CC DUNDEE	BABCOCK AFRICA SERVICES	DEV02846/00000/00/DUN/GEN/25/T	Single Source	R 750 000.00

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
SUPPLY MAINTENANCE SPARES AND CARRYOUT REPAIRS ON ALL BELL GRADERS & JCB LOADER FOR CC DUNDEE	BELL EQUIPMENT SALES - SOUTH AFRICA	DEV02847/00000/00/DUN/GEN/25/T	Single Source	R 1 000 000.00
ATTEND TO REPAIR AND SERVICES ON ALL NISSAN VEHICLES	NTT MOTORS LOWVELD - MAAA1525249	DEV02850/00000/00/EMP/GEN/25/T	Single Source	R 575 000.00
REPAIR AND SERVICES ON ALL ISUZU VEHICLES	AUTO HOUSE VRYHEID - MAAA0145925	DEV02851/00000/00/EMP/GEN/25/T	Single Source	R 575 000.00
GCN 771 ZN VOLVO GRADER G930	BABCOCK AFRICA SERVICES - MAAA0096926	DEV02852/00000/00/PMC/GEN/25/T	Single Source	R 376 613.39
GCN 773 ZN	BABCOCK AFRICA SERVICES - MAAA0096926	DEV02855/00000/00/PMC/GEN/25/T	Single Source	R 78 912.98
TO SUPPLY AND FIT NEW HUB GCN 766 ZN	BARLOWORLD SOUTH AFRICA - MAAA0147921	DEV02856/00000/00/PMC/GEN/25/T	Single Source	R 86 010.90
GCW 657 ZN, GCW658 ZN, GCW 614 ZN	DATCENTRE MOTORS	DEV02858/00000/00/PMC/GEN/25/T	Single Source	R 38 848.65
SUPPLY AND DELIVERY OF SURVEY EQUIPMENT UNDER COST CENTRE VRYHEID	OPTRON	DEV02859/00000/00/VRY/INF/25/T	Single Source	R 431 974.50
SPARES- KILLARNEY TOYOTA	CFAO MOTORS	DEV02860/00000/00/DUR/GEN/25/T	Single Source	R 75 000.00
REPAIR TO WACKER 1150 LOADER FRONT AXLE	SERVOTECH - MAAA0389732	DEV02861/00000/00/DUR/GEN/25/T	Single Source	R 377 246.25
PLANT MAINTENANCE & REPAIRS	TRUCK CENTRE DURBAN	DEV02862/00000/00/DUR/GEN/25/T	Single Source	R 300 000.00
PLANT MAINTENANCE & REPAIRS	RAJASTAN MOTORS	DEV02863/00000/00/DUR/GEN/25/T	Single Source	R 200 000.00
REPAIRS - ROLI GREASING SYSTEMS	ROLI LUBRICATIONS SYSTEMS	DEV02864/00000/00/DUR/GEN/25/T	Single Source	R 100 000.00
REPAIRS - THOMPSON UD	BRIAN THOMPSON AND BROTHERS	DEV02865/00000/00/DUR/GEN/25/T	Single Source	R 500 000.00
REPAIRS - KEY ISUZU MOBENI	KEY TRUCKS DURBAN	DEV02866/00000/00/DUR/GEN/25/T	Single Source	R 299 999.99
SPARES- DIESEL ELECTRIC	DIESEL ELECTRIC NATAL	DEV02867/00000/00/DUR/GEN/25/T	Single Source	R 75 000.00
REPAIRS - TATA INTERNATIONAL DURBAN	NEWSHELF 1369 - MAAA0760383	DEV02869/00000/00/DUR/GEN/25/T	Single Source	R 300 000.00
REPAIRS - HINO PINETOWN	MCCARTHY	DEV02870/00000/00/DUR/GEN/25/T	Single Source	R 300 000.00
SERVICE & REPAIRS TO PLANT & EQUIPMENT	CFAO MOTORS - MAAA0098592	DEV02871/00000/00/DUR/GEN/25/T	Single Source	R 250 000.00
SERVICE & REPAIRS TO PLANT & EQUIPMENT	HALFWAY TRUCK CENTRE - MAAA0463935	DEV02872/00000/00/DUR/GEN/25/T	Single Source	R 200 000.00

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
SERVICE & REPAIRS TO PLANT & EQUIPMENT	YADS MOBILE MOTOR WORKSHOP	DEV02873/00000/00/DUR/GEN/25/T	Single Source	R 300 000.00
SPARES- UD PINETOWN	DATCENTRE MOTORS - MAAA0163777	DEV02874/00000/00/DUR/GEN/25/T	Single Source	R 50 000.00
SERVICE & REPAIRS TO PLANT & EQUIPMENT	SERVOTECH - MAAA0389732	DEV02875/00000/00/DUR/GEN/25/T	Single Source	R 75 000.00
SPARES- KEY ISUZU MOBENI	KEY TRUCK DURBAN	DEV02876/00000/00/DUR/GEN/25/T	Single Source	R 50 000.00
REPAIRS - UD PINETOWN	DATCENTRE MOTORS	DEV02877/00000/00/DUR/GEN/25/T	Single Source	R 300 000.00
SERVICE & REPAIRS TO PLANT & EQUIPMENT	NMI DURBAN SOUTH MOTORS - MAAA0116094	DEV02878/00000/00/DUR/GEN/25/T	Single Source	R 250 000.00
SERVICE & REPAIRS TO PLANT & EQUIPMENT	ESSOP MOOLLA - MAAA0051942	DEV02879/00000/00/DUR/GEN/25/T	Single Source	R 50 000.00
SERVICE & REPAIRS TO PLANT & EQUIPMENT	NMI DURBAN SOUTH MOTORS	DEV02880/00000/00/DUR/GEN/25/T	Single Source	R 50 000.00
SPARES - GEMINI ISUZU	RAJASTAN MOTORS	DEV02881/00000/00/DUR/GEN/25/T	Single Source	R 75 000.00
SPARES - HAMPSONS ISUZU	DG HAMPSON	DEV02882/00000/00/DUR/GEN/25/T	Single Source	R 75 000.00
SPARES - THOMPSON MOTORS UD	BRIAN THOMPSON AND BROTHERS	DEV02886/00000/00/DUR/GEN/25/T	Single Source	R 100 000.00
SPARES - HINO PINETOWN	MCCARTHY	DEV02887/00000/00/DUR/GEN/25/T	Single Source	R 50 025.00
SUPPLY SERVICE KITS & SPARES FOR REPAIRS (KEY ISUZU NEW GERMANY)	KEY TRUCKS (NEW GERMANY) - MAAA0260563	DEV02888/00000/00/DUR/GEN/25/T	Single Source	R 50,000.00
SUPPLY SERVICE KITS & SPARES FOR REPAIRS (TATA DURBAN)	NEWSHELF 1369 - MAAA0760383	DEV02889/00000/00/DUR/GEN/25/T	Single Source	R 50,000.00
LIVERY: GRADER BLADES, BOLT & NUT	KOMATSU SOUTH AFRICA - MAAA1608861	DEV02902/00000/00/POR/GEN/25/T	Single Source	R 110,062.73
SUPPLY & DELIVERY OF GRADER BLADES	ELB EQUIPMENT HOLDINGS	DEV02903/00000/00/POR/GEN/25/T	Single Source	R 68 241.01
SUPPLY AND DELIVERY OF GRADER BLADES	BABCOCK AFRICA SERVICES - MAAA0096926	DEV02904/00000/00/POR/GEN/25/T	Single Source	R 65 871.01
DEVIATION FROM THE NORMAL/STANDARDS SUPPLY CHAIN POLICY FOR APPRENTICES/DEPARTMENTAL OFFICIALS WHO WILL RETAKE PREPARATION AND THE TRADE TEST AFTER BEING ASSESSED AND FOUND INCOMPETENT.	BELL EQUIPMENT COMPANY SA	DEV02905/00000/00/HOD/GEN/25/T	Single Source	R 15 310.41
TO CARRY OUT SERVICES PRESSURE TEST COMPRESSOR AND ISSUE CERTIFICATE AC14	FIELD AIR COMPRESSORS - MAAA0122243	DEV02906/00000/00/NEW/GEN/25/T	Single Source	R 14 917.80

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
TO CARRY OUT SERVICES PRESSURE TEST COMPRESSOR AND ISSUE CERTIFICATE AC13	FIELD AIR COMPRESSORS - MAAA0122243	DEV02907/00000/00/NEW/GEN/25/T	Single Source	R 14 659.05
TO CARRY OUT SERVICES PRESSURE TEST COMPRESSOR AND ISSUE CERTIFICATE AC45	FIELD AIR COMPRESSORS - MAAA0122243	DEV02908/00000/00/NEW/GEN/25/T	Single Source	R 14 917.80
CARRY OUT FULL SERVICE AND COF REPAIRS	DATCENTRE MOTORS - MAAA0279705	DEV02914/00000/00/PMC/GEN/25/T	Single Source	R 115 676.08
ATTEND TO REPAIRS ON 8 X ISUZU VEHICLES AT EMPANGENI REGION	AUTO HOUSE VRYHEID	DEV02915/00000/00/EMP/GEN/25/T	Single Source	R 991 099.90
ATTEND TO REPAIRS ON 3 X TOYOTA VEHICLES UNDER EMPANGENI REGION	MCCARTY TOYOTA	DEV02918/00000/00/EMP/GEN/25/T	Single Source	R 138 814.93
REPAIR DAMAGED CRANE	600KZN TECHNICAL SERVICES - MAAA1579687	DEV02923/00000/00/EST/GEN/25/T	Single Source	R 309 875.55
SUPPLY AND DELIVERY OF A4 PAPER	HOME AFFAIRS - GPW	DEV02933/00000/00/HOD/GEN/25/T	Single Source	R 397 900.00
ATTEND TO REPAIR AND SERVICES ON ALL X5 ISUZU VEHICLES	AUTO HOUSE VRYHEID	DEV02934/00000/00/EMP/GEN/25/T	Single Source	R 993 993.30
SUPPLY AND DELIVERY OF ROAD LOGGING EQUIPMENT	OPTRON - MAAA0051195	DEV02936/00000/00/DUR/GEN/25/T	Single Source	R 255 955.50
SUPPLY AND DELIVER OF 180 X BOXES A4 PAPER FOR AC NO.CI 190072 AT MKONDENI TESTING CENTRE, 2 VAN ECK PLACE MKONDENI	HOME AFFAIRS - GOVERNMENT PRINTING WORKS - MAAA0090672	DEV02947/00000/00/PMR/GEN/25/T	Single Source	R 71 622.00
ATTEND TO REPAIRS AND SERVICE ON 7 X POWERSTAR VEHICLES UNDER EMPANGENI REGION	ALAYSA INVESTMENTS	DEV02948/00000/00/EMP/GEN/25/T	Single Source	R 1 391 713.00
APPOINT 1 MEDICAL PROFESSIONALS TO CONDUCT MEDICAL EXAMINATIONS ON TRAINEE PROVINCIAL INSPECTORS	SANDZ MEDICAL PTY LTD	DEV02949/00000/00/HOD/GEN/25/T	Single Source	R 73 150.00
APPOINT 1 MEDICAL PROFESSIONALS TO CONDUCT MEDICAL EXAMINATIONS ON TRAINEE PROVINCIAL INSPECTORS	SANDZ MEDICAL PTY LTD	DEV02950/00000/00/HOD/GEN/25/T	Single Source	R 73 150.00
APPOINT 1 MEDICAL PROFESSIONALS TO CONDUCT MEDICAL EXAMINATIONS ON TRAINEE PROVINCIAL INSPECTORS	VITA OCCUMED TRADING ENTERPRISE	DEV02951/00000/00/HOD/GEN/25/T	Single Source	R 87 100.00
ATTEND TO REPAIRS TO X5 ISUZU VEHICLES UNDER EMPANGENI REGION	AUTO HOUSE VRYHEID	DEV02955/00000/00/EMP/GEN/25/T	Single Source	R 875 826.77

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
ATTEND TO REPAIRS TO X4 BELL VEHICLES UNDER EMPANGENI REGION	BELL EQUIPMENT	DEV02957/00000/00/EMP/GEN/25/T	Single Source	R 653 994.54
PROVISION OF 12 MONTHS STORAGE	IRON MOUNTAIN SOUTH AFRICA	DEV02965/00000/00/HOD/GEN/25/T	Single Source	R 1 363 440.00
SUPPLY AND DELIVERY OF OCCURRENCE BOOKS FOR RTI HEAD OFFICE	HOME AFFAIRS - GPW	DEV02975/00000/00/HOD/GEN/26/T	Sole Supplier	R 78 775.00
SUPPLY AND DELIVERY OF GRADER BLADES	ELB EQUIPMENT HOLDINGS - MAAA0006477	DEV02982/00000/00/POR/GEN/26/T	Single Source	R 95 047.96
SUPPLY AND DELIVER OF PRINT COVERS	HOME AFFAIRS - GOVERNMENT PRINTING WORKS - MAAA0090672	DEV02984/00000/00/HOD/GEN/26/T	Sole Supplier	R 74 751.15
SUPPLY AND DELIVERY OF REGISTRATION AND LICENSING FORMS FOR KZN REGISTERING AUTHORITIES	HOME AFFAIRS - GPW	DEV02989/00000/00/HOD/GEN/26/T	Sole Supplier	R 699 339.15
SUPPLY AND DELIVER OF PRINTING PAPERS AND FILE COVERS	HOME AFFAIRS - GOVERNMENT PRINTING WORKS - MAAA0090672	DEV02991/00000/00/HOD/GEN/26/T	Sole Supplier	R 207 623.30
REQUEST FOR THE APPOINTMENT OF A SINGLE SENIOR FINANCIAL RESOURCE TO PROVIDE ACCURATE DEPARTMENTAL REVENUE SUPPORT TO THE KZN DOT 8 MONTHS	NDAYI CONSULTING	DEV02997/00000/00/HOD/GEN/26/T	Single Source	R 1 671 040.00
REQUEST FOR THE PUBLICATION OF APPLICATION IN THE GOVERNMENT PROVINCIAL GAZETTE THROUGH GOVERNMENT PRINTING WORKS	HOME AFFAIRS - GPW	DEV03003/00000/00/HOD/GEN/26/T	Sole Supplier	R 14 999 999.86
REQUEST TO ATTEND THE PUBLIC SERVICE TRAINERS FORUM (PSTF) CONFERENCE	THE NATIONAL SCHOOL OF GOVERNMENT	DEV03016/00000/00/HOD/GEN/25/T	Sole Supplier	R 13 380.00
ATTEND TO REPAIRS AND SERVICE ON 26 X ISUZU VEHICLES UNDER EMPANGENI REGION	AUTO HOUSE VRYHEID - MAAA0145925	DEV03023/00000/00/EMP/GEN/26/T	Single Source	R 1,852,030.07
SUPPLY AND DELIVERY AND FIT OF X464 TYRES TO POWERSTAR VEHICLES UNDER EMPANGENI REGION	ALAYSA INVESTMENTS - MAAA1188461	DEV03024/00000/00/EMP/GEN/26/T	Single Source	R 3,468,400.00
SUPPLY AND DELIVERY AND FITTING OF X228 BATTERIES VEHICLES UNDER EMPANGENI	DIESEL-ELECTRIC (NATAL) - MAAA0172618	DEV03025/00000/00/EMP/GEN/26/T	Single Source	R 545,664.36
REPAIRS TO X44 KOMATSU VEHICLES	KOMATSU	DEV03026/00000/00/EMP/GEN/26/T	Single Source	R 3 971 611.63

PART E: PFMA COMPLIANCE REPORT

Project Description	Name of Supplier	Contract Number	Reason for the procurement by other means	Value of contract
ATTEND TO REPAIRS TO X12 BOMAG VEHICLES UNDER EMPANGENI REGION	KEMACH EQUIPMENT	DEV03027/00000/00/EMP/GEN/26/T	Single Source	R 511 032.47
SUPPLY OF PHOTOCOPYING PAPERS FOR COST CENTRE NEWCASTLE	HOME AFFAIRS - GOVERNMENT PRINTING WORKS - MAAA0090672	DEV03031/00000/00/NEW/GEN/26/T	Single Source	R 59 685.00
REPAIRS/ UD TRUCKS THOMPSON MOTORS ON VEHICLES: GCC OOO ZN AND GCB 997 ZN	BRIAN THOMPSON AND BROTHERS - MAAA0379257	DEV02575/00000/00/MET/GEN/25/T	Sole Supplier	R 48 061.25
GCN 752 ZN/ VR1193 ATTEND TO PURCHASE BATTERIES X3 AT AREA OFFICE IXOPO	MACS ELECTRODIESEL SERVICES - MAAA0442472	DEV02891/00000/00/IXO/GEN/25/T	Sole Supplier	R 10 079.75
GCW503ZN CARRY OUT 45 000KM SERVICE-A.O KOKSTAD	NMI DURBAN SOUTH MOTORS - MAAA0351687	DEV02945/00000/00/IXO/GEN/25/T	Sole Supplier	R 5 757.59
GCW985ZN ATTEND TO ACCIDENT REPAIRS, REPLACE WINDSCREEN, REPLACE TYRES AND DO WHEEL ALIGNMENT AREA OFFICE UNDERBERG	MCCARTHY - MAAA0133264	DEV02912/00000/00/IXO/GEN/25/T	Sole Supplier	R 60 220.97
GCP 103 ZN / GCN 749/ 750/ 751/ 770- ATTEND TO CARRY OUT AN ANNUAL SERVICE – A/O IXOPO	KOMATSU SOUTH AFRICA - MAAA1608861	DEV02843/00000/00/IXO/GEN/25/T	Sole Supplier	R 264 052.29
GCP 178 ZN ATTEND TO REPAIR DAMAGED DOOR (STRAIGHT AND FABRICATE) AND GLASS (WINDOW) FITMENT	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	DEV02854/00000/00/IXO/GEN/25/T	Sole Supplier	R 17 106.25
GCP 103 ZN ATTEND TO PURCHASE TRANSMISSION CONTROL UNIT- A.O IXOPO	KOMATSU SOUTH AFRICA - MAAA1608861	DEV02964/00000/00/IXO/GEN/25/T	Sole Supplier	R 54 928.90
GCN788ZN(KZN 1590) ATTEND TO LEFT SIDE TANDEMS OIL LEAK, WELD/REPAIR CIRCLE SHOE HOLDER BRACKET CRACKED(REPLACE BRACKET BOLT AND NUT, SUPPLY VOLVO BATTERY CLAMPS (BOLT AND NUTS) REPLACE MIRROR LEFT SIDE- A/O	BABCOCK AFRICA SERVICES - MAAA0096926	DEV02832/00000/00/IXO/GEN/25/T	Sole Supplier	R 379 485.67
GCW653ZN ATTEND TO CARRY OUT ADDITIONAL REPAIRS FOUND AFTER STRIPPING AREA OFFICE IXOPO	NMI DURBAN SOUTH MOTORS - MAAA0525456	DEV02987/00000/00/IXO/GEN/26/T	Sole Supplier	R 60 965.51
ATTEND TO REPAIR AND SERVICES ON ALL X20 NTT NISSAN VEHICLES	NTT MOTORS LOWVELD - MAAA1525249	DEV03028/00000/00/EMP/GEN/26/T	Single Source	R 2,707,016.57
TOTAL				**R 584 108 023**

