



TITLE: DEPARTMENT OF TRANSPORT (DOT) ANNUAL REPORT 2022/23

PRESENTER: ADV. JAMES MLAWU

DATE: 12 MARCH 2024



transport

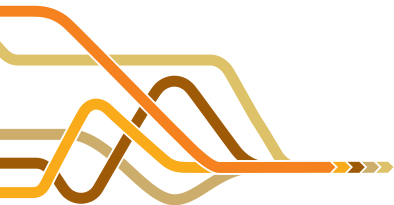
Department:
Transport
REPUBLIC OF SOUTH AFRICA

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Annual Performance Overview

- Report focuses on the progress made with the implementation of programmes and projects for the period covering 01 April 2022 – 31 March 2023;
- Focus of the report is on optimal performance of deliverables in terms of the DoT Revised Strategic Plan 2020 – 2025 and the Revised MTSF 2019 – 2024;
- Report is in compliance with relevant statutory requirements.

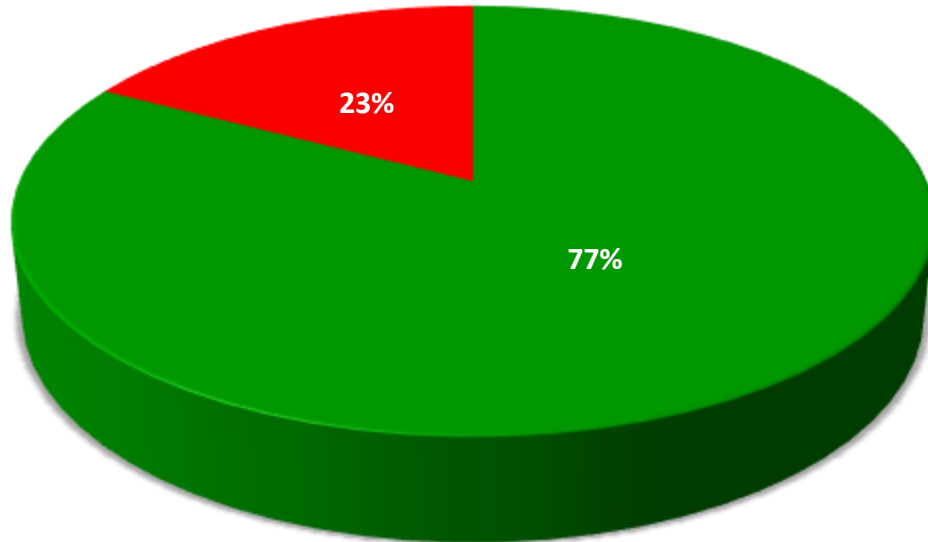


KEY PERFORMANCE HIGHLIGHTS



Summary of Organisational Performance

Organisational Performance 2022/23

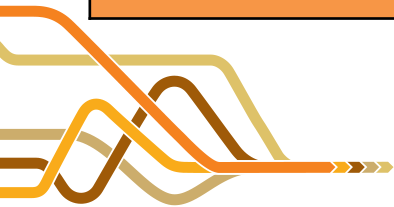


■ 77% Achieved ■ 23% Not Achieved ■ ■



Summary of Deliverables for 2022-23

PROGRAMME	Q1 TARGETS	Q2 TARGETS	Q3 TARGETS	Q4 TARGETS
ADMINISTRATION (CS, ODG, CFO)	4	13	5	17
INTEGRATED TRANSPORT PLANNING	4	6	4	6
RAIL TRANSPORT	5	4	5	4
ROAD TRANSPORT	8	10	8	11
CIVIL AVIATION	4	5	4	5
MARITIME TRANSPORT	5	7	3	7
PUBLIC TRANSPORT	12	15	12	18
TOTAL	43	60	41	68



Comparative Analysis: Quarter One to Quarter Four









PROGRAMME	NUMBER OF TARGETS ACHIEVED Q1	NUMBER OF TARGETS ACHIEVED Q2	NUMBER OF TARGETS ACHIEVED Q3	NUMBER OF TARGETS ACHIEVED Q4
1. ADMINISTRATION (ODG, CS, CFO)	3 (100%)	11 (92%)	5 (100%)	17 (100%)
2. INTEGRATED TRANSPORT PLANNING	4 (100%)	5 (83%)	2 (50%)	5 (83%)
3. RAIL TRANSPORT	5 (100%)	2 (50%)	2 (40%)	3 (50%)
4. ROAD TRANSPORT	7 (88%)	5 (83%)	6 (75%)	10 (91%)
5. CIVIL AVIATION	3 (100%)	3 (100%)	3 (75%)	4 (80%)
6. MARITIME TRANSPORT	3 (60%)	6 (75%)	2 (67%)	5 (71%)
7. PUBLIC TRANSPORT	8 (67%)	10 (67%)	7 (58%)	16 (89%)
TOTAL	33 (83%)	42 (79%)	27 (66%)	60 (86%)

DoT Performance against Annual Targets 2022/23

PROGRAMME	TOTAL NUMBER OF TARGETS	NUMBER OF TARGETS ACHIEVED	NUMBER OF TARGETS NOT ACHIEVED	PERFORMANCE LEVEL
ADMINISTRATION	18	13	5	72%
INTEGRATED TRANSPORT PLANNING	7	6	1	86%
RAIL TRANSPORT	5	2	3	40%
ROAD TRANSPORT	10	9	1	90%
CIVIL AVIATION	5	4	1	80%
MARITIME TRANSPORT	7	5	2	71%
PUBLIC TRANSPORT	18	15	3	83%
TOTAL	70	54	16	77%



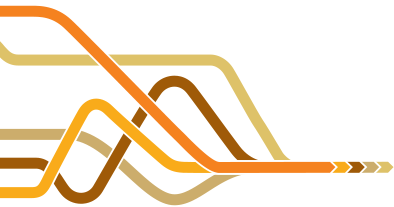
DoT Performance through the Medium Term Strategic Framework (MTSF)

PROGRAMME	NUMBER OF TARGETS ACHIEVED 2019/20	NUMBER OF TARGETS ACHIEVED 2020/21	NUMBER OF TARGETS ACHIEVED 2021/22	NUMBER OF TARGETS ACHIEVED 2022/23	TREND ANALYSIS
1. ADMINISTRATION (ODG, CS, CFO)	04 (75%)	07 (100%)	22 (100%)	13 (72%)	
2. INTEGRATED TRANSPORT PLANNING	04 (100%)	04 (100%)	06 (83%)	06 (86%)	
3. RAIL TRANSPORT	03 (100%)	09 (100%)	05 (80%)	02 (40%)	
4. ROAD TRANSPORT	05 (100%)	08 (88%)	08 (75%)	09 (90%)	
5. CIVIL AVIATION	03 (100%)	05 (100%)	03 (100%)	04 (80%)	
6. MARITIME TRANSPORT	06 (83%)	09 (78%)	09 (90%)	05 (71%)	
7. PUBLIC TRANSPORT	04 (75%)	05 (80%)	15 (100%)	15 (83%)	
TOTAL	90%	91%	93%	77%	

KEY HIGHLIGHTS PER PROGRAMME

-

**Programme 01 – Administration (ODG, CFO
and CS)**



Office of the Director-General (ODG)

100% implementation of the stakeholder plan:

- Annual Status Report on the implementation of the stakeholder plan was developed.

Among the stakeholder engagements held, the following are notable:

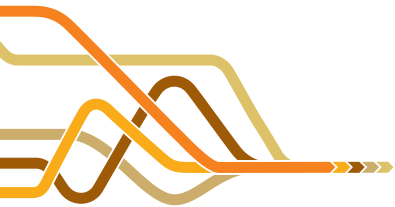
- World Maritime Day Parallel Event (12 – 14 October 2022)
- DoT / Sector Strategic Planning Session (20 – 21 February 2023)
- Taxi Industry Indaba (15 March 2023)
- South African Search and Rescue High Level Conference (26 – 28 February 2023)
- Aviation Industry (10 March 2023)



Office of the Director-General (ODG) (Cont..)

100% implementation of the stakeholder plan: (Cont..)