3.2 Contract variations and expansions

Project description	Name of supplier	Contract modification type (Expansion or Variation)	Contract number	Original contract value	Value of previous contract expansion/s or variation/s (if applicable)	Value of current contract expansion or variation
				R'000	R'000	R'000
SUPPLY AND DELIVERY OF HANDHELD BREATH ALCOHOL SCREENERS, MOUTH PIECES	DENHEREKNIBBS AND ASSOCIATES - MAAA1592470	Expansion	VO00411/ 00000/00/ HOD/GE N/25/T	R 5 830 500.00	NIL	R 4 301 000.00
THE PURCHASE OF PROTECTIVE CLOTHING FOR OFFICIALS TECHNOLOGY TRANSFER	MAZIBUSE CLEANING SERVICES AND CONSTRUCTION - MAAA0466435	Expansion	VO00412/ 00000/00/ HOD/GE N/25/T	R 458 077.50	NIL	R 82 785.00
VARIATION ORDER FOR CLEANING SERVICES	MANCINZA CIVIL CONTRACTORS AND ROAD MAINTENANCE - MAAA0147152	Variation	VO00413/ 00000/00/ HOD/GE N/25/T	R 18 972 860.76	NIL	R 459 540.00
VARIATION ON ORDER NUMBER E0146708 - MIE 10% OF VALUE	MANAGED INTEGRITY EVALUATION - MAAA0001104	Variation	VO00414/ 00000/00/ HOD/GE N/25/T	R 812 418.17	NIL	R 81 241.82
DINING TABLES AND CHAIRS FOR STRATEGIC PLANNING SESSION	MKUMBI FLORIST & GENERAL TRADING	Expansion	VO00415/ 00000/00/ HOD/GE N/25/T	R 235 520.00	NIL	R 17 250.00
VARIATION ORDER FOR THE CATERING OF THE TRAFFIC OFFICERS PASSING OUT PARADE ON 30/09/2025 (ORIGINAL ORDER: F0001128)	AED CHEMICALS	Variation	VO00418/ 00000/00/ HOD/GE N/25/T	R 280 110.00	NIL	R 75 970.00
EXTENSION OF ZNB1366/17T - MTM (01/07/2025 - 31/12/2025)	MTM KZN TRAFFIX - MAAA0292383	Expansion	VO00419/ 00000/00/ HOD/GE N/25/T	R 217 726 606.66	NIL	R 21 103 448.75

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Contract modification type (Expansion or Variation)	Contract number	Original contract value	Value of previous contract expansion/s or variation/s (if applicable)	Value of current contract expansion or variation
				R'000	R'000	R'000
EXTENSION OF CONTRACT FOR MS. Y SINGH - SINGLE SOURCE SENIOR FINANCIAL RESOURCE	YESHDATA SINGH T/A JLS FINANCIAL MANAGEMENT SERVICES	Variation	VO00420/ 00000/00/ HOD/GE N/25/T	R 994 750.00	NIL	R 1 137 120.00
VO FOR THE CONSTRUCTI ON OF EARTHWORK S, LAYER WORKS, SURFACING AND DRAINAGE ON MAIN ROAD P725 FROM KM5.00 TO KM10.00	VUMANI CIVILS - MAAA0131928	Variation	VO00421/ 00000/00/ HOD/INF/ 25/T	R 157 720 000.00	NIL	R 2 308 282.86
V/O 6 MONTHS EXTENSION FOR CLEANING SERVICES AND ADDITION OF 4 STAFF	MANCINZA CIVIL CONTRACTORS AND ROAD MAINTENANCE	Variation	VO00422/ 00000/00/ HOD/GE N/25/T	R 18 972 860.80	R459 540.00	R 1 902 857.25
Total				**R 422 003 703.89**	**R459 540.00**	**R 31 469 495.68**



2025/26

DEPARTMENT OF TRANSPORT

ANNUAL REPORT

VOTE12

PART F : FINANCIAL INFORMATION

1. REPORT OF THE AUDITOR GENERAL

Report of the auditor-general to the KwaZulu-Natal Provincial Legislature on vote no. 12: Department of Transport

Report on the audit of the financial statements

Qualified opinion

1. I have audited the financial statements of the Department of Transport (the department) set out on pages 188 to 233, which comprise the appropriation statement, statement of financial position as at 31 March 2026, statement of financial performance, statement of changes in net assets, and the cash flow statement for the year then ended, as well as notes to the financial statements, including a summary of significant accounting policies.

2. In my opinion, except for the effects of the matters described in the basis for qualified opinion section of this auditor's report, the financial statements present fairly, in all material respects, the financial position of the Department of Transport as at 31 March 2026, and its financial performance and cash flows for the year then ended in accordance with the Modified Cash Standard (MCS) as issued by National Treasury and the requirements of the Public Finance Management Act 1 of 1999 (PFMA) and the Division of Revenue Act 2 of 2025 (Dora).

Basis for qualified opinion

Capital work in progress

3. The department did not properly account for capital work in progress due to the status of the accounting records. I was unable to determine the value of the misstatement as it was impracticable to do so. Consequently, I was unable to determine whether any further adjustments were necessary to capital work in progress stated at R9,41 billion (2025: R8,28 billion) as disclosed in note 29.2 to the financial statements.

Prepayments and advances

4. The department did not correctly account for prepayments and advances in accordance with MCS Chapter 9: *General Departmental Assets and Liabilities*. Prepayments and advances made to implementing agents were incorrectly recognised as expenditure for capital assets under buildings and other fixed structures, instead of being recognised as prepayments and advances. As a result, I was unable to determine the full extent of the understatement of prepayments and advances, disclosed at R142 250 000 (2024-25: R67 384 000) in Note 11 to the financial statements, as it was impracticable to do so. Furthermore, this misclassification had a consequential impact on the capital expenditure incurred for buildings and other fixed structures, disclosed at R4,59 billion (2024-25: R3,56 billion) in Note 9 to the financial statements. Consequently, I was unable to determine the full extent of the overstatement of capital expenditure relating to buildings and other fixed structures, as it was impracticable to do so.

Context for opinion

5. I conducted my audit in accordance with the International Standards on Auditing (ISAs). My responsibilities under those standards are further described in the responsibilities of the auditor-general for the audit of the financial statements section of my report.

6. I am independent of the department in accordance with the International Ethics Standards Board for Accountants' *International Code of ethics for Professional Accountants (including International Independence Standards)* (IESBA code) as well as other ethical requirements that are relevant to my audit in South Africa. I have fulfilled my other ethical responsibilities in accordance with these requirements and the IESBA code.

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

Emphasis of matter

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

An uncertainty relating to the future outcome of exceptional litigation

9. With reference to note 18.1 to the financial statements, the department is the defendant to various civil claim lawsuits of R9, 77 billion for the damage to property due to the April 2022 floods on the M30 and R102. The ultimate outcome of these matters could not be determined and no provision for any liability that may result was made in the financial statements.

Restatement of corresponding figures

10. As disclosed in note 31 to the financial statements, the corresponding figures for 31 March 2025 were restated as a result of an error in the financial statements of the department at, and for the year ended, 31 March 2026.

Other matter

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

Unaudited supplementary schedules

12. The supplementary information set out on pages 234 to 246 does not form part of the financial statements and is presented as additional information. I have not audited these schedules and, accordingly, I do not express an opinion on them.

Responsibilities of the accounting officer for the financial statements

13. The accounting officer is responsible for the preparation and fair presentation of the financial statements in accordance with the MCS and the requirements of the PFMA and Dora and for such internal control as the accounting officer determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

14. In preparing the financial statements, the accounting officer is responsible for assessing the department's ability to continue as a going concern; disclosing, as applicable, matters relating to going concern; and using the going concern basis of accounting unless the appropriate governance structure either intends to liquidate the department or to cease operations or has no realistic alternative but to do so.

Responsibilities of the auditor-general for the audit of the financial statements

15. My objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error; and to issue an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with the ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

16. A further description of my responsibilities for the audit of the financial statements is included in the annexure to this auditor's report. This description, which is located at page 183, forms part of my auditor's report.

Report on the audit of the financial statements

17. In accordance with the Public Audit Act 25 of 2004 (PAA) and the general notice issued in terms thereof, I must audit and report on the usefulness and reliability of the reported performance against predetermined objectives for the selected programmes presented in the annual performance report. The accounting officer is responsible for the preparation of the annual performance report.

18. I selected the following programmes presented in the annual performance report for the year ended 31 March 2026 for auditing. I selected programmes that measure the department's performance on its primary mandated functions and that are of significant national, community or public interest.

Programme	Page numbers	Purpose
Transport infrastructure	40 to 46	The purpose of this programme is to promote accessibility and the safe, affordable movement of people, goods and services through the delivery and maintenance of transport infrastructure that is sustainable, integrated and environmentally sensitive, and which supports and facilitates social empowerment and economic growth.
Transport operations	47	The purpose of this Programme is to plan, regulate and facilitate the provision of integrated land transport services through co-ordination and co-operation with national planning authorities,

Programme	Page numbers	Purpose
		CBO's, NGO's and the private sector in order to enhance the mobility of all communities particularly those currently without or with limited access to transportation services. The Programme includes all costs involved in public transport management and service delivery including the planning and coordination of the operations in the transport industry

19. I evaluated the reported performance information for the selected programmes against the criteria developed from the performance management and reporting framework, as defined in the general notice. When an annual performance report is prepared using these criteria, it provides useful and reliable information and insights to users on the department's planning and delivery on its mandate and objectives.

20. I performed procedures to test whether:

- the indicators used for planning and reporting on performance can be linked directly to the department's mandate and the achievement of its planned objectives
- all the indicators relevant for measuring the department's performance against its primary mandated and prioritised functions and planned objectives are included
- the indicators are well defined to ensure that they are easy to understand and can be applied consistently, as well as verifiable so that I can confirm the methods and processes to be used for measuring achievements
- the targets can be linked directly to the achievement of the indicators and are specific, time bound and measurable to ensure that it is easy to understand what should be delivered and by when, the required level of performance as well as how performance will be evaluated
- the indicators and targets reported on in the annual performance report are the same as those committed to in the approved initial or revised planning documents
- the reported performance information is presented in the annual performance report in the prescribed manner and is comparable and understandable
- there is adequate supporting evidence for the achievements reported and for the reasons provided for any over- or underachievement of targets.

21. I performed the procedures for the purpose of reporting material findings only; and not to express an assurance opinion or conclusion.

22. I did not identify any material findings on the reported performance information for the transport operations programme.

23. The material finding on the reported performance information for the transport infrastructure programme is as follows:

Transport infrastructure

Percentage completion of the Road Transport Infrastructure Long-term Plan

24. An achievement of 56.55% was reported against a target of 50%. I could not determine whether the reported achievement was correct, as the indicator was not well defined and I could not verify the methods and processes used to measure the achievements. Consequently, the reported achievement might be more or less than reported and was not reliable for determining if the target has been achieved.

Other matters

25. I draw attention to the matters below.

Achievement of planned targets

26. The annual performance report includes information on reported achievements against planned targets and provides explanations for over- or under achievements. This information should be considered in the context of the material findings on the reported performance information.

27. The tables that follow provide information on the achievement of planned targets and lists the key service delivery indicators that were not achieved as reported in the annual performance report. The reasons for any underachievement of targets are included in the annual performance report on pages 39 to 48

Transport infrastructure

Targets achieved: 37.5% *Budget spent: 100%*		
Key service delivery indicator not achieved	**Planned target**	**Reported achievement**
Number of kilometres of gravel roads upgraded to surfaced roads	58.55	15.31
Number of new major vehicle bridges constructed	7	5
Number of pedestrian bridges constructed	2	1
Number of square metres of surfaced roads rehabilitated	1623849	810 592.74
Number of square metres of surfaced roads resealed	254 032	47 250

Transport operations

Targets achieved: 50% *Budget spent: 100%*		
Key service delivery indicator not achieved	**Planned target**	**Reported achievement**
Number of programmes designed from the Transportation Master Plan Implementation Plan	3	0

Material misstatements

28. I identified preventable material misstatement in the annual performance report submitted for auditing. The material misstatement was in the reported performance information of the transport infrastructure programme. Management did not correct the misstatement, and I reported material finding in this regard.

Report on compliance with legislation

29. In accordance with the PAA and the general notice issued in terms thereof, I must audit and report on compliance with applicable legislation relating to financial matters, financial management and other related matters. The accounting officer is responsible for the department's compliance with legislation.

30. I performed procedures to test compliance with selected requirements in key legislation in accordance with the findings engagement methodology of the Auditor-General of South Africa (AGSA). This engagement is not an assurance engagement. Accordingly, I do not express an assurance opinion or conclusion.

31. Through an established AGSA process, I selected requirements in key legislation for compliance testing that are relevant to the financial and performance management of the department, clear to allow consistent measurement and evaluation, while also sufficiently detailed and readily available to report in an understandable manner. The selected legislative requirements are included in the annexure to this auditor's report.

32. The material findings on compliance with the selected legislative requirements, presented per compliance theme, are as follows:

Annual financial statements

33. The financial statements submitted for auditing were not prepared in accordance with the prescribed financial reporting framework as required by section 40(1)(a) of the PFMA. Material misstatements of disclosure items identified by the auditors in the submitted financial statements were corrected, but the uncorrected material misstatements resulted in the financial statements receiving a qualified opinion.

Expenditure management

34. Effective and appropriate steps were not taken to prevent irregular expenditure, as required by section 38(1)(c)(ii) of the PFMA and treasury regulation 9.1.1. The majority of the irregular expenditure disclosed in the financial statements was caused by expenditure incurred on expired contracts.

35. Effective steps were not taken to prevent fruitless and wasteful expenditure, as disclosed in note 31 to the annual financial statements, as required by section 38(1)(c)(ii) of the PFMA and treasury regulation 9.1.1. The majority of the fruitless and wasteful expenditure disclosed in the financial statements was caused by interest incurred on late payment of invoices.

36. Payments were not made within 30 days or an agreed period after receipt of an invoice, as required by section 38(1)(f) of the PFMA and treasury regulation 8.2.3.

Revenue management

37. Appropriate processes were not implemented to provide for the identification, collection, recording and reconciliation and/or safeguarding of information about revenue as required by treasury regulation 7.2.1.

38. Effective and appropriate steps were not taken to collect all money due, as required by section 38(1)(c)(i) of the PFMA.

Asset management

39. Proper control systems were not in place at the department to ensure the safeguarding of assets, as required by section 38(1)(d) of the PFMA.

40. Preventative mechanisms were not in place to eliminate theft of assets, as required by treasury regulation 10.1.1 (a).

Procurement and contract management

41. Some of the goods and services of a transaction value above R 1 000 000 were procured without inviting competitive bids as required by Treasury Regulation 16A6.1, paragraph 3.3.1 of NTI 02 of 2021/22, paragraph 4.1 of NTI 03 of 2021/22 and TR 16A6.4.

42. Some of the contracts were not awarded in an economical manner as required by PFMA 38(1)(b).

43. Some of the contracts were extended or modified without the approval of a properly delegated official as required by section 44 of the PFMA.

44. The preference point system was not applied in some of the procurement of goods and services as required by section 2(a) of the Preferential Procurement Policy Framework Act (Act No. 5 of 2000) (PPPFA) and Treasury Regulation 16A6.3(b).

Consequence management

45. I was unable to obtain sufficient appropriate audit evidence that disciplinary steps were taken against officials who had incurred irregular expenditure as required by section 38(1)(h)(iii) of the PFMA. This was because investigations into irregular expenditure were not performed.

46. Disciplinary hearings were not held for confirmed cases of financial misconduct committed by some of the officials, as required by treasury regulation 4.1.1.

Strategic planning and performance management

47. Specific information systems were not implemented to enable the monitoring of progress made towards achieving targets, core objectives and service delivery as required by public service regulation 25(1)(e)(i) and (iii).

Other information in the annual report

48. The accounting officer is responsible for the other information included in the annual report. The other information does not include the financial statements, the auditor's report and those selected programmes presented in the annual performance report that have been specifically reported on in this auditor's report.

49. My opinion on the financial statements and my reports on the audit of the annual performance report and compliance with legislation do not cover the other information included in the annual report and I do not express an audit opinion or any form of assurance conclusion on it.

50. My responsibility is to read this other information and, in doing so, consider whether it is materially inconsistent with the financial statements and the selected programmes presented in the annual performance report or my knowledge obtained in the audit, or otherwise appears to be materially misstated.

51. I did not receive the other information prior to the date of this auditor's report. When I do receive and read this information, if I conclude that there is a material misstatement therein, I am required to communicate the matter to those charged with governance and request that the other information be corrected. If the other information is not corrected, I may have to retract this auditor's report and re-issue an amended report as appropriate. However, if it is corrected this will not be necessary.

Internal control deficiencies

52. I considered internal control relevant to my audit of the financial statements, annual performance report and compliance with applicable legislation; however, my objective was not to express any form of assurance on it.

53. The matters reported below are limited to the significant internal control deficiencies that resulted in the basis for the qualified opinion, the material findings on the annual performance report and the material findings on compliance with legislation included in this report.