- COMESA-EAC-SADC Tripartite FTA (29 March 2023)
- Portfolio Committee on Transport (PCoT) meetings
- CoTO and MinMEC meetings
- CEOs and Shareholder Committee meetings
- Cabinet Cluster meetings (ESIEID, JCPS, SPCHD, G & A and ICTS)



Programme 01 – Administration (ODG)

Revised DoT gender-responsive Strategic Plan approved by Executive Authority:

- Progress report on the implementation of the Revised DoT gender responsive Strategic Plan (2020-2025) developed.

DoT Gender-responsive Annual Performance Plan approved by Executive Authority:

- The DoT gender-responsive Annual Performance Plan (2023/24) was approved by Executive Authority and submitted to Parliament for tabling in March 2023.

DoT Gender-responsive Annual Report approved by Executive Authority:

- The DoT Annual Report (2021/22) was approved and submitted to Parliament for tabling in September 2022. The Department of Transport achieved an overall unqualified audit with material findings in its financial statements.
- With regard to the audit of predetermined objectives, the department recorded an unqualified audit with no material findings.

Programme 01 – Administration (Corporate Services)

- **Number of vacant positions filled (Vacancy Rate):**

Eighty-four (84) vacant positions were filled during the period under review. Positions filled include:

- **Thirty- three (33)** internal promotions;
- **Forty-four (44)** new appointments; and
- **Seven (07)** lateral transfers.

- As at 31 March 2023, the vacancy rate of the Department was at **23.62%**. The vacancy rate for funded positions only amounts to **18.39%**.

- Turnover rate as at March 2023 was **6.96%** (51/733).

Programme 01 – Administration (Corporate Services)

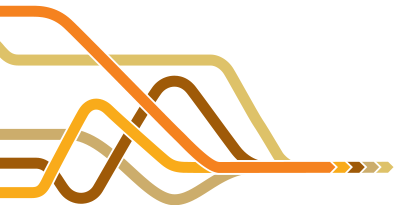
- Number of vacant positions filled (Vacancy Rate):

Financial Year	Number of Positions Filled	Vacancy Rate (%)
2019/20	55	23.10
2020/21	28	22.80
2021/22	61	24.31
2022/23	84	23.62
Total MTSF (as at March 2023)	228	23.62

Programme 01 – Administration (ODG, CFO and CS)

Ethics committees established and operationalised:

- Operations of the Departmental Ethics Committees were monitored as targeted, and an Annual Monitoring Report was developed. The report indicates the following:
 - Additional ethics officers were appointed during the 2022/23 financial year;
 - The Ethics Management Terms of Reference were approved.



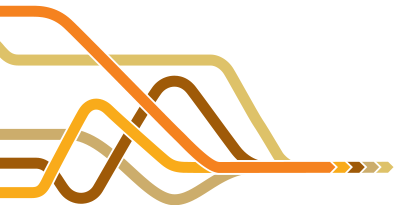
Programme 01 – Administration (ODG, CFO and CS)

Employees trained in line with the Workplace Skills Plan:

- 46% of employees trained. A total of three hundred and three (**303**) officials (out of the establishment of 665) were trained.
- Four hundred and eight-three (483) training interventions conducted.

Management of bursaries:

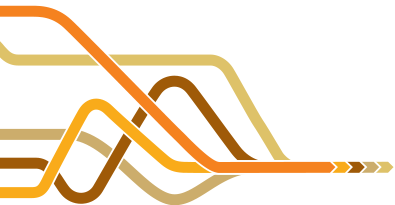
- Two hundred and nine (209) bursaries are currently managed within the DoT.



Programme 01 – Administration (CS)

Number of interns employed:

- Implementation of the Internship Programme was monitored as targeted. The monitoring report indicates that:
 - A total of thirty-eight (38) interns placed within various DoT Branches and Municipalities terminated their internship contract due to contract expiry.



Programme 01 – Administration (ODG, CFO and CS)

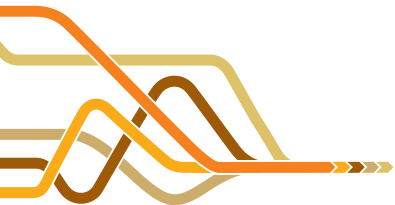
- **100% implementation of action plans to address audit findings:**
 - Annual progress report on the implementation of action plan to address audit findings was developed and presented at EXCO and Audit Committee.