54. Monitoring of financial and performance reporting as well as compliance with key legislation was not effective to ensure that the objectives of transparency, credible and reliable reporting were achieved due to slow response by management on the previous audit recommendations and failure to implement consequence management.

55. Managemental did not perform adequate reviews in respect of financial reporting processes to ensure accuracy and completeness of the financial statement and did not perform regular reconciliations over performance information. In addition, management did not take adequate steps to prevent breakdowns in compliance processes by instilling discipline in the institutionalization of policies and procedures.

Material irregularities

56. In accordance with the PAA and the Material Irregularity Regulations, I have a responsibility to report on material irregularities identified during the audit and on the status of material irregularities as previously reported in the auditor's report.

Material irregularities identified during the audit

57. The material irregularities identified are as follows:

Penalties due to department in terms of contract ZNT2253/18T not imposed and recovered from the contractor

58. The department did not comply with section 38(1)(c)(i) of the Public Finance Management Act, 1999 (Act No.1 of 1999) (PFMA) which states that the accounting officer for a department, trading entity or constitutional institution must take effective and appropriate steps to collect all money due to the department, trading entity or constitutional institution.

59. In October 2019, the department awarded a contract ZNT2253/18T valued at R29,99 million for the construction of the Klein Boesman River Bridge. The project experienced significant delays and persistent contractor non-performance over an extended period. Although the department issued several notices of termination due to poor performance, these were not enforced and the contract was allowed to continue.

60. The contract provided for penalties of 0.05% of the contract sum per day for delays, subject to a maximum of R25 000 per day. Despite the prolonged delays and poor performance, the department did not enforce and recover the full contractual penalties from the contractor.

61. The non-compliance is likely to result in a material financial loss for the Department of Transport as the penalties were not imposed and recovered from the contractor.

62. The accounting officer was notified of the material irregularity on 11 February 2026 and was invited to make a written submission on the actions taken and that will be taken to address the matter.

63. The following actions have been taken and are planned to be taken to resolve the material irregularity:

- Disciplinary action was taken against the employee who signed an amicable settlement agreement with the service provider without the requisite authorisation.
- Employees involved in project implementation and monitoring were provided with project management training to strengthen project oversight and compliance with established procedures.
- The department has initiated the process to appoint a service provider to conduct a forensic investigation into the matter. The supply chain management process was concluded on 8 July 2026, and the appointment process is being finalised.
- The department is exploring available legal avenues to recover the funds from the contractor. Recovery of the penalties was not pursued due to the amicable settlement agreement in place. Although the department is aware that the amicable settlement agreement has been revoked, the Legal Services Unit is currently assessing the legal implications and available options for recovery.
- The Department has committed to strengthen contract management and project oversight by ensuring that all newly appointed contractors are subject to enhanced monitoring through monthly performance reviews and supervisory checks. Accountability will be enforced among all designated signatories and responsible officials across departmental projects. In addition, Engineering Services will continue to conduct comprehensive site inspections and verify the structural integrity of completed works. Ongoing technical training will also be provided to relevant officials through the Department's Technical Training Unit to enhance project implementation and monitoring capabilities.

64. I will follow up on the implementation of the planned actions during the next audit.

Time related claims on project for the upgrade of road P303 from km8.50 to Km14.24 not recovered

65. The department did not comply with section 38(1)(c)(i) of the Public Finance Management Act, 1999 (Act No.1 of 1999) (PFMA) which states that the accounting officer for a department, trading entity or constitutional institution must take effective and appropriate steps to collect all money due to the department, trading entity or constitutional institution.

66. A consultant was appointed to undertake the design and supervision of the upgrade of road P303 from the KM0 to KM 31.20 marker on 04 February 2013.

67. In 2018, the consultant was awarded a separate contract for Infrastructure Delivery Management and Road Asset Management at the KZN Department of Transport, prompting the department to request the handover of the P303 project. At the time of handover, the consultant had reached design development stage 3 for KM8.50 to KM14.24, with road and bridge designs submitted but not approved.

68. Subsequently, on 5 June 2019, another consulting firm was appointed to take over the design and supervision of the project from KMB.50 to KM14.24. The consulting firm completed the pre-feasibility and design development reports by 20 September 2019. These reports claimed that the existing road alignment was maintained where possible and that land acquisition or

expropriation was not applicable. They also stated that the environmental impact would be minimal due to construction remaining within the existing road footprint.

69. However, the Final Basic Assessment Report from September 2019 contradicted these claims, showing a new road and bridge alignment that crossed through neighbouring farmlands.

70. Construction of the project, awarded to a contractor for R121.5 million (VAT inclusive) (Contract number: ZNT0029/19T), began on 26 October 2021 and was scheduled for completion by 9 March 2023. During construction, progress was halted in certain areas due to the landowner expressing dissatisfaction with the department as their land was being constructed upon, without any expropriation. This oversight led to construction delays and standing time costs claimed by the contractor due to landowner stoppages, amounting to R9,867,389.46 (including VAT). These costs were deemed fruitless and wasteful expenditure, as they could have been avoided with proper planning during the design stage.

71. The department did not enforce indemnity clause 11.1 contained in the consultant's agreement to pursue recovery of the standing time claimed. Clause 11.1 of the agreement states that the consultant, including any person acting on its behalf, must exercise due care and diligence in performing its duties. If the consultant fails to do so, it becomes liable to the department.

72. Despite having a legal obligation to collect all money due to the department, the accounting officer failed to enforce the clause of the agreement to hold the consultant accountable and recover moneys, in contravention of section 38(1)(c)(i) of the PFMA.

73. The non-compliance is likely to result in a material financial loss for the Department of Transport as the amount of R9 867 389,46 (including VAT) was not recovered from the consultant.

74. The accounting officer was notified of the material irregularity on 11 February 2026 and was invited to make a written submission on the actions taken and that will be taken to address the matter.

75. The following actions have been taken to resolve the material irregularity :

    - The department has initiated the process to appoint a service provider to conduct a forensic investigation into the matter. The supply chain management process was concluded on 8 July 2026, and the appointment process is being finalised. Further actions by the department will be informed by the outcome of the investigation.

76. I will follow up on the implementation of the planned actions during the next audit.

Material irregularities in progress

77. I identified other material irregularities during the audit and notified the accounting officer of these, as required by material irregularity regulation 3(2). By the date of this auditor's report, the responses of the accounting officer were not yet due for some material irregularities, while I had not yet completed the process of evaluating the responses for the remainder. These material irregularities will be included in next year's auditor's report.

Other reports

78. In addition to the investigations relating to material irregularities, I draw attention to the following engagements conducted by various parties. These reports did not form part of my opinion on the financial statements or my findings on the reported performance information or compliance with legislation.

79. The provincial forensic unit performed 28 investigations relating to various procurement irregularities and fraudulent payments made to suppliers and employees covering the period 1 April 2012 to 31 March 2026. Six investigations were completed and Twenty-two were still in progress at year-end. The implementation of recommendations for all the completed cases are in progress at the date of this report.

80. In terms of Proclamation No. 156 of 2024, issued in Government Gazette 50163 of 23 February 2024, the Special Investigating Unit (SIU) is investigating the following:

- The procurement of, or contracting for goods, works or services by or on behalf of the department in relation to the construction of Mngwenya River Bridge on D385 in terms of tender number ZNT3748/15T; construction of Umlalazi River Bridge No.3782 on D1551 in terms of tender number ZNT3617/15T; construction of Mhlathuze Tiver Bridge No. 3837 on D 2238 in term of tender ZNT3901/16T; and construction of Phethu River Bridge No. 3526 in terms of tender number ZNT3506/18T including any payments made as well as any related unauthorised, irregular or fruitless and wasteful expenditure incurred by the department

- Any unlawful or irregular conduct by employees of the department; or any other person or entity, relating to the allegations above. This investigation was still in progress at the date of this report.

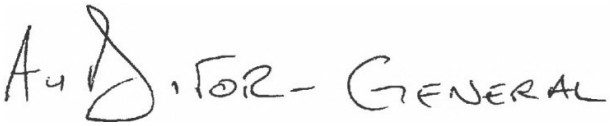
81. In terms of Proclamation No. R76 of 2022, issued in Government Gazette 47055 of 22 July 2022, the SIU is investigating the following:

- Allegations of serious maladministration which has led to the department incurring irregular expenditure and fruitless and wasteful expenditure.

- The procurement of and contracting for a fibre data link to the department's Information Technology Server Room including any payments made as well as any related unauthorised, irregular or fruitless and wasteful expenditure incurred by the department.

- Any unlawful or irregular conduct by employees of the department; or any other person or entity, relating to the allegations above. This investigation was still in progress at the date of this report.

82. In terms of Proclamation No. R16 of 2021, issued in Government Gazette No. 44546 of 7 May 2021, the SIU is investigating various irregularities at the department relating to the procurement and payments made in respect of the concrete barrier wall between uMkhanyakude and Mozambique border post. This investigation was still in progress at the date of this report.



Pietermaritzburg

31 July 2026

AUDITOR-GENERAL SOUTH AFRICA

Auditing to build public confidence

Annexure to the auditor's report

The annexure includes the following:

- The auditor-general's responsibility for the audit
- The selected legislative requirements for compliance testing

Auditor-general responsibility for the audit

Professional judgement and professional scepticism

As part of an audit in accordance with the ISAs, I exercise professional judgement and maintain professional scepticism throughout my audit of the financial statements and the procedures performed on reported performance information for selected programmes and on the department's compliance with selected requirements in key legislation.

Financial statements

In addition to my responsibility for the audit of the financial statements as described in this auditor's report, I also:

- identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error; design and perform audit procedures responsive to those risks; and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion.
  The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations or the override of internal control
- obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the department's internal control
- evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made
- conclude on the appropriateness of the use of the going concern basis of accounting in the preparation of the financial statements. I also conclude, based on the audit evidence obtained, whether a material uncertainty exists relating to events or conditions that may cast significant doubt on the ability of the department to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor's report to the related disclosures in the financial statements about the material uncertainty or, if such disclosures are inadequate, to modify my opinion on the financial statements.
  My conclusions are based on the information available to me at the date of this auditor's report. However, future events or conditions may cause a department to cease operating as a going concern
- evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and determine whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

Communication with those charged with governance

I communicate with the accounting officer regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

I also provide the accounting officer with a statement that I have complied with relevant ethical requirements regarding independence and communicate with them all relationships and other matters that may reasonably be thought to bear on my independence and, where applicable, actions taken to eliminate threats or safeguards applied.

Compliance with legislation - selected legislative requirements

The selected legislative requirements are as follows:

•

• Legislation	• Sections or regulations
• Public Finance Management Act 1 of 1999	• Section 1; 38(1)(b); 38(1)(c)(i); 38(1)(c)(ii); 38(1)(d); 38(1)(f); 38(1)(h)(iii); 39(1)(a); 39(2)(a); 40(1)(a); 40(1)(b); 40(1)(c)(i); 43(1); 43(4); 44; 45(b)
• Treasury Regulations, 2005	• Regulation 4.1.1; 4.1.3; 5.1.1; 5.2.1; 5.2.3(a); 5.2.3(d); 5.3.1; 6.3.1(a); 6.3.1(b); 6.3.1 (c); 6.3.1 (d); 6.4.1(b); 7.2.1; 8.1.1; 8.2.1; 8.2.3; 8.4.1; 9.1.1; 9.1.4; 10.1.1(a); 10.1.2; 11.4.1; 11.4.2; 11.5.1; 12.5.1; 15.10.1.2(c); 16A3.2; 16A3.2(a); 16A6.1; 16A6.2(a); 16A6.2(b); 16A6.3(a); 16A6.3(b); 16A6.3(c); 16A 6.3(e); 16A6.4; 16A6.5; 16A6.6; 16A7.1; 16A7.3; 16A8.3; 16A8.4; 16A9.1(b)(ii); 16A 9.1 (d); 16A 9.1 (e); 16A9.1 (f); 16A9.2; 16A9.2(a)(ii); 17.1.1; 18.2; 19.8.4
• Construction Industry Development Board Regulations, 2004	• Regulation 17; 25(7A); 25(9)(a); 25(10)
• Division of Revenue Act 2 of 2025	• Section 11 (6)(a); 12(5); 16(1); 16(3); 16(3)(a)(i); 16(3)(a)(ii)(bb)
• National Treasury SCM Instruction No. 4A of 2016/17	• Paragraph 6
• National Treasury SCM Instruction No. 03 of 2021/22	• Paragraph 4.1; 4.2 (b); 4.3; 4.4(a); 4.17; 7.2; 7.6
• National Treasury SCM Instruction No. 2 of 2021/22	• Paragraph 3.2.1; 3.2.4; 3.2.4(a); 3.3.1
• National Treasury Practice Note 5 of 2009/10	• Paragraph 3.3
• National Treasury Practice Note 7 of 2009/10	• Paragraph 4.1.2

• **Legislation**	• **Sections or regulations**
• Preferential Procurement Regulation, 2022	• Regulation 4.1; 4.2; 4.3; 4.4; 5.1; 5.2; 5.3; 5.4
• Prevention and Combating of Corrupt Activities Act 12 of 2004	• Section 34(1)
• Public Service Regulations, 2016	• Regulation 18(1); 18(2); 25(1)(e)(i); 25(1)(e)(iii)
• State Information Technology Agency Act 88 of 1998	• Section 7(3)

2. ANNUAL FINANCIAL STATEMENTS

DISCLAIMER

The Department has formally lodged a dispute with the Auditor-General South Africa (AGSA) regarding certain matters arising from the 2025/26 audit process.
Consequently, the 2025/2026 Annual Financial Statements (AFS) remain subject to potential amendment pending the outcome of the dispute and the AGSA's consideration and acceptance of the proposed adjustments.

Appropriation per programme

		2025/26							2024/25	
		Adjusted Budget	Shifting of Funds	Virement	Final Budget	Actual Expenditure	Variance	Expenditure as % of final budget	Final Budget	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
	Programme									
1.	ADMINISTRATION	1 021 372	-	59 493	1 080 865	1 080 865	-	100.0%	1 060 924	1 060 933
2.	TRANSPORT INFRASTRUCTURE	9 203 040	(44 757)	(79 507)	9 078 776	9 003 910	74 866	99.2%	8 081 765	8 015 343
3.	TRANSPORT OPERATIONS	2 491 331	-	(35 056)	2 456 275	2 455 696	579	100.0%	2 456 707	2 456 707
4.	TRANSPORT REGULATION	1 368 923	44 757	52 191	1 465 871	1 465 871	-	100.0%	1 379 734	1 379 734
5.	COMMUNITY BASED PROGRAMME	42 900	-	2 879	45 779	45 779	-	100.0%	44 501	44 501
	TOTAL	**14 127 566**	**-**	**-**	**14 127 566**	**14 052 121**	**75 445**	**99.5%**	**13 023 631**	**12 957 218**

	2025/26				2024/25	
	Final Budget	Actual Expenditure			Final Budget	Actual Expenditure
	R'000	R'000			R'000	R'000
TOTAL (brought forward)	**14 127 566**	**14 052 121**	**75 445**	**99.5%**	**13 023 631**	**12 957 218**
Reconciliation with statement of financial performance						
ADD						
Departmental receipts	2 821 137				2 614 038	
NRF Receipts	-				-	
Aid assistance	-				-	
Actual amounts per statement of financial performance (Total revenue)	**16 948 703**				**15 637 669**	
ADD						
Aid assistance		4 481				-
Prior year unauthorised expenditure approved without funding		-				-
Actual amounts per statement of financial performance (Total expenditure)		**14 056 602**				**12 957 218**

Appropriation per economic classification

	2025/26							2024/25	
	Adjusted Budget	Shifting of Funds	Virement	Final Budget	Actual Expenditure	Variance	Expenditure as % of final budget	Final Budget	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	**8 021 793**	**-**	**(3 155)**	**8 018 638**	**7 728 316**	**290 322**	**96.4%**	**7 688 961**	**7 815 911**
Compensation of employees	2 379 789	-	3 051	2 382 840	2 342 474	40 366	98.3%	2 294 379	2 192 082
Goods and services	5 642 004	-	(6 206)	5 635 798	5 383 063	252 735	95.5%	5 394 582	5 623 829
Interest and rent on land	-	-	-	-	2 779	(2 779)	-	-	-
Transfers and subsidies	**1 721 906**	**-**	**3 155**	**1 725 061**	**1 725 285**	**(224)**	**100.0%**	**1 755 714**	**1 586 747**
Provinces and municipalities	12 908	-	-	12 908	15 110	(2 202)	117.1%	33 949	33 687
Departmental agencies and accounts	13 261	-	-	13 261	15 013	(1 752)	113.2%	12 309	13 288
Public corporations and private enterprises	1 642 393	-	-	1 642 393	1 643 205	(812)	100.0%	1 658 401	1 490 983
Non-profit institutions	28 913	-	3 155	32 068	32 916	(848)	102.6%	27 673	25 614
Households	24 431	-	-	24 431	19 041	5 390	77.9%	23 382	23 175
Payments for capital assets	**4 383 867**	**-**	**-**	**4 383 867**	**4 575 833**	**(191 966)**	**104.4%**	**3 577 956**	**3 552 419**
Buildings and other fixed structures	4 165 500	-	-	4 165 500	4 359 133	(193 633)	104.6%	3 188 956	2 951 305
Machinery and equipment	216 959	-	-	216 959	211 054	5 905	97.3%	387 652	601 114
Intangible assets	1 408	-	-	1 408	5 646	(4 238)	401.0%	1 348	-
Payments for financial assets	**-**	**-**	**-**	**-**	**22 687**	**(22 687)**	**-**	**1 000**	**2 141**
Total	**14 127 566**	**-**	**-**	**14 127 566**	**14 052 121**	**75 445**	**99.5%**	**13 023 631**	**12 957 218**