Programme 01 – Administration (CFO)

Percentage reduction of cases of unauthorised expenditure:

- Annual Report on unauthorised expenditure in the Department developed.
 - No unauthorised expenditure has been incurred by the Department since the 2019/20 financial year to date.



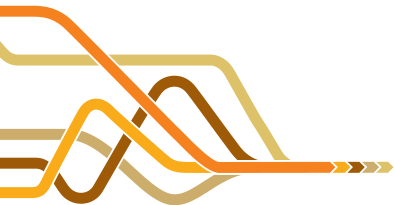
Programme 01 – Administration (PEO)

Updated Shareholder compacts for sector state-owned entities:

- Annual Status Report on the status of shareholder compacts for the 2022/23 financial year was developed. All twelve (12) entities submitted their Shareholder Compacts and Performance Agreements for the 2022/23 financial year.

Performance of transport sector state-owned entities monitored and analysed:

- Preliminary State-Owned and Public Entities' Annual Analysis Reports developed as targeted.



Office of the Director-General (ODG)

Percentage responses to Parliament questions:

OUTPUT INDICATOR	ANNUAL TARGET 2022/23	ACTUAL ACHIEVEMENT 2022/2023	DEVIATION FROM PLANNED TARGET	REASON FOR DEVIATION
Percentage responses to Parliament questions within stipulated timelines	100% responses to Parliament questions	<p>Annual Report on the status of responses to parliament developed.</p> <p>The report indicates an 85% response rate to Parliamentary Questions</p> <p>Out of a total of 347 questions received, 295 questions were responded to.</p>	<p>52 outstanding replies missed the deadlines and thus elapsed.</p> <p>Actual performance is 15% lower than the target.</p>	<p>Outstanding replies missed the deadline for submission and have thus elapsed.</p> <p>Corrective Measure:</p> <ul style="list-style-type: none"> • Corrective Framework with agreed standards has been developed and will be implemented in the new year

Chief Audit Executive (CAE)

Resolution of reported incidents of corruption:

OUTPUT INDICATOR	ANNUAL TARGET 2022/23	ACTUAL ACHIEVEMENT 2022/2023	DEVIATION FROM PLANNED TARGET	REASON FOR DEVIATION
Percentage resolution of reported incidents of corruption	95% resolution of reported incidents of corruption	Annual Report on the status of reported incidents of corruption in the DoT developed.	<p>Two (02) investigations are awaiting final investigative reports from the National Treasury;</p> <p>Two (02) allegations in respect of civil aviation have been outsourced;</p> <p>One (01) allegation is still under investigation.</p>	<p>Complexity of some investigations requiring external competencies. (National Treasury, Law Enforcement Agencies, etc.)</p> <p>Corrective Measure:</p> <ul style="list-style-type: none"> Engagement with relevant external bodies to develop service level agreements that incorporates agreed turnaround times

Financial Administration and Supply Chain Management

Percentage reduction of cases of wasteful and fruitless expenditure:

OUTPUT INDICATOR	ANNUAL TARGET 2022/23	ACTUAL ACHIEVEMENT 2022/2023	DEVIATION FROM PLANNED TARGET	REASON FOR DEVIATION
Percentage reduction of cases of wasteful and fruitless expenditure	50% reduction of cases of wasteful and fruitless expenditure	<p>For 2022/23 financial year, the department incurred four (4) cases of fruitless and wasteful expenditure amounting to R6,899.30.</p> <p>Two (2) cases amounting to R3,785.80 transferred to debt and the other two (2) cases amounting to R3,113.50 written off.</p> <p>For the MTSF period, with a baseline of April 2019, the Department reduced cases of fruitless and wasteful expenditure from forty-eight (48) cases (R115,000) to twenty-nine (29) cases amounting to R44,119.51 as at March 2023.</p> <p>With regard to the 2019 baseline, the reduction rate of 39.6% was recorded.</p>	Actual performance is 10.4% lower than the target for the period under review.	<p>Cases of losses mainly due to travel no-shows.</p> <p>Corrective Measure:</p> <ul style="list-style-type: none"> Cases incurred are reported to the Loss Control Committee (LCC) to consider and determine liability. If found in contravention of the applicable prescripts, the cost is recovered from the official. If not, the cost is written-off. Loss control committee meetings are held every second month.