Programme 1: ADMINISTRATION

		2025/26							2024/25	
		Adjusted Budget	Shifting of Funds	Virement	Final Budget	Actual Expenditure	Variance	Expenditure as % of final budget	Final Budget	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Sub programme										
1.	OFFICE OF THE MEC	12 905	-	-	12 905	14 338	(1 433)	111.1%	21 923	21 578
2.	MANAGEMENT	12 064	-	-	12 064	12 787	(723)	106.0%	21 118	23 909
3.	CORPORATE SUPPORT	971 703	-	59 493	1 031 196	1 031 219	(23)	100.0%	993 100	992 501
4.	DEPARTMENTAL STRATEGY	24 700	-	-	24 700	22 521	2 179	91.2%	24 783	22 945
	TOTAL	**1 021 372**	**-**	**59 493**	**1 080 865**	**1 080 865**	**-**	**100.0%**	**1 060 924**	**1 060 933**
Economic classification										
	Current payments	**902 194**	**-**	**59 493**	**961 687**	**907 768**	**53 919**	**94.4%**	**919 700**	**885 460**
	Compensation of employees	238 158	-	-	238 158	212 240	25 918	89.1%	250 341	222 881
	Goods and services	664 036	-	59 493	723 529	695 528	28 001	96.1%	669 359	662 579
	Transfers and subsidies	**16 784**	**-**	**-**	**16 784**	**15 328**	**1 456**	**91.3%**	**16 062**	**20 735**
	Provinces and municipalities	292	-	-	292	482	(190)	165.1%	278	854
	Departmental agencies and account	7 761	-	-	7 761	7 013	748	90.4%	7 428	8 212
	Households	8 731	-	-	8 731	7 833	898	89.7%	8 356	11 669
	Payments for capital assets	**102 394**	**-**	**-**	**102 394**	**140 697**	**(38 303)**	**137.4%**	**125 162**	**154 309**
	Buildings and other fixed structures	50 000	-	-	50 000	39 925	10 075	79.9%	75 018	105 474
	Machinery and equipment	52 394	-	-	52 394	100 725	(48 331)	192.2%	50 144	48 835
	Intangible assets	-	-	-	-	47	(47)	-	-	-
	Payments for financial assets	**-**	**-**	**-**	**-**	**17 072**	**(17 072)**	**-**	**-**	**429**
	Total	**1 021 372**	**-**	**59 493**	**1 080 865**	**1 080 865**	**-**	**100.0%**	**1 060 924**	**1 060 933**

Programme 2: TRANSPORT INFRASTRUCTURE

		2025/26							2024/25	
		Adjusted Budget	Shifting of Funds	Virement	Final Budget	Actual Expenditure	Variance	Expenditure as % of final budget	Final Budget	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Sub programme										
1.	PROGRAMME SUPPORT INFRASTRUCTURE	924 822	-	-	924 822	890 702	34 120	96.3%	917 547	986 131
2.	INFRASTRUCTURE PLANNING	41 835	-	-	41 835	36 771	5 064	87.9%	40 041	52 731
3.	INFRASTRUCTURE DESIGN	61 054	-	-	61 054	60 512	542	99.1%	58 429	59 324
4.	CONSTRUCTION	4 121 000	-	-	4 121 000	4 277 655	(156 655)	103.8%	3 138 819	2 852 875
5.	MAINTENANCE	4 054 329	(44 757)	(79 507)	3 930 065	3 738 270	191 795	95.1%	3 926 929	4 064 282
	TOTAL	**9 203 040**	**(44 757)**	**(79 507)**	**9 078 776**	**9 003 910**	**74 866**	**99.2%**	**8 081 765**	**8 015 343**
Economic classification										
	Current payments	**4 898 831**	**-**	**(79 507)**	**4 819 324**	**4 586 026**	**233 298**	**95.2%**	**4 616 594**	**4 781 975**
	Compensation of employees	1 157 205	-	-	1 157 205	1 154 266	2 939	99.7%	1 068 119	1 068 177
	Goods and services	3 741 626	-	(79 507)	3 662 119	3 431 748	230 371	93.7%	3 548 475	3 713 798
	Interest and rent on land	-	-	-	-	12	(12)	-	-	-
	Transfers and subsidies	**26 201**	**-**	**-**	**26 201**	**29 557**	**(3 356)**	**112.8%**	**44 693**	**43 860**
	Provinces and municipalities	11 575	-	-	11 575	13 602	(2 027)	117.5%	31 078	30 853
	Departmental agencies and accounts	5 500	-	-	5 500	8 000	(2 500)	145.5%	4 881	5 076
	Households	9 126	-	-	9 126	7 955	1 171	87.2%	8 734	7 931
	Payments for capital assets	**4 278 008**	**(44 757)**	**-**	**4 233 251**	**4 383 213**	**(149 962)**	**103.5%**	**3 419 478**	**3 188 625**
	Buildings and other fixed structures	4 115 500	-	-	4 115 500	4 319 208	(203 708)	104.9%	3 113 938	2 845 831
	Machinery and equipment	161 100	(44 757)	-	116 343	58 406	57 937	50.2%	304 192	342 794
	Intangible assets	1 408	-	-	1 408	5 599	(4 191)	397.7%	1 348	-
	Payments for financial assets	**-**	**-**	**-**	**-**	**5 114**	**(5 114)**	**-**	**1 000**	**883**
	Total	**9 203 040**	**(44 757)**	**(79 507)**	**9 078 776**	**9 003 910**	**74 866**	**99.2%**	**8 081 765**	**8 015 343**

Programme 3: TRANSPORT OPERATIONS

		2025/26							2024/25	
		Adjusted Budget	Shifting of Funds	Virement	Final Budget	Actual Expenditure	Variance	Expenditure as % of final budget	Final Budget	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Sub programme										
1.	PROGRAMME SUPPORT OPERATIONS	98 053	1 907	-	99 960	112 752	(12 792)	112.8%	85 897	319 491
2.	PUBLIC TRANSPORT SERVICES	2 306 972	(1 907)	(35 056)	2 270 009	2 246 546	23 463	99.0%	2 259 491	2 005 254
3.	TRANSPORT SAFETY AND COMPLIANCE	86 306	-	-	86 306	96 398	(10 092)	111.7%	111 319	131 962
	TOTAL	**2 491 331**	**-**	**(35 056)**	**2 456 275**	**2 455 696**	**579**	**100.0%**	**2 456 707**	**2 456 707**
Economic classification										
	Current payments	**844 641**	**-**	**(35 056)**	**809 585**	**811 436**	**(1 851)**	**100.2%**	**792 596**	**802 554**
	Compensation of employees	64 718	-	-	64 718	62 359	2 359	96.4%	53 930	47 756
	Goods and services	779 923	-	(35 056)	744 867	746 381	(1 514)	100.2%	738 666	754 798
	Interest and rent on land	-	-	-	-	2 696	(2 696)	-	-	-
	Transfers and subsidies	**1 646 572**	**-**	**-**	**1 646 572**	**1 643 831**	**2 741**	**99.8%**	**1 663 998**	**1 495 064**
	Provinces and municipalities	-	-	-	-	427	(427)	-	1 597	1 598
	Public corporations and private enterprises	1 642 393	-	-	1 642 393	1 643 205	(812)	100.0%	1 658 401	1 490 983
	Non-profit institutions	4 179	-	-	4 179	61	4 118	1.5%	4 000	2 160
	Households	-	-	-	-	138	(138)	-	-	323
	Payments for capital assets	**118**	**-**	**-**	**118**	**429**	**(311)**	**363.6%**	**113**	**159 080**
	Machinery and equipment	118	-	-	118	429	(311)	363.6%	113	159 080
	Payments for financial assets	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**9**
	Total	**2 491 331**	**-**	**(35 056)**	**2 456 275**	**2 455 696**	**579**	**100.0%**	**2 456 707**	**2 456 707**

Programme 4: TRANSPORT REGULATION

		2025/26							2024/25	
		Adjusted Budget	Shifting of Funds	Virement	Final Budget	Actual Expenditure	Variance	Expenditure as % of final budget	Final Budget	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Sub programme										
1.	PROGRAMME SUPPORT REGULATION	13 253	(5 642)	-	7 611	7 054	557	92.7%	12 685	4 579
2.	TRANSPORT ADMINISTRATION AND LICENSING	320 962	(6 030)	25 524	340 456	340 882	(426)	100.1%	307 773	301 822
3.	OPERATOR LICENCE AND PERMIT	65 501	2 375	6 206	74 082	78 200	(4 118)	105.6%	76 092	82 944
4.	LAW ENFORCEMENT	969 207	54 054	20 461	1 043 722	1 039 735	3 987	99.6%	983 184	990 389
	TOTAL	**1 368 923**	**44 757**	**52 191**	**1 465 871**	**1 465 871**	**-**	**100.0%**	**1 379 734**	**1 379 734**
Economic classification										
	Current payments	**1 333 227**	**-**	**49 036**	**1 382 263**	**1 378 162**	**4 101**	**99.7%**	**1 315 570**	**1 302 437**
	Compensation of employees	892 870	-	3 051	895 921	885 595	10 326	98.8%	898 659	827 837
	Goods and services	440 357	-	45 985	486 342	492 496	(6 154)	101.3%	416 911	474 600
	Interest and rent on land	-	-	-	-	71	(71)	-	-	-
	Transfers and subsidies	**32 349**	**-**	**3 155**	**35 504**	**36 511**	**(1 007)**	**102.8%**	**30 961**	**27 019**
	Provinces and municipalities	1 041	-	-	1 041	599	442	57.5%	996	382
	Non-profit institutions	24 734	-	3 155	27 889	32 855	(4 966)	117.8%	23 673	23 454
	Households	6 574	-	-	6 574	3 057	3 517	46.5%	6 292	3 183
	Payments for capital assets	**3 347**	**44 757**	**-**	**48 104**	**51 133**	**(3 029)**	**106.3%**	**33 203**	**50 070**
	Machinery and equipment	3 347	44 757	-	48 104	51 133	(3 029)	106.3%	33 203	50 070
	Payments for financial assets	**-**	**-**	**-**	**-**	**65**	**(65)**	**-**	**-**	**208**
	Total	**1 368 923**	**44 757**	**52 191**	**1 465 871**	**1 465 871**	**-**	**100.0%**	**1 379 734**	**1 379 734**

Programme 5: COMMUNITY BASED PROGRAMME

		2025/26							2024/25	
		Adjusted Budget	Shifting of Funds	Virement	Final Budget	Actual Expenditure	Variance	Expenditure as % of final budget	Final Budget	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Sub programme										
1.	PROGRAMME SUPPORT COMMUNITY BASED	22 297	-	2 879	25 176	25 577	(401)	101.6%	19 089	23 110
2.	COMMUNITY DEVELOPMENT	1 267	-	-	1 267	2 308	(1 041)	182.2%	1 213	123
3.	INNOVATION AND EMPOWERMENT	11 193	-	-	11 193	11 530	(337)	103.0%	16 405	11 179
4.	EXPANDED PUBLIC WORKS PROGRAMME COORDINATION AND MONITORING	8 143	-	-	8 143	6 364	1 779	78.2%	7 794	10 089
	TOTAL	**42 900**	**-**	**2 879**	**45 779**	**45 779**	**-**	**100.0%**	**44 501**	**44 501**
Economic classification										
	Current payments	**42 900**	**-**	**2 879**	**45 779**	**44 924**	**855**	**98.1%**	**44 501**	**43 485**
	Compensation of employees	26 838	-	-	26 838	28 014	(1 176)	104.4%	23 330	25 431
	Goods and services	16 062	-	2 879	18 941	16 910	2 031	89.3%	21 171	18 054
	Transfers and subsidies	**-**	**-**	**-**	**-**	**58**	**(58)**	**-**	**-**	**69**
	Households	-	-	-	-	58	(58)	-	-	69
	Payments for capital assets	-	-	-	-	**361**	**(361)**	**-**	**-**	**335**
	Machinery and equipment	-	-	-	-	361	(361)	-	-	335
	Payments for financial assets	-	-	-	-	**436**	**(436)**	**-**	**-**	**612**
	Total	**42 900**	**-**	**2 879**	**45 779**	**45 779**	**-**	**100.0%**	**44 501**	**44 501**

1 Detail of transfers and subsidies as per Appropriation Act (after Virement):

Detail of these transactions can be viewed in the note on Transfers and subsidies and Annexure 1 (A-E) to the Annual Financial Statements.

2 Detail of specifically and exclusively appropriated amounts voted (after Virement):

Detail of these transactions can be viewed in note 1 (Annual Appropriation) to the Annual Financial Statements.

3 Detail on payments for financial assets

Detail of these transactions per programme can be viewed in the note to Payments for financial assets to the Annual Financial Statements.

4 Explanations of material variances from Amounts Voted (after virement):

4.1 Per programme

Programme Name	Final Budget	Actual Expenditure	Variance	Variance as a % of Final Budget
	R'000	R'000	R'000	%
Administration	1 080 865	1 080 865	0	100.00%
Transport Infrastructure	9 078 776	9 003 910	74 866	99.18%
Transport Operations	2 456 275	2 455 696	579	99.98%
Transport Regulation	1 465 871	1 465 871	0	100.00%
Community Based Programme	45 779	45 779	0	100.00%

Transport Infrastructure: This programme is under spent as a result of bailey bridges expenditure that was erroneously accounted for as expenditure instead of an advance payment.
Transport Operations was slightly under spent in order to avoid Unauthorised Expenditure.

4.2 Per economic classification

Economic classification	Final Budget	Actual Expenditure	Variance	Variance as a % of Final Budget
	R'000	R'000	R'000	%
Current expenditure				
Compensation of employees	2 382 840	2 342 474	40 366	98.31%
Goods and services	5 635 798	5 383 063	252 735	95.52%
Interest and rent on land	0	2 779	(2 779)	0.00%
Transfers and subsidies				
Provinces and municipalities	12 908	15 110	(2 202)	117.06%
Departmental agencies and accounts	13 261	15 013	(1 752)	113.21%
Public corporations and private enterprises	1 642 393	1 643 205	(812)	100.05%
Non-profit institutions	32 068	32 916	(848)	102.64%
Households	24 431	19 041	5 390	84.79%
Payments for capital assets				
Buildings and other fixed structures	4 165 500	4 359 133	(193 633)	104.65%
Machinery and equipment	216 959	211 054	5 905	97.28%
Software and Other Intangible assets	1 408	5 646	(4 238)	0.00%
Payments for financial assets	**0**	**22 687**	**(22 687)**	**0.00%**

Current Expenditure was under spent as a result of a savings that was created to offset the over expenditure identified under Payment for Capital Assets. Expenditure on Payment for Capital Assets was mainly for Rehabilitation of the departments road network.

4.3

Per conditional grant	Final Budget	Actual Expenditure	Variance	Variance as a % of Final Budget
	R'000	R'000	R'000	%
Provincial Roads Maintenance Grant	3 763 316	3 763 316	0	100.00%
Public Transport Operations Grant	1 492 393	1 492 393	0	100.00%
EPWP	54 593	54 593	0	100.00%

4.4

Per Statutory Appropriation	Final Budget	Actual Expenditure	Variance	Variance as a % of Final Budget
	R'000	R'000	R'000	%
Equitable Share	8 817 264	8 758 948	58 316	99.34%

The under expenditure on Equitable Share is a result of bailey bridges expenditure that was erroneously accounted for as expenditure instead of an advance payment.

STATEMENT OF FINANCIAL PERFORMANCE
for the year ended 31 March 2026

	Note	2025/26 R'000	2024/25 R'000
REVENUE			
Annual appropriation	*1*	14 127 566	13 023 631
Statutory appropriation		-	-
Departmental revenue	*2*	2 821 137	2 614 038
TOTAL REVENUE		**16 948 703**	**15 637 669**
EXPENDITURE			
Current expenditure			
Compensation of employees	*4*	2 342 475	2 192 078
Goods and services	*5*	5 361 017	5 622 197
Interest and rent on land	*6*	2 779	1
Aid assistance	*3*	-	-
Total current expenditure		**7 706 271**	**7 814 276**
Transfers and subsidies			
Transfers and subsidies	*8*	1 725 288	1 589 887
Aid assistance	*3*	-	-
Total transfers and subsidies		**1 725 288**	**1 589 887**
Expenditure for capital assets			
Tangible assets	*9*	4 596 709	3 550 914
Intangible assets	*9*	5 646	-
Total expenditure for capital assets		**4 602 355**	**3 550 914**
Unauthorised expenditure approved without funding		-	-
Payments for financial assets	*7*	22 688	2 141
TOTAL EXPENDITURE		**14 056 602**	**12 957 218**
SURPLUS/(DEFICIT) FOR THE YEAR		**2 892 101**	**2 680 451**
Reconciliation of Net Surplus/(Deficit) for the year			
Voted Funds		**75 445**	**66 413**
Annual appropriation		75 445	66 413
Statutory Appropriation			-
Conditional grants			-
Departmental revenue and NRF Receipts	*14*	2 821 137	2 614 038
Aid assistance	*3*	(4 481)	-
Capitalisation reserve		-	-
SURPLUS/(DEFICIT) FOR THE YEAR		**2 892 101**	**2 680 451**

STATEMENT OF FINANCIAL POSITION
for the year ended 31 March 2026

	Note	2025/26 R'000	2024/25 R'000
ASSETS			
Current Assets		**481 687**	**302 812**
Cash and cash equivalents	*10*	246 369	170 301
Prepayments and advances	*11*	141 288	66 422
Receivables	*12*	94 030	66 089
Non-Current Assets		**3 630**	**42 534**
Prepayments and advances	*11*	962	962
Receivables	*12*	2 668	41 572
TOTAL ASSETS		**485 317**	**345 346**
LIABILITIES			
Current Liabilities		**484 637**	**344 798**
Voted funds to be surrendered to the Revenue Fund	*13*	137 385	66 422
Statutory Appropriation to be surrendered to the Revenue Fund		-	-
Departmental revenue and NRF Receipts to be surrendered to the Revenue Fund	*14*	233 904	230 841
Payables	*15*	113 348	43 054
Aid assistance unutilised	*3*	-	4 481
Non-Current Liabilities			
Payables		-	-
TOTAL LIABILITIES		**484 637**	**344 798**
NET ASSETS		**680**	**548**
Represented by:			
Capitalisation reserve		-	-
Recoverable revenue		3 994	3 862
Retained funds		-	-
Revaluation reserves		-	-
Unauthorised expenditure		(3 314)	(3 314)
TOTAL		**680**	**548**