Financial Administration and Supply Chain Management (Cont..)

Percentage reduction of cases of irregular expenditure:

OUTPUT INDICATOR	ANNUAL TARGET 2022/23	ACTUAL ACHIEVEMENT 2022/2023	DEVIATION FROM PLANNED TARGET	REASON FOR DEVIATION
Percentage reduction of cases of irregular expenditure	50% reduction of cases of irregular expenditure	<p>Annual Report on irregular expenditure in the Department developed.</p> <p>For the 2022/23 financial year, one (01) case of irregular expenditure.</p> <p>Using the April 2019 baseline, the department reduced cases from twenty-two (22) to twenty-one (21) as at March 2023.</p>	Actual performance is 45.5% lower than the target for the period under review.	<p>Corrective Measures:</p> <p>The irregular expenditure committee has been established.</p> <ul style="list-style-type: none"> • Nine (9) cases of irregular expenditure are currently at Labour Relations for disciplinary processing; • Five (5) cases are with Supply Chain Management to request for condonation with National Treasury; and <p>Seven (7) cases are with Forensic Investigations with some of those cases (4) transferred to Department of Higher Education to initiate disciplinary process.</p>

Financial Administration and Supply Chain Management (Cont..)

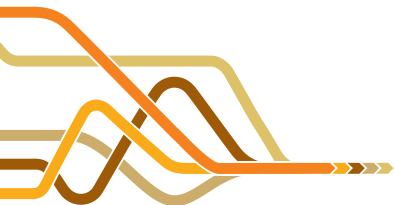
Compliance to 30-day payment requirement:

OUTPUT INDICATOR	ANNUAL TARGET 2022/23	ACTUAL ACHIEVEMENT 2022/2023	DEVIATION FROM PLANNED TARGET	REASON FOR DEVIATION
Percentage compliance to 30-day payment requirement	100% compliance	<p>Annual Report on compliance to the 30-day payment requirement developed.</p> <p>The report indicates a 93% compliance.</p> <p>Out of a total of 11 716 supplier payments made during the period under review, 10 923 were made within the 30-day compliance timeframe.</p>	<p>793 payments missed the 30-day compliance timeframe.</p> <p>Actual performance was 7% lower than the target for the period under review.</p>	<p>Among others, the report indicates the following reasons for the late payments:</p> <ul style="list-style-type: none"> • Five hundred and thirty-three (533) invoices were processed late due to unavailability of the BAS system. • One hundred and ninety-two (192) invoices were late due to unavailability of delegated official to sign-off on the invoices. • Twenty (20) invoices were late due to the slow system. • Forty-three (43) invoices were not paid as a result of non-unavailability of a LOGIS authoriser.

Financial Administration and Supply Chain Management (Cont..)

Compliance to 30-day payment requirement:

OUTPUT INDICATOR	ANNUAL TARGET 2022/23	ACTUAL ACHIEVEMENT 2022/2023	DEVIATION FROM PLANNED TARGET	REASON FOR DEVIATION
				<ul style="list-style-type: none">• One (01) invoice was late due to being locked in office of employee suffering from ill-health.• Two (02) invoices were late due to names not printed on authorisation forms.• Two (02) invoices were late due to a query from Travel Offices.



Financial Administration and Supply Chain Management (Cont..)

Compliance to 30-day payment requirement: (Cont..)

OUTPUT INDICATOR	ANNUAL TARGET 2022/23	ACTUAL ACHIEVEMENT 2022/2023	DEVIATION FROM PLANNED TARGET	REASON FOR DEVIATION
				<p>Corrective Measures:</p> <ul style="list-style-type: none">• Staff in the Department have been sensitised on the importance of submitting invoices as quickly as possible.• All late payments must be accompanied by a motivational letter with reasons for the late payment approved by the respective DDG.• Consequence management will be effected in cases where reasons provided indicate negligence or disregard by affected officials.

Financial Administration and Supply Chain Management (Cont..)

Compliance to 30-day payment requirement:

	2019/20	2020/21	2021/22	2022/23	Average MTSF To Date
Total Supplier Payments	16 917	6 190	10 986	11 716	45 809
Payments Within 30 days	14 992 (89%)	6 012 (97%)	10 710 (97%)	10 923 (93%)	42 637 (93%)
Payments over 30 days	1 925 (11%)	178 (3%)	276 (3%)	793 (7%)	3 172 (7%)

Programme 2: Integrated Transport Planning



Macro Sector Planning

DoT participation in the development and implementation of ‘one-plans’ in two (2) district municipalities facilitated:

- Annual Status Report on the development and implementation of ‘one-plans’ at King Cetshwayo and Umgungundlovu District Municipalities developed.

DoT contribution in development and implementation of ‘one-plans’ in fifty (50) district municipalities facilitated:

- Annual Status Report on the development and implementation of ‘one-plans’ in fifty (50) district municipalities developed.



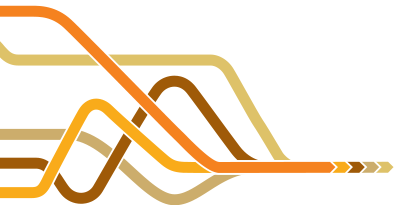
Research and Innovation

Regulations for Autonomous Vehicle Technology:

- Legislative gap analysis report on Autonomous Vehicle Technology developed during the period under review.

Approved Framework for Electric Vehicle (EV) Regulations:

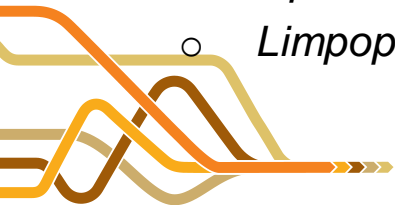
- Framework for Electric Vehicle Regulations was developed as targeted.



Modeling and Economic Analysis

(Parliamentary Processes)

- *The ERT Bill has been published for public consultation by the National Council of Provinces (NCoP)*
- *The Select Committee on Public Administration, Transport and Infrastructure has been briefed.*
- *Respective Provincial Legislatures has been briefed:*
 - *Western Cape*
 - *Mpumalanga*
 - *Limpopo*



Freight Logistics

Freight Migration Plan (Road to Rail) developed:

- The Freight Migration Plan (Road to Rail) was developed.

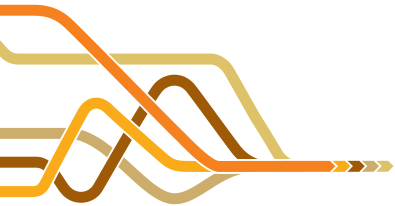


Regional Integration

Regional Integration Strategy:

OUTPUT INDICATOR	ANNUAL TARGET 2022/23	ACTUAL ACHIEVEMENT 2022/2023	DEVIATION FROM PLANNED TARGET	REASON FOR DEVIATION
Competitive Access Markets				
Regional Integration Strategy approved by Cabinet	Regional Integration Strategy approved for submission to Cabinet	<p>The Regional Integration Strategy was not submitted to Cabinet as targeted.</p> <p>During the period under review, the Strategy underwent socio-economic impact analysis (SEIAs), and the applicable certificate was issued by the Department of Planning, Monitoring and Evaluation (DPME).</p> <p>Regional Integration Strategy has not yet served at the International Cooperation, Trade and Security (ICTS) Cluster, as a prerequisite for submission to Cabinet.</p> <p>As at reporting period, the Strategy was being processed for submission to the ICTS Cluster.</p>	The Regional Integration Strategy was not submitted to Cabinet.	Prolonged stakeholder consultations.