STATEMENT OF CHANGES IN NET ASSETS
for the year ended 31 March 2026

	Note	2025/26 R'000	2024/25 R'000
Recoverable revenue			
Opening balance		3 862	3 441
Transfers		132	421
Recoverable revenue written off	*7-1*	(478)	(312)
Debts revised			-
Debts recovered (included in departmental revenue)		(744)	(720)
Debts raised		1 354	1 453
Closing balance		**3 994**	**3 862**
Unauthorised expenditure			
Opening balance		(3 314)	(3 305)
Unauthorised expenditure - current year		-	(9)
Relating to overspending of the vote or main division within the vote			(9)
Incurred not in accordance with the purpose of the vote or main division			-
Less: Amounts approved by Parliament/Legislature with funding			-
Less: Amounts approved by Parliament/Legislature without funding and derecognised		-	-
Current			-
Capital			-
Transfers and subsidies			-
Less: Amounts recoverable			-
Less: Amounts written off			-
Closing balance		**(3 314)**	**(3 314)**
TOTAL		**680**	**548**

CASH FLOW STATEMENT
for the year ended 31 March 2026

	Note	2025/26 R'000	2024/25 R'000
CASH FLOWS FROM OPERATING ACTIVITIES			
Receipts		**16 943 329**	**15 612 043**
Annual appropriated funds received	*1.1*	14 127 566	13 023 631
Statutory appropriated funds received		-	-
Departmental revenue received	*2*	2 815 741	2 588 394
Interest received	*2-3*	22	18
Net (increase)/ decrease in working capital		81 256	106 405
(Surrendered to) / Received from the Revenue Fund	*13,14*	(2 835 203)	(2 596 747)
Surrendered to RDP Fund/Donor		-	-
Current payments		(7 703 492)	(7 814 275)
Interest paid	*6*	(2 779)	(1)
Payments for financial assets	*7*	(22 688)	(2 141)
Transfers and subsidies paid	*8*	(1 725 288)	(1 589 887)
Net cash flow available from operating activities	*16*	**4 735 135**	**3 715 397**
CASH FLOWS FROM INVESTING ACTIVITIES			
Distribution/dividend received		-	-
Payments for capital assets	*9*	(4 602 355)	(3 617 336)
Proceeds from sale of capital assets	*2-4*	5 374	25 626
(Increase)/ decrease in loans		-	-
(Increase)/ decrease in investments		-	-
(Increase)/ decrease in other financial assets		-	-
(Increase)/ decrease in non-current receivables			-
(Increase)/ decrease in non-current prepayments and advances	*11*	(57 737)	(66 422)
Net cash flows from investing activities		**(4 654 718)**	**(3 658 132)**
CASH FLOWS FROM FINANCING ACTIVITIES			
Increase/ (decrease) in net assets		132	421
Increase/ (decrease) in non-current payables		-	-
Net cash flows from financing activities		**132**	**421**
Net increase/ (decrease) in cash and cash equivalents		80 549	57 686
Cash and cash equivalents at beginning of period		170 301	112 615
Unrealised gains and losses within cash and cash equivalents		(4 481)	-
Cash and Cash Equivalents at end of the period	*17*	**246 396**	**170 301**

ACCOUNTING POLICIES

Summary of significant accounting policies

The financial statements have been prepared in accordance with the following policies which have been applied consistently in all material aspects unless otherwise indicated. Management has concluded that the financial statements present fairly the department's primary and secondary information.

The historical cost convention has been used except where otherwise indicated. Management has used assessments and estimates in preparing the annual financial statements. These are based on the best information available at the time of preparation.

Where appropriate and meaningful additional information has been disclosed to enhance the usefulness of the financial statements and to comply with the statutory requirements of the Public Finance Management Act (PFMA) Act 1 of 1999 (as amended by Act 29 of 1999) and the Treasury Regulations issued in terms of the PFMA and the annual Division of Revenue Act.

1	**Basis of preparation** The financial statements have been prepared in accordance with the Modified Cash Standard.
2	**Going concern** The financial statements have been prepared on a going concern basis.
3	**Presentation currency** Amounts have been presented in the currency of the South African Rand (R) which is also the functional currency of the department.
4	**Rounding** Unless otherwise stated financial figures have been rounded to the nearest one thousand Rand (R'000).
5	**Foreign currency translation** Cash flows arising from foreign currency transactions are translated into South African Rands using the spot exchange rates prevailing at the date of payment / receipt.
6	**Comparative information**
6.1	**Prior period comparative information** Prior period comparative information has been presented in the current year's financial statements. Where necessary figures included in the prior period financial statements have been reclassified to ensure that the format in which the information is presented is consistent with the format of the current year's financial statements.
6.2	**Current year comparison with budget** A comparison between the approved final budget and actual amounts for each programme and economic classification is included in the Appropriation Statement.
7	**Revenue**

7.1	**Appropriated funds** Appropriated funds comprises of departmental allocations as well as direct charges against the revenue fund (i.e. statutory appropriation which are direct charges against the Revenue Fund authorised in terms of enabling legislation). Appropriated funds are recognised as revenue in the Statement of Financial Performance on the date the appropriation becomes effective. Adjustments made in terms of the adjustments budget process are recognised in the Statement of Financial Performance on the date those adjustments become effective. Appropriated funds are measured at the amounts receivable. The net amount of any appropriated funds due to / from the relevant Revenue Fund at the reporting date is recognised as a payable / receivable in the Statement of Financial Position.
7.2	**Departmental revenue** Departmental revenue is recognised in the Statement of Financial Performance when received and is subsequently paid into the relevant revenue fund unless stated otherwise. Departmental revenue is measured at the cash amount received. In-kind donations received are recorded in the notes to the financial statements on the date of receipt and are measured at fair value. Any amount owing to the relevant revenue fund at the reporting date is recognised as a payable in the Statement of Financial Position.
7.3	**Accrued departmental revenue** Accruals in respect of departmental revenue (excluding tax revenue) are recorded in the notes to the financial statements when: - it is probable that the economic benefits or service potential associated with the transaction will flow to the department; and - the amount of revenue can be measured reliably. The accrued revenue is measured at the fair value of the consideration receivable. Accrued tax revenue (and related interest and / penalties) is measured at amounts receivable from collecting agents. Write-offs are made according to the department's debt write-off policy.
8	**Expenditure**
8.1	**Compensation of employees**
8.1.1	**Salaries and wages** Salaries and wages are recognised in the Statement of Financial Performance on the date of payment.
8.1.2	**Social contributions** Social contributions made by the department in respect of current employees are recognised in the Statement of Financial Performance on the date of payment. Social contributions made by the department in respect of ex-employees are classified as transfers to households in the Statement of Financial Performance on the date of payment.
8.2	**Other expenditure** Other expenditure (such as goods and services transfers and subsidies and payments for capital assets) is recognised in the Statement of Financial Performance on the date of payment. The expense is classified as a capital expense if the total consideration paid is more than the capitalisation threshold. Donations made in kind are recorded in the notes to the financial statements on the date of transfer and are measured at cost or fair value.
8.3	**Accruals and payables not recognised** Accruals and payables not recognised are recorded in the notes to the financial statements at cost or fair value at the reporting date.
8.4	**Leases**

8.4.1	**Operating leases** Operating lease payments made during the reporting period are recognised as current expenditure in the Statement of Financial Performance on the date of payment. Operating lease payments received are recognised as departmental revenue. The operating lease commitments are recorded in the notes to the financial statements.
8.4.2	**Finance leases** Finance lease payments made during the reporting period are recognised as capital expenditure in the Statement of Financial Performance on the date of payment. Finance lease payments received are recognised as departmental revenue. The finance lease commitments are recorded in the notes to the financial statements and are not apportioned between the capital and interest portions. At commencement of the finance lease term finance lease assets acquired are recorded and measured at: - the fair value of the leased asset; or if lower - the present value of the minimum lease payments. Finance lease assets acquired prior to 1 April 2024 are recorded and measured at the present value of the minimum lease payments.
9	**Aid assistance**
9.1	**Aid assistance received** Aid assistance received in cash is recognised in the Statement of Financial Performance when received. In-kind aid assistance is recorded in the notes to the financial statements on the date of receipt and is measured at fair value. CARA Funds are recognised when receivable and measured at the amounts receivable. Aid assistance not spent for the intended purpose and any unspent funds from aid assistance that are required to be refunded to the donor are recognised as a payable in the Statement of Financial Position.
9.2	**Aid assistance paid** Aid assistance paid is recognised in the Statement of Financial Performance on the date of payment. Aid assistance payments made prior to the receipt of funds are recognised as a receivable in the Statement of Financial Position.
10	**Cash and cash equivalents** Cash and cash equivalents are stated at cost in the Statement of Financial Position. Bank overdrafts are shown separately on the face of the Statement of Financial Position as a current liability. For the purposes of the Cash Flow Statement cash and cash equivalents comprise cash on hand deposits held other short-term highly liquid investments and bank overdrafts.
11	**Prepayments and advances** Prepayments and advances are recognised in the Statement of Financial Position when the department receives or disburses the cash. Prepayments and advances are initially and subsequently measured at cost. Prepayments and advances expensed before 1 April 2024 are recorded until the goods services or capital assets are received or the funds are utilised in accordance with the contractual agreement.
12	**Loans and receivables** Loans and receivables are recognised in the Statement of Financial Position at cost plus accrued interest where interest is charged less amounts already settled or written off. Write-offs are made according to the department's write-off policy.
13	**Investments** Investments are recognised in the Statement of Financial Position at cost.

14	**Financial assets**
14.1	**Financial assets** A financial asset is recognised initially at its cost plus transaction costs that are directly attributable to the acquisition or issue of the financial asset. At the reporting date a department shall measure its financial assets at cost less amounts already settled or written-off except for recognised loans and receivables which are measured at cost plus accrued interest where interest is charged less amounts already settled or written off.
14.2	**Impairment of financial assets** Where there is an indication of impairment of a financial asset an estimation of the reduction in the recorded carrying value to reflect the best estimate of the amount of the future economic benefits expected to be received from that asset is recorded in the notes to the financial statements.
15	**Payables** Payables recognised in the Statement of Financial Position are recognised at cost.
16	**Capital assets**
16.1	**Immovable capital assets** Immovable assets reflected in the asset register of the department are recorded in the notes to the financial statements at cost or fair value value [or R1000 for specific assets per MCS 11.72A] where the cost cannot be determined reliably. Immovable assets acquired in a non-exchange transaction are recorded at fair value at the date of acquisition. Immovable assets are subsequently carried in the asset register at cost and are not currently subject to depreciation or impairment. Subsequent expenditure of a capital nature forms part of the cost of the existing asset when ready for use. Additional information on immovable assets not reflected in the assets register is provided in the notes to financial statements.
16.2	**Movable capital assets** Movable capital assets are initially recorded in the notes to the financial statements at cost. Movable capital assets acquired through a non-exchange transaction is measured at fair value as at the date of acquisition. Where the cost of movable capital assets cannot be determined reliably the movable capital assets are measured at fair value and where fair value cannot be determined; the movable assets are measured at R1. All assets acquired prior to 1 April 2002 (or a later date as approved by the OAG) may be recorded at R1. Movable capital assets are subsequently carried at cost and are not subject to depreciation or impairment. Biological assets are subsequently carried at fair value. [Add this sentence on biological assets if the department has elected to revalue its biological assets at reporting date] Subsequent expenditure that is of a capital nature forms part of the cost of the existing asset when ready for use.
16.3	**Intangible capital assets** Intangible assets are initially recorded in the notes to the financial statements at cost. Intangible assets acquired through a non-exchange transaction are measured at fair value as at the date of acquisition. Internally generated intangible assets are recorded in the notes to the financial statements when the department commences the development phase of the project. Where the cost of intangible assets cannot

	be determined reliably the intangible capital assets are measured at fair value and where fair value cannot be determined; the intangible assets are measured at R1. All assets acquired prior to 1 April 2002 (or a later date as approved by the OAG) may be recorded at R1. Intangible assets are subsequently carried at cost and are not subject to depreciation or impairment. Subsequent expenditure of a capital nature forms part of the cost of the existing asset when ready for use.
16.4	**Project costs: Work-in-progress** Expenditure of a capital nature is initially recognised in the Statement of Financial Performance at cost when paid. Amounts paid towards capital projects are separated from the amounts recognised and accumulated in work-in-progress until the underlying asset is ready for use. Once ready for use the total accumulated payments are recorded in an asset register. Subsequent payments to complete the project are added to the capital asset in the asset register. Where the department is not the custodian of the completed project asset the asset is transferred to the custodian subsequent to completion.
17	**Provisions and contingents**
17.1	**Provisions** Provisions are recorded in the notes to the financial statements when a present legal or constructive obligation exists as a result of past events it is probable that an outflow of resources embodying economic benefits or service potential will be required to settle the obligation and a reliable estimate of the obligation can be made. The provision is measured as the best estimate of the funds required to settle the present obligation at the reporting date.
17.2	**Contingent liabilities** Contingent liabilities are recorded in the notes to the financial statements when there is a possible obligation that arises from past events and whose existence will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not within the control of the department or when there is a present obligation that is not recognised because it is not probable that an outflow of resources will be required to settle the obligation or the amount of the obligation cannot be measured reliably.
17.3	**Contingent assets** Contingent assets are recorded in the notes to the financial statements when a possible asset arises from past events and whose existence will be confirmed by the occurrence or non-occurrence of one or more uncertain future events not within the control of the department.
17.4	**Capital commitments** Capital commitments are recorded at cost in the notes to the financial statements.
18	**Unauthorised expenditure** Unauthorised expenditure is measured at the amount of the confirmed unauthorised expenditure. Unauthorised expenditure is recognised in the Statement of Changes in Net Assets until such time as the expenditure is either: - approved by Parliament or the Provincial Legislature with funding and the related funds are received; or - approved by Parliament or the Provincial Legislature without funding and is written off against the appropriation in the statement of financial performance; or - transferred to receivables for recovery. Unauthorised expenditure recorded in the notes to the financial statements comprise of - unauthorised expenditure that was under assessment in the previous financial year; - unauthorised expenditure relating to previous financial year and identified in the current year; and - unauthorised expenditure incurred in the current year.
19	**Fruitless and wasteful expenditure** Fruitless and wasteful expenditure receivables are recognised in the Statement of Financial Position when recoverable. The receivable is measured at the amount that is expected to be recovered and is de-recognised when settled or subsequently written off as irrecoverable. Fruitless and wasteful expenditure is recorded in the notes to the financial statements when and at amounts confirmed and comprises of: - fruitless and wasteful expenditure that was under assessment in the previous financial year; - fruitless and

	wasteful expenditure relating to previous financial year and identified in the current year; and - fruitless and wasteful expenditure incurred in the current year.
20	**Irregular expenditure** Losses emanating from irregular expenditure are recognised as a receivable in the Statement of Financial Position when recoverable. The receivable is measured at the amount that is expected to be recovered and is de-recognised when settled or subsequently written off as irrecoverable. Irregular expenditure is recorded in the notes to the financial statements when and at amounts confirmed and comprises of: - irregular expenditure that was under assessment in the previous financial year; - irregular expenditure relating to previous financial year and identified in the current year; and - irregular expenditure incurred in the current year.
21	**Changes in accounting policies estimates and errors** Changes in accounting policies are applied in accordance with MCS requirements. Changes in accounting estimates are applied prospectively in accordance with MCS requirements. Correction of errors is applied retrospectively in the period in which the error has occurred in accordance with MCS requirements except to the extent that it is impracticable to determine the period-specific effects or the cumulative effect of the error. In such cases the department shall restate the opening balances of assets liabilities and net assets for the earliest period for which retrospective restatement is practicable.
22	**Events after the reporting date** Events after the reporting date that are classified as adjusting events have been accounted for in the financial statements. The events after the reporting date that are classified as non-adjusting events after the reporting date have been disclosed in the notes to the financial statements.
23	**Principal-Agent arrangements** The department is party to a principal-agent arrangement for collecting motor vehicle license fees. In terms of the arrangement the department is the principal and is responsible for paying 10% agency fee on revenue collected as determined by the SLA. All related revenues expenditures assets and liabilities have been recognised or recorded in terms of the relevant policies listed herein. Additional disclosures have been provided in the notes to the financial statements where appropriate.
24	**Departures from the MCS requirements** [Insert information on the following: that management has concluded that the financial statements present fairly the department's primary and secondary information; that the department complied with the Standard except that it has departed from a particular requirement to achieve fair presentation; and the requirement from which the department has departed the nature of the departure and the reason for departure.]
25	**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 underlying asset is disposed and the related funds are received.
26	**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.

27	**Related party transactions** Related party transactions within the Minister/MEC's portfolio are recorded in the notes to the financial statements when the transaction is not at arm's length. The full compensation of key management personnel is recorded in the notes to the financial statements.
28	**Inventories** At the date of acquisition inventories are recognised at cost in the Statement of Financial Performance. Where inventories are acquired as part of a non-exchange transaction the inventories are measured at fair value as at the date of acquisition. Inventories are subsequently measured at the lower of cost and net realisable value or where intended for distribution (or consumed in the production of goods for distribution) at no or a nominal charge the lower of cost and current replacement value. The cost of inventories is assigned by using the weighted average cost basis.
29	**Public-Private Partnerships** Public Private Partnerships are accounted for based on the nature and or the substance of the partnership. The transaction is accounted for in accordance with the relevant accounting policies. A summary of the significant terms of the PPP agreement the parties to the agreement and the date of commencement thereof together with the description and nature of the concession fees received the unitary fees paid rights and obligations of the department are recorded in the notes to the financial statements.
30	**Employee benefits** The value of each major class of employee benefit obligation (accruals payables not recognised and provisions) is recorded in the Employee benefits note. Accruals and payables not recognised for employee benefits are measured at cost or fair value at the reporting date. The provision for employee benefits is measured as the best estimate of the funds required to settle the present obligation at the reporting date.
31	**Transfer of functions** Transfer of functions are accounted for by the acquirer by recognising or recording assets acquired and liabilities assumed at their carrying amounts at the date of transfer. Transfer of functions are accounted for by the transferor by derecognising or removing assets and liabilities at their carrying amounts at the date of transfer.
32	**Mergers** Mergers are accounted for by the combined department by recognising or recording assets acquired and liabilities assumed at their carrying amounts at the date of the merger. Mergers are accounted for by the combining departments by derecognising or removing assets and liabilities at their carrying amounts at the date of the merger.