Programme 3: Rail Transport



Rail Regulation

Railway Safety Bill approved by Parliament:

- (Parliamentary Processes)

- *Annual Status Report on the Railway Safety Bill progress in Parliament was developed:*

The report indicates that:

- *The provincial public hearings were conducted in eight provinces between 19 November 2022 to 19 March 2023.*
- *In all the **eight (08) provinces**, the issues raised was the issue of fencing, bridges, signage, security, theft and vandalism, accessibility by the elderly people, persons with disability and children and a demand for rail transport.*
- *As at the time of reporting, public hearings for the outstanding province, Western Cape were scheduled to resume in April 2023.*

Rail Infrastructure and Industry Development

Rolling Stock Fleet Renewal Programme:

- **Fifty-seven (57)** new EMU train sets were provisionally accepted for the 2022/23 financial year.

Implementation of the PRASA Capital Projects:

- Analysis Report on the Management and Oversight of the PRASA Capital Programme was developed as targeted.



Rail Regulation

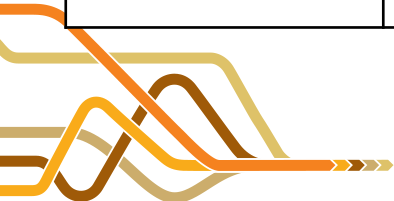
National Rail Act:

OUTPUT INDICATOR	ANNUAL TARGET 2022/23	ACTUAL ACHIEVEMENT 2022/2023	DEVIATION FROM PLANNED TARGET	REASON FOR DEVIATION
Competitive and Accessible Markets				
National Rail Bill approved by Parliament	National Rail Bill approved for submission to Cabinet	<p>The National Rail Bill was not approved for submission to Cabinet</p> <p>During the period under review, inputs were received from State Law Advisor, and were incorporated into the draft Bill.</p>	The National Rail Bill was not approved for submission to Cabinet.	<p>Delay experienced in the external legal vetting process.</p> <p>Corrective Measure:</p> <p>Engagements with the Office of the State Law Adviser to be fast tracked in the 2023/24 financial year.</p> <p>The Bill will be prioritised for Cabinet submission in Quarter 2 of the 2023/24 financial year.</p>

Rail Infrastructure and Industry Development

Private Sector Participation (PSP) Framework:

OUTPUT INDICATOR	ANNUAL TARGET 2022/23	ACTUAL ACHIEVEMENT 2022/2023	DEVIATION FROM PLANNED TARGET	REASON FOR DEVIATION
Competitive and Accessible Markets				
Private Sector Participation (PSP) Framework approved by Cabinet	Private Sector Participation (PSP) Framework approved by Cabinet	<p>Private Sector Participation (PSP) Framework was not approved by Cabinet.</p> <p>During the period under review, the SEIAS process was finalised with the DPME and a SEAIS certificate was issued.</p> <p>The PSP Framework is being processed for submission to Cabinet</p>	Private Sector Participation (PSP) Framework was not approved by Cabinet.	<p>There was a need for further consideration and incorporation of stakeholder inputs into Final Draft PSP Framework.</p> <p>Corrective Measure:</p> <p>Submission of the Framework to Cabinet will be prioritised in the 2023/24 financial year.</p>

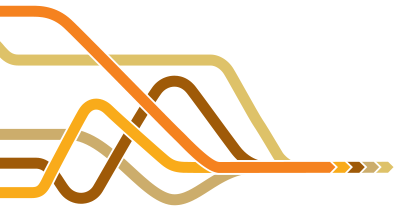


Rail Infrastructure and Industry Development (Cont..)

High-Speed Rail (HSR) Corridor Framework:

OUTPUT INDICATOR	ANNUAL TARGET 2022/23	ACTUAL ACHIEVEMENT 2022/2023	DEVIATION FROM PLANNED TARGET	REASON FOR DEVIATION
Competitive and Accessible Markets				
High-Speed Rail (HSR) Corridor Framework approved by Cabinet	High-Speed Rail (HSR) Corridor Framework approved by Cabinet	<p>High-Speed Rail (HSR) Corridor Framework was not approved by Cabinet.</p> <p>During the period under review, the SEIAS process was finalised with the DPME and a SEAIS certificate was issued.</p> <p>The HSR Framework is being processed for approved for submission to Cabinet</p>	High-Speed Rail (HSR) Corridor Framework was not approved by Cabinet.	<p>Delay experienced in the revision of the Final Draft HSR Framework.</p> <p>Corrective Measure:</p> <p>Submission of the Framework to Cabinet will be prioritised the 2023/24 financial year.</p>