1. Annual Appropriation

1.1. Annual Appropriation

Included are funds appropriated in terms of the Appropriation Act (and the Adjustments Appropriation Act) for National Departments (Voted funds) and Provincial Departments:

Programmes		2025/26			2024/25		
		Final Budget	Actual Funds Received	Funds not requested / not received	Final Budget	Appropriation Received	Funds not requested / not received
		R'000	R'000	R'000	R'000	R'000	R'000
1)	ADMINISTRATION	1 080 865	1 080 865	-	1 060 924	1 060 924	-
2)	TRANSPORT INFRASTRUCTURE	9 078 776	9 078 776	-	8 081 765	8 081 765	-
3)	TRANSPORT OPERATIONS	2 456 275	2 456 275	-	2 456 707	2 456 707	-
4)	TRANSPORT REGULATION	1 465 871	1 465 871	-	1 379 734	1 379 734	-
5)	COMMUNITY BASED PROGRAMME	45 779	45 779	-	44 501	44 501	-
Total		**14 127 566**	**14 127 566**	**-**	**13 023 631**	**13 023 631**	**-**

1.2. Conditional grants

	Note	2025/26 R'000	2024/25 R'000
Total grants received	*32*	**5 310 302**	**4 622 024**

2. Departmental Revenue

	Note	2025/26 R'000	2024/25 R'000
Tax revenue		2 427 596	2 243 850
Sales of goods and services other than capital assets	*2.1*	170 765	159 378
Fines penalties and forfeits	*2.2*	215 020	186 148
Interest dividends and rent on land	*2.3*	36	59
Sales of capital assets	*2.4*	5 374	25 626
Transactions in financial assets and liabilities	*2.5*	2 346	(1 023)
Transfers received		-	-
Total revenue collected		**2 821 137**	**2 614 038**

2.1. Sales of goods and services other than capital assets

	Note	2025/26 R'000	2024/25 R'000
Sales of goods and services produced by the department		**170 288**	**157 844**
Sales by market establishment		5 946	5 520
Administrative fees		164 342	152 319
Other sales		-	5
Sales of scrap waste and other used current goods		477	1 534
Total	*2*	**170 765**	**159 378**

2.2. Fines penalties and forfeits

	Note	2025/26 R'000	2024/25 R'000
Fines		47 949	24 328
Penalties		167 071	161 820
Forfeits		-	-
Total	*2*	**215 020**	**186 148**

2.3. Interest dividends and rent on land

	Note	2025/26 R'000	2024/25 R'000
Interest		22	18
Dividends		-	-
Rent on land		14	41
Total	*2*	**36**	**59**

2.4. Sales of capital assets

	Note	2025/26 R'000	2024/25 R'000
Tangible capital assets		**5 374**	**25 626**
Machinery and equipment		5 374	25 626
Total	*2*	**5 374**	**25 626**

2.5. Transactions in financial assets and liabilities

	Note	2025/26 R'000	2024/25 R'000
Other Receipts including Recoverable Revenue		2 346	(1 023)
Gains on GFECRA		-	-
Total	*2*	**2 346**	**(1 023)**

3. Aid Assistance

	Note	2025/26 R'000	2024/25 R'000
Opening Balance		4 481	10 601
Prior period error		-	(6 120)
As restated		**4 481**	**4 481**
Transferred from Statement of Financial Performance		(4 481)	-
Transferred to/from retained funds		-	-
Paid during the year		-	-
Closing Balance		**-**	**4 481**

The RTMC funding was fully utilised during the 2025/2026 financial year on road safety and law enforcement initiatives.

3.1 Analysis of balance by source

	Note	2025/26 R'000	2024/25 R'000
Aid assistance from RDP			-
Aid assistance from other sources		-	4 481
CARA Funds			-
Closing Balance	*3*	**-**	**4 481**

3.2 Analysis of balance

	Note	2025/26 R'000	2024/25 R'000
Aid assistance receivable			-
Aid assistance prepayments (Not expensed)			-
Aid assistance unutilised		-	4 481
Aid assistance repayable			-
Closing balance	*3*	**-**	**4 481**
Aid assistance not requested/not received			-

3.3 Prior period error

	2024/25 R'000
Nature of prior period error	**6 120**
Misallocation of prior period Expenditure	6 120
Relating to 2024/25	-
Misallocation of prior period Expenditure	-
Total prior period errors	**6 120**

In the prior period expenditure was allocated to the incorrect BAS Matching field and thus omitted from the aid assistance funding. The error was detected in the 2025/2026 financial year and was thus corrected.

3.4 Aid assistance expenditure per economic classification

	Note	2025/26 R'000	2024/25 R'000
Current		-	-
Capital	9-1	4 481	-
Transfers and subsidies		-	-
Total aid assistance expenditure		**4 481**	**-**

4. Compensation of Employees

4.1 Salaries and wages

	Note	2025/26 R'000	2024/25 R'000
Basic salary		1 365 951	1 254 859
Performance award		447	340
Service Based		3 043	3 109
Compensative/circumstantial		208 482	246 580
Periodic payments		145 838	147 276
Other non-pensionable allowances		256 251	224 541
Total		**1 980 012**	**1 876 705**

4.2 Social Contributions

	Note	2025/26 R'000	2024/25 R'000
Employer contributions			
Pension		166 303	153 959
Medical		187 683	155 933
UIF		2 467	1 037
Bargaining council		634	531
Official unions and associations		-	-
Insurance		5 376	3 913
Total		**362 463**	**315 373**
Total compensation of employees		**2 342 475**	**2 192 078**
Average number of employees		4 743	5 089

5. Goods and services

	Note	2025/26 R'000	2024/25 R'000
Administrative fees		172 944	148 705
Advertising		9 700	7 697
Minor assets	5.1	6 271	6 640
Bursaries (employees)		3 170	1 268
Catering		3 431	4 357
Communication		48 864	26 532
Computer services	5.2	338 167	480 259
Consultants: Business and advisory services		267 556	230 413
Infrastructure and planning services		621 598	651 388
Laboratory services		321	450
Legal services		53 044	23 622
Contractors		1 609 798	1 843 844
Agency and support / outsourced services		367 457	268 325
Entertainment		-	-
Audit cost – external	5.3	20 669	31 510
Fleet services		386 624	436 740
Inventories	5.4	217 390	107 894
Consumables	5.5	59 064	109 362
Operating leases		16 357	73 329
Property payments	5.6	328 175	345 982
Rental and hiring		1 088	843
Transport provided as part of the departmental activities		585 876	520 270
Travel and subsistence	5.7	161 498	174 599
Venues and facilities		25 136	55 978
Training and development		47 424	59 154
Other operating expenditure	5.8	9 395	13 036
Total		**5 361 017**	**5 622 197**

5.1 Minor assets

	Note	2025/26 R'000	2024/25 R'000
Tangible capital assets		**6 271**	**6 640**
Machinery and equipment		6 271	6 640
Total	*5*	**6 271**	**6 640**

5.2 Computer services

	Note	2025/26 R'000	2024/25 R'000
SITA computer services		36 973	38 159
External computer service providers		301 194	442 100
Total	*5*	**338 167**	**480 259**

5.3 Audit cost – external

	Note	2025/26 R'000	2024/25 R'000
Regularity audits		2 542	14 604
Performance audits		-	-
Investigations		1 406	14 581
Environmental audits		-	-
Computer audits		16 721	2 325
Total	*5*	**20 669**	**31 510**

5.4 Inventories

	Note	2025/26 R'000	2024/25 R'000
Clothing material and accessories		49 047	3 718
Fuel oil and gas		44 795	47 858
Learning and teaching support material		-	-
Materials and supplies		123 548	56 318
Other supplies			
Total	*5*	**217 390**	**107 894**

5.5 Consumables

	Note	2025/26 R'000	2024/25 R'000
Consumable supplies		**36 936**	**86 857**
Uniform and clothing		15 534	56 201
Household supplies		8 142	6 351
IT consumables		-	57
Other consumables		13 260	24 248
Stationery printing and office supplies		22 128	22 505
Total	*5*	**59 064**	**109 362**

5.6 Property payments

	Note	2025/26 R'000	2024/25 R'000
Municipal services		74 043	60 451
Property management fees		-	-
Property maintenance and repairs		26 943	21 273
Other		227 189	264 258
Total	*5*	**328 175**	**345 982**

5.7 Travel and subsistence

	Note	2025/26 R'000	2024/25 R'000
Local		160 985	174 251
Foreign		513	348
Total	*5*	**161 498**	**174 599**

5.8 Other operating expenditure

	Note	2025/26 R'000	2024/25 R'000
Professional bodies membership and subscription fees		-	9
Resettlement costs		873	1 266
Other		8 522	11 761
Total	*5*	**9 395**	**13 036**

6. Interest and Rent on Land

	Note	2025/26 R'000	2024/25 R'000
Interest paid		2 779	1
Rent on land		-	-
Total		**2 779**	**1**

Interest was paid to Bus Operators from a court judgement.

7. Payments for financial assets

	Note	2025/26 R'000	2024/25 R'000
Debts written off	*7-.1*	22 688	2 141
Total		**22 688**	**2 141**

7.1 Debts written off

	Note	2025/26 R'000	2024/25 R'000
Nature of debts written off			
Employee Debt		478	312
Zibambele		18 244	1 536
Inter-governmental debt		3 966	293
Total		**22 688**	**2 141**
Total debt written off	*7*	**22 688**	**2 141**

8. Transfers and Subsidies

	Note	2025/26 R'000	2024/25 R'000
Provinces and municipalities		15 111	33 685
Departmental agencies and accounts	*ANNEXURE A*	15 014	13 288
Public corporations and private enterprises	*ANNEXURE B*	1 643 205	1 491 078
Non-profit institutions	*ANNEXURE C*	32 916	28 931
Households	*ANNEXURE D*	19 042	22 905
Total		**1 725 288**	**1 589 887**

8.1 Gifts donations and sponsorships made in kind (not included in the main note)

	Note	2025/26 R'000	2024/25 R'000
Gifts		-	-
Donations	*ANNEXURE E*	-	555
Sponsorships		-	-
Total		**-**	**555**

9. Expenditure for capital assets

	Note	2025/26 R'000	2024/25 R'000
Tangible capital assets		**4 596 709**	**3 550 914**
Buildings and other fixed structures		4 379 197	2 951 308
Machinery and equipment		217 512	599 606
Intangible capital assets		**5 646**	**-**
Software		5 646	-
Total		**4 602 355**	**3 550 914**

9.1 Analysis of funds utilised to acquire capital assets

	2025/26		
	Voted Funds	Aid assistance	TOTAL
	R'000	R'000	R'000
Tangible capital assets	**4 592 228**	**4 481**	**4 596 709**
Buildings and other fixed structures	4 379 197		4 379 197
Machinery and equipment	213 031	4 481	217 512
Intangible capital assets	**5 646**	**-**	**5 646**
Software	5 646	-	5 646
Total	**4 597 874**	**4 481**	**4 602 355**

9.2 Analysis of funds utilised to acquire capital assets

	2024/25		
	Voted Funds	Aid assistance	TOTAL
	R'000	R'000	R'000
Tangible capital assets	**3 550 914**	**-**	**3 550 914**
Buildings and other fixed structures	2 951 308	-	2 951 308
Machinery and equipment	599 606	-	599 606
Total	**3 550 914**	**-**	**3 550 914**

9.3 Finance lease expenditure included in Expenditure for capital assets

	2025/26	2024/25
	R'000	R'000
Machinery and equipment	29 039	-
Total	**29 039**	**-**

10. Cash and Cash Equivalents

	Note	2025/26	2024/25
		R'000	R'000
Consolidated Paymaster General Account		246 336	164 035
Cash receipts		-	6 233
Cash on hand		33	33
Total		**246 369**	**170 301**

11. Prepayments and Advances

	Note	2025/26	2024/25
		R'000	R'000
Travel and subsistence		962	962
Prepayments (Not expensed)		-	-
Advances paid (Not expensed)	*11.1*	141 288	66 422
SOCPEN advances		-	-
Total		**142 250**	**67 384**
Analysis of Prepayments and Advances			
Current Prepayments and advances		141 288	66 422
Non-current Prepayments and advances		962	962
Total		**142 250**	**67 384**

11.1 Advances paid (Not expensed)

	Note	Balance as at 1 April 2025	Less: Amount expensed in current year	Add/Less: Other	Add: Current Year advances	Balance as at 31 March 2026
		R'000	R'000	R'000	R'000	R'000
National departments		66 422	(169 134)	-	244 000	141 288
Provincial departments		-				-
Public entities		-				-
Other institutions		-				-
Total	*11*	**66 422**	**(169 134)**	**-**	**244 000**	**141 288**

Advances to National departments relates to National Public Works for the Welisize bridges.

	Note	Balance as at 1 April 2024	Less: Amount expensed in current year	Add/Less: Other	Add: Current Year advances	Balance as at 31 March 2025
Advances paid (Not expensed)		**R'000**	**R'000**	**R'000**	**R'000**	**R'000**
National departments		-	(8 618)	-	75 040	66 422
Provincial departments		-	-	-	-	-
Public entities		-	-	-	-	-
Other institutions		-	-	-	-	-
Total	*11*	**-**	**(8 618)**	**-**	**75 040**	**67 422**

11.2 Advances paid (Expensed)

	Balance as at 1 April 2025	Less: Received in the current year	Less: Other	Amount as at 31 March 2026
	R'000	**R'000**	**R'000**	**R'000**
National departments	17 129	(17 129)		-
Provincial departments	-			-
Public entities	990 780	(309 258)		681 522
Other institutions	-			-
Total	**1 007 909**	**(326 387)**	**-**	**681 522**

Advances to National departments relates to National Public Works for the Welisize bridges. These advances were paid prior to 01 April 2024 and were allowed to be expenses as per the MCS.

Advances to public entities relates to The Independent Development Trust and The South African National Roads Agency for various capital projects. These advances were paid prior to 01 April 2024 and were allowed to be expenses as per the MCS.

	Balance as at 1 April 2024	Less: Received in the current year	Add/Less: Other	Amount as at 31 March 2025
Advances paid (Expensed)	**R'000**	**R'000**	**R'000**	**R'000**
National departments	156 014	(138 885)	-	17 129
Provincial departments	-	-	-	-
Public entities	1 422 760	(431 980)	-	990 780
Other institutions	-	-	-	-
Total	**1 0578 774**	**(570 865)**	**-**	**1 007 909**

12. Receivables

		2025/26			2024/25		
		Current	Non-current	Total	Current	Non-current	Total
	Note	R'000	R'000	R'000	R'000	R'000	R'000
Claims recoverable	*12.1*	32 657	-	32 657	60 603	39 126	99 729
Staff debt	*12.2*	2 422	2 198	4 620	2 634	2 446	5 080
Other receivables	*12.3*	58 951	470	59 421	2 852	-	2 852
Total		**94 030**	**2 668**	**96 698**	**66 089**	**41 572**	**107 661**

12.1 Claims recoverable

	Note	2025/26 R'000	2024/25 R'000
National departments		81	11 616
Provincial departments		32 576	88 113
Total	*12*	**32 657**	**99 729**

12.2 Staff debt

	Note	2025/26 R'000	2024/25 R'000
(Group major categories but list material items)			
In-Service Debts		3 077	2 822
Tax Debt		72	216
Out-of-Service Debts		1 471	1 572
Private Entities			470
Total	*12*	**4 620**	**5 080**

12.3 Other receivables

	Note	2025/26 R'000	2024/25 R'000
Sal: Reversal Control: CA		1 277	2 482
Private Entities		57 630	-
Other		514	370
Total	*12*	**59 421**	**2 852**

13. Voted Funds to be surrendered to the Revenue Fund / (Voted funds receivable)

	Note	2025/26 R'000	2024/25 R'000
Opening balance		79 069	-
Prior period error			12 647
As restated		**79 069**	**12 647**
Transfer from Statement of Financial Performance (as restated)		75 445	66 413
Add: Unauthorised expenditure for current year		-	9
Voted funds not requested/not received	*1.1*	-	-
Transferred to retained revenue to defray excess expenditure			-
Received / (Paid) during the year		(17 129)	-
Closing balance		**137 385**	**79 069**

13.1 Reconciliation of unspent conditional grants

	Note	R'000 2025/26	R'000 2024/25
Opening balance		-	-
Total conditional grants received	*1.2*	**5 310 302**	**4 622 024**
Total conditional grants spent		**(5 310 302)**	**(4 622 024)**
Unspent conditional grants to be surrendered		-	-
Less: Paid to the Provincial Revenue Fund by Provincial department		-	-
Approved for rollover		-	-
Not approved for rollover		-	-
Closing balance		**-**	**-**

14. Departmental revenue and NRF Receipts to be surrendered to the Revenue Fund

	Note	2025/26 R'000	2024/25 R'000
Opening balance		230 841	213 550
Prior period error			
As restated		**230 841**	**213 550**
Transfer from Statement of Financial Performance (as restated)		2 821 137	2 614 038
Own revenue included in appropriation		-	-
Transfer from aid assistance	*3*	-	-
Transfer to voted funds to defray expenditure		-	-
Paid during the year		(2 818 074)	(2 596 747)
Closing balance		**233 904**	**230 841**

15. Payables - current

	Note	2025/26 R'000	2024/25 R'000
Clearing accounts	*15.1*	5 416	7 349
Other payables	*15.2*	107 932	35 705
Total		**113 348**	**43 054**

In the prior period expenditure for aid assistance was misallocated to the incorrect BAS Matching field . The error was detected in the 2025/2026 financial year and was thus corrected.

15.1 Clearing accounts

	Note	2025/26 R'000	2024/25 R'000
Sal:ACB		-	5 664
Sal : GEHS Refund Control Acc:CL		1 691	287
Sal:UIF		-	4
Sal:Income Tax		3 670	1 386
Other		55	8
Total	*15*	**5 416**	**7 349**

15.2 Other payables

	Note	2025/26 R'000	2024/25 R'000
Online Travel Control Account		10 000	16 840
Other payables		97 932	18 865
Total	*15*	**107 932**	**35 705**

16. Net cash flow available from operating activities

	Note	2025/26 R'000	2024/25 R'000
Net surplus/(deficit) as per Statement of Financial Performance		2 892 101	2 680 451
Add back non cash/cash movements not deemed operating activities		**1 843 034**	**1 034 946**
(Increase)/decrease in receivables		10 963	15 646
Increase/(decrease) in payables – current		70 294	24 337
Proceeds from sale of capital assets		(5 375)	(25 626)
Expenditure on capital assets		4 602 355	3 617 336
Surrenders to / Received from the Revenue Fund		(2 835 203)	(2 596 747)
Net cash flow generated by operating activities		**4 735 135**	**3 715 397**

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

	Note	2025/26 R'000	2024/25 R'000
Consolidated Paymaster General account		246 336	164 035
Cash receipts		-	6 233
Cash on hand		33	33
Total		**246 369**	**170 301**

18. Contingent liabilities and contingent assets

18.1 Contingent liabilities

	Note	2025/26 R'000	2024/25 R'000
Liable to			
Claims against the department	*Annex 2*	9 777 896	9 538 305
Intergovernmental contingent liabilities	*Annex 4*	48 334	30 846
Total		**9 826 230**	**9 569 151**

Included in the Claims against the department figure are claims relating to potholes to the value of R109 million Accidents claims amounting to R8 197 million & Civil claims amounting to R9 660 billion.

18.2 Contingent assets

Nature of contingent asset	Note	2025/26 R'000	2024/25 R'000
Claims Recoverable by the State		5 788	6 053
Total		**5 788**	**6 053**

19. Capital commitments

	Note	2025/26 R'000	2024/25 R'000
Buildings and other fixed structures		14 670 586	18 236 299
Machinery and equipment		10 874	24 314
Total		**14 681 460**	**18 260 613**

Capital commitments (Buildings and other fixed structures and Machinery & Equipment) is mainly made up of multi year contracts for Road Rehabilitation Road Upgrade and New Construction.

20. Accruals and payables not recognized

20.1 Accruals

			2025/26	2024/25
			R'000	R'000
Listed by economic classification	**30 days**	**30+ days**	**Total**	**Total**
Goods and services	182 178	36 335	218 513	365 331
Interest and rent on land	-	-	-	-
Transfers and subsidies	169 091	-	169 091	151 483
Capital assets	122 801	48 698	171 499	255 785
Other	3 352	70	3 422	4 327
Total	**477 422**	**85 103**	**562 525**	**776 926**

Accruals of R562 mil – Documentation /invoices were received by the department subsequent to the financial year end and thus they were processed and paid after year end..

20.2 Payables not recognised

	2025/26			2024/25
	30 days	30+ days	Total	Total
Listed by economic classification	**R'000**	**R'000**	**R'000**	**R'000**
Goods and services	368 777	308 848	677 625	615 830
Interest and rent on land	-	-	-	-
Transfers and subsidies	142 578	62 681	205 259	172 173
Capital assets	250 871	737 888	988 759	755 837
Other	133	2 280	2 413	632
Total	**762 359**	**1 111 697**	**1 874 056**	**1 544 472**

		2025/26	2024/25
	Note	R'000	R'000
Intergovernmental payables not recognised (included above)	*Annex 4*	48 334	-

Invoices to the value of R1.8 billion were received by the department prior to March 2026. The department had to undertake the necessary processes to ensure the accuracy of the invoice prior to processing of payments. Thus payments for these invoices would be made in the new financial year. There were queries with some suppliers with regards to their invoices and this attributed to the delays in finalising the invoices.

21. Employee benefits

	Note	2025/26 R'000	2024/25 R'000
Leave entitlement		116 974	119 265
Service bonus		52 197	48 867
Performance awards		-	-
Capped leave		33 963	40 776
Other		2 056	2 997
Total		**205 190**	**211 905**

At this stage the department is not able to reliably measure the long term portion of the long service awards.

22. Lease commitments

22.1 Operating leases

	2025/26				
		Land		Machinery and Equipment	Total
	R'000	R'000	R'000	R'000	R'000
Not later than 1 year	-	22	-	7 765	7 787
Later than 1 year and not later than 5 years	-	147	-	7 118	7 265
Later than five years	-	-	-	-	-
Total lease commitments	**-**	**169**	**-**	**14 883**	**15 052**

	2024/25				Total
	R'000	R'000	R'000	R'000	R'000
Not later than 1 year	-	103	-	-	103
Later than 1 year and not later than 5 years	-	146	-	-	146
Later than five years	-	-	-	-	-
Total lease commitments	**-**	**249**	**-**	**-**	**249**

22.2 Finance leases

	2025/26				
				Machinery and Equipment	Total
	R'000	R'000	R'000	R'000	R'000
Not later than 1 year	-	-	-	6 419	6 419
Later than 1 year and not later than 5 years	-	-	-	1 072	1 072
Later than five years	-	-	-	-	-
Total lease commitments	**-**	**-**	**-**	**7 491**	**7 491**

	2024/25				
				Machinery and Equipment	Total
	R'000	R'000	R'000	R'000	R'000
Not later than 1 year	-	-	-	11 520	11 520
Later than 1 year and not later than 5 years	-	-	-	4 177	4 177
Later than five years	-	-	-	-	-
Total lease commitments	**-**	**-**	**-**	**15 697**	**15 697**

23. Accrued departmental revenue

	Note	2025/26 R'000	2024/25 R'000
			-
Fines penalties and forfeits		442 216	286 575
Sale of capital assets		-	5 667
Total		**67 216**	**292 242**

23.1 Analysis of accrued departmental revenue

	Note	2025/26 R'000	2024/25 R'000
Opening balance		292 242	221 448
Less: Amounts received		48 650	33 505
Less: Services received in lieu of cash		-	-
Add: Amounts recorded		370 270	268 796
Less: Amounts written-off/reversed as irrecoverable		171 646	164 497
Closing balance		**442 216**	**292 242**

23.2 Accrued department revenue written off

	Note	2025/26 R'000	2024/25 R'000
Nature of losses			
Traffic fines		171 646	164 497
Total		**171 646**	**164 497**

24. Unauthorised Irregular and Fruitless and wasteful expenditure

	Note	2025/26 R'000	2024/25 R'000
Unauthorised expenditure		-	9
Irregular expenditure		1 477 838	1 333 145
Fruitless and wasteful expenditure		2 934	207
Total		**1 480 772**	**1 333 361**

Only R234 747 000 relates to new incidents of irregularities incurred in the current year. The balance of R1 243 091 000 relates to carry through costs of multi-year projects where the irregularities were identified in the previous years. The contracts are coming to an end and therefore the drop in the irregular expenditure.

25. Key management personnel

	2025/26 R'000	2024/25 R'000
Political office bearers (provide detail below)	2 306	2 249
Officials:		
Level 15 to 16	9 734	8 048
Level 14	14 407	13 637
Family members of key management personnel	3 994	3 565
Total	**30 441**	**27 499**

26. Provisions

	Note	2025/26 R'000	2024/25 R'000
Claims Against the State		167	129
Retention on infrastructure Projects		341 624	206 836
Rehabilitation of borrow pits		171 502	167 183
Retention on non-residential buildings		5 330	1 239
Total		**518 623**	**375 387**

Retentions on infrastructure projects are stated at the amount retained from payments as at the end of the reporting period as per accounting standards.

26.1 Reconciliation of movement in provisions

	2025/26				
	Claims against the state	Retention on infrastructure Projects	Rehabilitation of borrow pits	Retention on non-residential buildings	Total provisions
	R'000	R'000	R'000	R'000	R'000
Opening balance	129	206 836	167 183	1 239	375 387
Increase in provision	38	179 825	4 319	5 330	189 512
Settlement of provision		(45 037)		(1 239)	(46 276)
Closing balance	**167**	**341 624**	**171 502**	**5 330**	**518 623**

Reconciliation of movement in provisions - 2024/25

	2024/25				
	Claims against the state	Retention on infrastructure Projects	Rehabilitation of borrow pits	Retention on non-residential buildings	Total provisions
	R'000	R'000	R'000	R'000	R'000
Opening balance	70	58 215	161 619	-	219 904
Increase in provision	59	148 621	5 564	1 239	155 483
Closing balance	**129**	**206 836**	**167 183**	**1 239**	**375 387**

27. Movable Tangible Capital Assets

MOVEMENT IN MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2026

	Opening balance	Value adjustments	Additions	Disposals	Closing balance
	R'000	R'000	R'000	R'000	R'000
MACHINERY AND EQUIPMENT	**3 315 816**		**114 367**	**(41 438)**	**3 388 745**
Transport assets	1 468 464		47 579	(14 385)	1 501 658
Computer equipment	349 931		36 154	(21 486)	364 599
Furniture and office equipment	27 362		5 632	(369)	32 625
Other machinery and equipment	1 470 059		25 002	(5 198)	1 489 863

	Opening balance	Value adjustments	Additions	Disposals	Closing balance
	R'000	R'000	R'000	R'000	R'000
FINANCE LEASE ASSETS	**25 728**		**-**	**-**	**25 728**
Finance lease assets	25 728		-	-	25 728
TOTAL MOVABLE TANGIBLE CAPITAL ASSETS	**3 341 544**	**-**	**114 367**	**(41 438)**	**3 414 473**

Movable Tangible Capital Assets under investigation

	Number	Value R'000
Included in the above total of the movable tangible capital assets per the asset register are assets that are under investigation:		
Machinery and equipment	2 473	86 285

27.1 Movement for 2024/25

MOVEMENT IN MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2025

	Opening balance	Prior period error	Additions	Disposals	Closing balance
	R'000	R'000	R'000	R'000	R'000
MACHINERY AND EQUIPMENT	**3 014 967**	**8 069**	**465 208**	**(172 428)**	**3 315 816**
Transport assets	1 482 132	3 485	93 544	(110 697)	1 468 464
Computer equipment	295 288	263	70 173	(15 793)	349 931
Furniture and office equipment	24 726	42	4 561	(1 967)	27 362
Other machinery and equipment	1 212 821	4 279	296 930	(43 971)	1 470 059
FINANCE LEASE ASSETS	**27 513**	**-**	**15 593**	**(17 378)**	**25 728**
Finance lease assets	27 513		15 593	(17 378)	25 728
TOTAL MOVABLE TANGIBLE CAPITAL ASSETS	**3 042 480**	**8 069**	**480 801**	**(189 806)**	**3 341 544**

27.1.1 Prior period error

	2024/25 R'000
Nature of prior period error	
Relating to 2024/25 (affecting the opening balance)	**8 069**
2024/25 disclosure note was erroneously reported versus what was disclosed in the Asset Register (2023/24 PPR)	8 069
Total	**8 069**

27.2 Minor assets

	Specialised military assets	Intangible assets	Heritage assets	Machinery and equipment	Biological assets	Finance lease assets	Total
	R'000	R'000	R'000	R'000	R'000	R'000	R'000
Opening balance	-	-	-	41 635	-	-	41 635
Value adjustments					-		-
Additions	-	-	-	2 671	-	-	2 671
Disposals	-	-	-	(1 046)	-	-	(1 046)
TOTAL MINOR CAPITAL ASSETS	**-**	**-**	**-**	**43 260**	**-**	**-**	**43 260**
Number of R1 minor assets	-	-	-	20 760	-	-	20 760
Number of minor assets at cost	-	-	-	18 860	-	-	18 860
TOTAL NUMBER OF MINOR ASSETS	**-**	**-**	**-**	**39 620**	**-**	**-**	**39 620**

Minor Capital Assets under Investigation

	Number	Value R'000
Included in the above total of the minor capital assets per the asset register are assets that are under investigation:		
Intangible assets	-	-
Machinery and equipment	5 489	4 124

Minor assets

MOVEMENT IN MINOR CAPITAL ASSETS PER THE ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2025

	Specialised military assets	Intangible assets	Heritage assets	Machinery and equipment	Biological assets	Finance lease assets	Total
	R'000	R'000	R'000	R'000	R'000	R'000	R'000
Opening balance	-	-	-	37 635	-	-	37 635
Prior period error	-	-	-	-	-	-	-
Additions	-	-	-	10 176	-	-	10 176
Disposals	-	-	-	(6 176)	-	-	(6 176)
TOTAL MINOR CAPITAL ASSETS	**-**	**-**	**-**	**41 635**	**-**	**-**	**41 635**
Number of R1 minor assets	-	-	-	22 232	-	-	22 232
Number of minor assets at cost	-	-	-	16 718	-	-	16 718
TOTAL NUMBER OF MINOR ASSETS	**-**	**-**	**-**	**38 950**	**-**	**-**	**38 950**

28. Intangible Capital Assets

MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2026

	Opening balance	Additions	Disposals	Closing balance
	R'000	R'000	R'000	R'000
SOFTWARE	8 695	-	-	8 695
PATENTS LICENCES COPYRIGHT BRAND NAMES TRADEMARKS	179 147	5 646	-	184 793
SERVICES AND OPERATING RIGHTS	282	2	(40)	244
TOTAL INTANGIBLE CAPITAL ASSETS	**188 124**	**5 648**	**(40)**	**193 732**

28.1 MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2025

	Opening balance	Prior period error	Additions	Disposals	Closing balance
	R'000	R'000	R'000	R'000	R'000
SOFTWARE	8 695	-	-	-	8 695
PATENTS LICENCES COPYRIGHT BRAND NAMES TRADEMARKS	179 147	-	-	-	179 147
SERVICES AND OPERATING RIGHTSs	282	-	-	-	282
TOTAL INTANGIBLE CAPITAL ASSETS	**188 124**	**-**	**-**	**-**	**188 124**

28.1.1 Prior period error

	2024/25
	R'000
Nature of prior period error	**186**
Relating to prior to 2024/25 (affecting the opening balance)	186
Relating to 2024/25	-
Total	**186**

Prior period error relates to the removal of borrow pits that were unauthorised for use.

29. Immovable Tangible Capital Assets

MOVEMENT IN IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2026

	Opening balance	Additions	Disposals	Closing balance
	R'000	R'000	R'000	R'000
BUILDINGS AND OTHER FIXED STRUCTURES	**80 448 493**	**3 518 474**	**-**	**83 966 967**
Dwellings	-	-	-	-
Non-residential buildings	485 167	23 393	-	508 560
Other fixed structures	79 963 326	3 495 081	-	83 458 407

	Opening balance	Additions	Disposals	Closing balance
	R'000	R'000	R'000	R'000
LAND AND SUBSOIL ASSETS	**144 685**	**-**	**-**	**144 685**
Land	144 685	-	-	144 685
TOTAL IMMOVABLE TANGIBLE CAPITAL ASSETS	**80 593 178**	**3 518 474**	**-**	**84 111 652**

Immovable Tangible Capital Assets under investigation

	Number	Value
Included in the above total of the immovable tangible capital assets per the asset register are assets that are under investigation:		**R'000**
Buildings and other fixed structures	214	1 019 798

Immovable assets under investigation includes various types of assets that management believes there is something specific to investigate which could ultimately result in the asset being removed from the asset register.

MOVEMENT FOR 2024/25

29.1 MOVEMENT IN IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2025

	Opening balance	Prior period error	Additions	Disposals	Closing balance
	R'000	R'000	R'000	R'000	R'000
BUILDINGS AND OTHER FIXED STRUCTURES	**78 023 506**	**873 754**	**1 551 233**	**-**	**80 448 493**
Dwellings	-	-	-	-	-
Non-residential buildings	279 592	20 601	184 974	-	485 167
Other fixed structures	77 743 914	853 153	1 366 259	-	79 963 326
LAND AND SUBSOIL ASSETS	**144 685**	**-**	**-**	**-**	**144 685**
Land	144 685	-	-	-	144 685
TOTAL IMMOVABLE TANGIBLE CAPITAL ASSETS	**78 168 191**	**873 754**	**1 551 233**	**-**	**80 593 178**

29.1.1 Prior period error

	2024/25
	R'000
Nature of prior period error	
Relating to prior to 2024/25 (affecting the opening balance)	**674 675**
Other fixed structures	-
Non-residential buildings	654 074
	20 601
Relating to 2024/25	**1 419 228**
Other fixed structures	1 401 330
Non-residential buildings	17 898
Total	**2 093 903**

Other fixed structures: Prior period error relates to ready for use assets that were identified in the current financial year as completed in prior years but not capitalised in the year of completion. The removal of duplicate assets has also contributed to

the prior period error. Non-residential buildings: Prior period error relates to ready for use assets that were identified in the current financial year as completed in prior years but not capitalised in the year of completion.

Immovable tangible capital assets: Capital Work-in-progress

29.2 CAPITAL WORK-IN-PROGRESS AS AT 31 MARCH 2026

	Note	Opening Balance 1 April 2025	Current Year WIP	Ready for use (Assets to the AR) / Contracts terminated	Closing Balance 31 March 2026
		R'000	R'000	R'000	R'000
Buildings and other fixed structures	*Annexure 6*	8 284 778	4 662 241	3 513 993	9 433 026
TOTAL		**8 284 778**	**4 662 241**	**3 513 993**	**9 433 026**

	2025/26	2024/25
Payables not recognised relating to Capital WIP	**R'000**	**R'000**
	820 581	452 194
Total	**820 581**	**452 194**

CAPITAL WORK-IN-PROGRESS AS AT 31 MARCH 2025

	Note	Opening Balance	Prior period error	Current Year WIP	Ready for use (Assets to the AR) / Contracts terminated	Closing Balance 31 March 2025
		R'000	R'000	R'000	R'000	R'000
Buildings and other fixed structures	*Annexure 6*	8 577 274	(2 785 935)	3 048 832	(555 393)	8 284 778
TOTAL		**8 577 274**	**(2 785 935)**	**3 048 832**	**(555 393)**	**8 284 778**

Prior period error relates to the correction of misclassifications capitalisation of ready for use assets completed in the prior years as well as projects terminated in the pervious financial years.

30. Principal-agent arrangements

30.1 Department acting as the principal

	2025/26	2024/25
	R'000	R'000
Motor vehicles license agency fees	162 456	131 971
Total	**162 456**	**131 971**

The department is party to a principal-agent arrangement for collecting motor vehicle license fees. In terms of the arrangement the department is the principal. Municipalities and Post Offices(Agencies) collect Motor Vehicle License fees on behalf of the department throughout KZN. The department pays a 10% fee to the agents on the revenue collected as determined by the SLA. This principle- agent arrangement ensures that licensing offices (agency offices) are accessible to motorists throughout the province and that Motor Vehicle License fees can be timeously collected. The fees paid to the agencies is an additional source of revenue to these institutes. The significant risk associated with this arrangement is the delay or non banking of the fees collected by the agencies. The following risk mitigation strategies have been implemented by the department: (a). Reconciliation of fees received to that on ENATIS system for each agency (b) Regular visits to agencies offices to ensure compliance with processes (c).Access to ENATIS system is strictly monitored and controlled by the department. Agencies can be denied access to the ENATIS system Should the principal-agent arrangement be terminated with any of the agents the services of that particular area can be handled by other agents or even the provincial offices located throughout KZN. There are no cost implications for the department.

31. Prior period errors

31.1 Correction of prior period errors

		2024/25		
		Amount bef error correction	Prior period error	Restated amount
	Note	R'000	R'000	R'000
Assets: (e.g. Receivables Investments Accrued departmental revenue Movable tangible capital assets etc.)				
Immovable tangible capital assets (Other fixed structures)	29	77 907 923	2 055 404	79 963 327
Immovable tangible capital assets (Non-residential buildings)	29	446 668	38 499	485 167
Intangible capital assets (Services and operating rights)	28	468	(186)	282
Movable tangible capital assets	27	3 307 747	8 069	3 315 816
Advances paid (not expensed)	11.1	-	66 422	66 422
Advances paid (expensed)	11.2	-	1 007 909	1 007 909
Net effect		**81 662 806**	**3 176 117**	**84 838 923**

Immovable tangible capital assets (Other fixed structures): Prior period error relates to ready for use assets that were identified in the current financial year as completed in prior years but not capitalised in the year of completion. The removal of duplicate assets has also contributed to the prior period error disclosed. Immovable tangible capital assets (Buildings): Prior period error relates to ready for use assets that were identified in the current financial year as completed in prior years but not capitalised in the year of completion. Intangible capital assets (Services and operating rights): Prior period error relates to the removal of borrow pits that were unauthorised for use. Advances paid (Not expensed): Prior period error relates to advance payments to National Public Works for the Welisizwe bridge programme. Advances paid (Expensed): Prior period error relates to advance payments to National Public Works for the Welisizwe bridge programme and to The South African National Roads Agency and the Independent Development Trust for the execution of various capital projects on the department's behalf.

Liabilities: (e.g. Payables current Voted funds to be surrendered Commitments Provisions etc.)

Contingent Liabilities	*18/ANNEX 2*	9 542 731	(4 426)	9 538 305
Provisions (Retentions)	*26*	108 509	99 566	208 075
Capital commitments (Buildings & Other fixed structures)	*19*	19 160 356	(924 058)	18 236 298
Capital commitments (Machinery & Equipment)	*19*	8 057	16 257	24 314
Work in progress	*29/ANNEX 6*	11 070 713	(2 785 935)	8 284 778
Aid assistance - unutilised	*3*	10 601	(6 120)	4 481
Payables	*15*	36 934	6 120	43 054
Net effect		**39 937 901**	**(3 598 596)**	**36 339 305**

Contingent Liabilities - During the 2025/2026 financial year a review of the Loco case management system revealed that a number of cases had been closed in both the current and prior reporting periods. These closures resulted in an overstatement of the Claims Against the State balance as previously reported. In compliance with accounting standards —the affected figures have been restated for the prior year to ensure a fair view of the entity's contingent liabilities and obligations as at the reporting date. Provisions (Retentions): The restatement of provisions is primarily due to the inclusion of previously omitted VAT and to account for retentions withheld on invoices received for work done but not yet paid by year end. Capital commitments (Buildings & Other Fixed Structures) : The prior period error relates primarily to project completions and terminations that should have been recognised in the prior years. Capital commitments (Machinery & Equipment) : The prior period error relates to inclusion of orders that should have been classified as commitments for machinery and equipment. Capital work in progress: The prior period error relates to the recognition of ready for use assets that were completed in prior years and the re-instatement of previous year terminations that were erroneously remove and the correction of misclassification of expenditure. Aid assistance: Aid Assistance - Unutilised Balance - In the prior period expenditure was allocated to the incorrect BAS Matching field and thus omitted from the aid assistance funding. The error was detected in the 2025/2026 financial year and was thus corrected. Payables - The prior year misallocated aid assistance expenditure(as described above) was corrected as a prior year error.

32. STATEMENT OF CONDITIONAL GRANTS RECEIVED

NAME OF GRANT	2025/26									2024/25	
	GRANT ALLOCATION					SPENT					
	Division of Revenue Act / Provincial Grants	Roll Overs	DORA Adjustments	Other Adjustments	Total Available	Amount received by department	Amount spent by department	Under / (overspending)	% of available funds spent by dept	Division of Revenue Act / Provincial Grants	Amount spent by department
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Provincial Roads Maintenance Grant	3 763 316	-	-	-	3 763 316	**3 763 316**	**3 763 316**	**-**	**100.0%**	3 152 284	3 152 284
Public Transport Operations Grant	1 492 393	-	-	-	1 492 393	**1 492 393**	**1 492 393**	**-**	**100.0%**	1 428 401	1 428 401
EPWP	54 593	-	-	-	54 593	**54 593**	**54 593**	**-**	**100.0%**	41 339	41 339
					-			-			
TOTAL	**5 310 302**	**-**	**-**	**-**	**5 310 302**	**5 310 302**	**5 310 302**	**-**		**4 622 024**	**4 622 024**

ANNEXURE 1A

STATEMENT OF TRANSFERS TO DEPARTMENTAL AGENCIES AND ACCOUNTS

	2025/26						2024/25	
	TRANSFER ALLOCATION				EXPENDITURE			
	Adjusted budget	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds transferred	Final Budget	Actual Transfer
	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
CONSTRCTN EDU & TRAIN AUT (CETA)	5 961	-	-	5 961	5 961	100.0%	6 980	6 980
CONSTRUCTION INDUSTRY DEVEL BRD	6 248	-	-	6 248	8 001	128.1%	4 098	5 076
TRANSPORT EDU TRAIN AUTHORITY	1 052	-	-	1 052	1 052	100.0%	1 231	1 231
				-				
Total	**13 261**	**-**	**-**	**13 261**	**15 014**		**12 309**	**13 287**

ANNEXURE 1B

STATEMENT OF TRANSFERS/SUBSIDIES TO PUBLIC CORPORATIONS AND PRIVATE ENTERPRISES

	2025/26								2024/25	
	TRANSFER ALLOCATION				EXPENDITURE					
NAME OF PUBLIC CORPORATION/PRIVATE ENTERPRISE	Adjusted Budget	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds transferred	Capital	Current	Final Budget	Actual Transfer
	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000	R'000	R'000
Public corporations										
Transfers	**1 642 393**	**-**	**-**	**1 642 393**	**1 643 205**	**100.0%**	**-**	**1 643 205**	**1 428 401**	**1 491 078**
Public Transport Operations Grant	1 642 393	-	-	1 642 393	1 643 205	100.0%	-	1 643 205	1 428 401	1 491 078
TOTAL	**1 642 393**	**-**	**-**	**1 642 393**	**1 643 205**	**100.0%**	**-**	**1 643 205**	**1 428 401**	**1 491 078**

ANNEXURE 1C

STATEMENT OF TRANSFERS TO NON-PROFIT INSTITUTIONS

	2025/26						2024/25	
	TRANSFER ALLOCATION				EXPENDITURE			
NON-PROFIT INSTITUTIONS	Adjusted Budget	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds transferred	Final Budget	Actual Transfer
	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Transfers								
KWANABACO	4 179	-	-	4 179	61	1.5%	2 000	2 160
SA National Taxi Council	24 734	-	3 155	27 889	32 855	117.8%	25 673	26 771
Total	**28 913**	**-**	**3 155**	**32 068**	**32 916**		**27 673**	**28 931**

ANNEXURE 1D

STATEMENT OF TRANSFERS TO HOUSEHOLDS

	2025/26						2024/25	
	TRANSFER ALLOCATION				EXPENDITURE			
HOUSEHOLDS	Adjusted Budget	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds transferred	Final Budget	Actual Transfer
	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Transfers								
Employee Benefits: Injury on Duty	4 876	-	-	4 876	2 965	60.8%	2 400	2 383
Employee Benefits: Pst retirmnt benef	-	-	-	-	249		200	121
Employee Benefits: Severance package	82	-	-	82	39	47.6%	10	5
Employee Benefits: Leave Gratuity	9 738	-	-	9 738	9 731	99.9%	11 452	11 030
Employee Benefits: ER medical assistance	250	-	-	250	-	0.0%	10	5
Employee Benefits: ER pension penalty	2 729	-	-	2 729	634	23.2%	210	208
Bursaries (non employee)	2 000	-	-	2 000	1 855	92.8%	3 500	3 531
Claims against state	3 500	-	-	3 500	3 203	91.5%	4 600	4 635
Pmt/Refund&Rem-Act/Grce	-	-	-	-	366		1 000	987
Total	**23 175**	**-**	**-**	**23 175**	**19 042**		**23 382**	**22 905**

ANNEXURE 1E

STATEMENT OF GIFTS DONATIONS AND SPONSORSHIPS MADE

NATURE OF GIFT DONATION OR SPONSORSHIP	2025/26	2024/25
	R'000	R'000
Donations		
Impendle Local Municipality	-	466
16 tablets - Rewards for winning teams in the road safety debate and PET provincial competition	-	89
Total donations	**-**	**555**
TOTAL GIFTS DONATIONS AND SPONSORSHIPS MADE IN KIND	**-**	**555**

ANNEXURE 2

STATEMENT OF CONTINGENT LIABILITIES AS AT 31 MARCH 2026

NATURE OF LIABILITY	Opening balance 1 April 2025	Liabilities incurred during the year	Liabilities paid/ cancelled/ reduced during the year	Liabilities recoverable (Provide details hereunder)	Closing balance 31 March 2026
	R'000	R'000	R'000	R'000	R'000
Claims against the department					
Accidents	7 315	1 825	(943)	-	8 197
Civils	9 448 220	212 659	(437)	-	9 660 442
Potholes	82 770	41 632	(15 145)	-	109 257
TOTAL	**9 538 305**	**256 116**	**(16 525)**	**-**	**9 777 896**

ANNEXURE 3

CLAIMS RECOVERABLE

GOVERNMENT ENTITY	Confirmed balance outstanding		Unconfirmed balance outstanding		Total		Cash in transit at year end 2025/26*	
	31/03/2026	31/03/2025	31/03/2026	31/03/2025	31/03/2026	31/03/2025	Receipt date up to six (6) working days after year end	Amount
	R'000	R'000	R'000	R'000	R'000	R'000		R'000
National Departments								
Correctional Services	-	-	-	175	-	175		
Justice	-	-	-	11 373	-	11 373		
Other	-	-	91	69	91	69		
KZN Provincial Departments								
Agriculture	-	-	-	(4 490)	-	(4 490)		
Economic Development	-	-	-	66	-	66		
Education	-	-	24 855	44 605	24 855	44 605		
Health	-	-	-	26 086	-	26 086		
Human Settlement	-	-	-		-	-		
Provincial Legislature	-	-	1 559	191	1 559	191		
Office of the Premier	-	-	8	4	8	4		
Provincial Treasury	-	-	-	228	-	228		
Royal Household	-	-	-	1 679	-	1 679		
Co-Operative Gov &Traditional Affairs	-	-	-	2 119	-	2 119		
Social Welfare	-	-	4 201	6 845	4 201	6 845		
Sport	-	-	63	1 200	63	1 200		
Art & Culture	-	-	736	1 169	736	1 169		
Community Safety and Liaison	-	-	1 050	4 227	1 050	4 227		
Works	-	-	24	157	24	157		

GOVERNMENT ENTITY	Confirmed balance outstanding		Unconfirmed balance outstanding		Total		Cash in transit at year end 2025/26*	
	31/03/2026	31/03/2025	31/03/2026	31/03/2025	31/03/2026	31/03/2025	Receipt date up to six (6) working days after year end	Amount
	R'000	R'000	R'000	R'000	R'000	R'000		R'000
SASSA	-	-	70	120	70	120		
Total	**-**	**-**	**32 657**	**95 823**	**32 657**	**95 823**		

.

ANNEXURE 4

INTER-GOVERNMENTAL CONTINGENT LIABILITIES PROVISIONS ACCRUALS PAYABLES NOT RECOGNISED AND EMPLOYEE BENEFITS

GOVERNMENT ENTITY	Total		Cash in transit at year end 2025/26*	
	31/03/2026	31/03/2025	Payment date up to six (6) working days before year end	Amount
	R'000	R'000		R'000
DEPARTMENTS				
Payables not recognised				
KZN Department of Public Works	47 426	23 733		
KZN Provincial Treasury	867	7 113		
SAPS	41	-		
Subtotal	**48 334**	**30 846**		**-**
Total Departments	**48 334**	**30 846**		**-**
Contingent liabilities	-	-		
Provisions	-	-		
Accruals	-	-		
Payables not recognised	48 334	30 846		
Employee benefits	-	-		
TOTAL INTERGOVERNMENTAL CONTINGENT LIABILITIES PROVISIONS ACCRUALS PAYABLES NOT RECOGNISED AND EMPLOYEE BENEFITS	**48 334**	**30 846**		

ANNEXURE 5

INVENTORIES

INVENTORIES FOR THE YEAR ENDED 31 MARCH 2026	Note	Insert major category of inventory	Insert major category of inventory	Insert major category of inventory	Insert major category of inventory	TOTAL
		R'000	R'000	R'000	R'000	R'000
Opening balance		65 970	-	-	-	65 970
Add/(Less): Adjustments to prior year balances		-	-	-	-	-
Add: Additions/Purchases - Cash		126 038	-	-	-	126 038
Add: Additions - Non-cash		-	-	-	-	-
(Less): Disposals		-	-	-	-	-
(Less): Issues		(115 709)	-	-	-	(115 709)
Add/(Less): Received current not paid (Paid current year received prior year)		-	-	-	-	-
Add/(Less): Adjustments		(17 371)	-	-	-	(17 371)
Closing balance		**58 928**	**-**	**-**	**-**	**58 928**

INVENTORIES FOR THE YEAR ENDED 31 MARCH 2025	Note	Insert major category of inventory	Insert major category of inventory	Insert major category of inventory	Insert major category of inventory	TOTAL
		R'000	R'000	R'000	R'000	R'000
Opening balance		57 516				57 516
Add/(Less): Adjustments to prior year balances		6 470	-	-	-	6 470
Add: Additions/Purchases - Cash		143 403	-	-	-	143 403
Add: Additions - Non-cash		-	-	-	-	-
(Less): Disposals		-	-	-	-	-
(Less): Issues		(151 688)	-	-	-	(151 688)
Add/(Less): Received current not paid (Paid current year received prior year)		-	-	-	-	-
Add/(Less): Adjustments		10 269	-	-	-	10 269
Closing balance		**65 970**	**-**	**-**	**-**	**65 970**

ANNEXURE 6

MOVEMENT IN CAPITAL WORK-IN-PROGRESS

MOVEMENT IN CAPITAL WORK-IN-PROGRESS FOR THE YEAR ENDED 31 MARCH 2026

	Opening balance	Current Year Capital WIP	Ready for use (Asset register) / Contract terminated	Closing balance
	R'000	R'000	R'000	R'000
	-	-	-	-
BUILDINGS AND OTHER FIXED STRUCTURES	**8 284 778**	**4 662 241**	**3 513 993**	**9 433 026**
Dwellings	-			-
Non-residential buildings	100 228	55 061	18 912	136 377
Other fixed structures	8 184 550	4 607 180	3 495 081	9 296 649
TOTAL	**8 284 778**	**4 662 241**	**3 513 993**	**9 433 026**

MOVEMENT IN CAPITAL WORK-IN-PROGRESS FOR THE YEAR ENDED 31 MARCH 2025

	Opening balance	Prior period errors	Current Year Capital WIP	Ready for use (Asset register) / Contract terminated	Closing balance
	R'000	R'000	R'000	R'000	R'000
	-	-	-	-	-
BUILDINGS AND OTHER FIXED STRUCTURES	**8 577 274**	**(2 785 935)**	**3 048 832**	**555 393**	**8 284 778**
Dwellings					-
Non-residential buildings	166 935	(29 970)	130 339	167 076	100 228
Other fixed structures	8 410 339	(2 755 965)	2 918 493	388 317	8 184 550
TOTAL	**8 577 274**	**(2 785 935)**	**3 048 832**	**555 393**	**8 284 778**

ANNEXURE 7

ANALYSIS OF PREPAYMENTS AND ADVANCES (NOTES 11-1 TO 11-2)

Name of Entity	Sector of the entity	Description of the item paid for	Classification category	Total contract value	Balance outstanding as at 31 March 2025	Total amount prepaid / advanced in the current year	Less: goods services or capital assets received in the current year	Add/Less: Other	Balance outstanding as at 31 March 2026
				R'000	R'000	R'000	R'000	R'000	R'000
Advances									
The South African National Roads Agency	National Public Entity	Various capital projects relating roads and bridges	Public entities	-	482 963	-	(165 921)	-	317 042
Independent Development Trust	National Public Entity	Various capital projects relating roads and bridges	Public entities	-	507 816	-	(143 337)	-	364 479
National Public Works	National Department	Welisizwe bridge programme	National departments	-	66 422	244 000	(169 135)	-	141 287
TOTAL ADVANCES				**-**	**1 057 201**	**244 000**	**(478 393)**	**-**	**822 808**
TOTAL PREPAYMENTS AND ADVANCES				**-**	**1 057 201**	**244 000**	**(478 393)**	**-**	**822 808**



KZN TRANSPORT ANNUAL REPORT

2025/26

"Siletha ithemba Sisebenza kanzima Siyazimisela"

POSTAL ADDRESS
Private Bag X9043 | Pietermaritzburg | 3200

PHYSICAL ADDRESS
Inkosi Mhlabunzima Maphumulo House
172 Burger Street | Pietermaritzburg | 3201

Tel: 033 355 8600 | Fax: 033 355 8092



@kzn_dot | @KZNTransport | @KZNtransport | @kzntransport | @KZNtransport