Programme 4: Road Transport



Road Transport Regulation

Implementation of the National Road Safety Strategy:

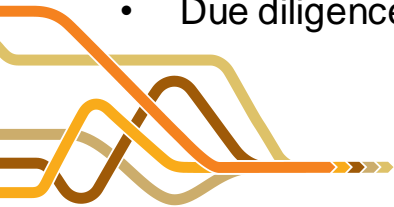
- Annual Monitoring Report on the Implementation of the National Road Safety Strategy was developed.

General Laws Amendment Bill approved by Parliament:

- Proposed Draft General Laws Amendment Bill has been developed as targeted.

Road Traffic Law Enforcement Entities integrated into one:

- Due diligence report on the integration of DLCA/ RTMC / RTIA was developed as targeted.



Road Transport Regulation (Cont..)

National Road Traffic (NRT) Amendment Bill approved by Parliament:

- - *(Parliamentary process)*
 - *Draft National Road Traffic Amendment Bill presented to the Select Committee and currently undertaking consultation at the Provincial Legislatures.*



Road Infrastructure and Industry Development

Expansion and maintenance of national roads:

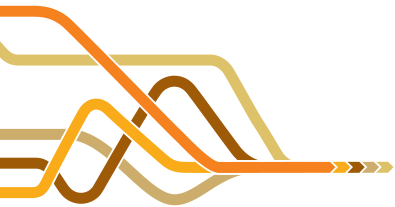
- Cumulative Quarter Four Monitoring Report on the SANRAL Road Maintenance Programme was developed as targeted.
 - 23 559 km



Road Infrastructure and Industry Development

Maintenance of provincial roads:

- Cumulative Quarter Four Monitoring Report on the Provincial Road Maintenance Programme (PRMG) was developed as targeted:
 - 5% of the Provincial Network



Road Infrastructure and Industry Development

Jobs created through the SANRAL Road Maintenance Programme:

- Cumulative Quarter Four Monitoring Report on jobs created through the SANRAL Road Maintenance was developed as targeted.
 - A total of 11 009 jobs were created.
- **Jobs created through the Provincial Roads Maintenance Programme:**

Cumulative Quarter Four Monitoring Report on jobs created through the PRMG was developed as targeted.



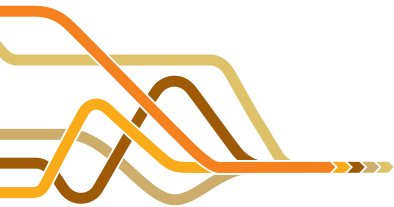
Road Engineering Standards

Rehabilitation of flood-damaged infrastructure monitored:

- Annual analysis report on the rehabilitation of flood damaged infrastructure was developed.

Road Inventory Data Monitored and Analysed:

- Annual analysis report on the Road Asset Management System was developed.

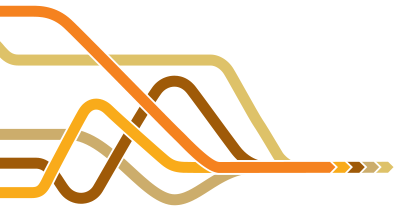


Road Infrastructure and Industry Development

Road Infrastructure Funding Policy:

OUTPUT INDICATOR	ANNUAL TARGET 2022/23	ACTUAL ACHIEVEMENT 2022/2023	DEVIATION FROM PLANNED TARGET	REASON FOR DEVIATION
Competitive and Accessible Markets				
Road Infrastructure Funding Policy implemented	Draft Road Infrastructure Funding Policy approved for submission to Cabinet	<p>Draft Road Infrastructure Funding Policy was not submitted to Cabinet.</p> <p>During the period under review, and as part of the consultation process, the Minister of Finance requested that the National Treasury be given an opportunity to provide inputs onto the proposed policy prior to submission to Cabinet.</p>	Draft Road Infrastructure Funding Policy was not approved by Cabinet.	<p>There was a need for further engagements with the National Treasury.</p> <p>Corrective Measure:</p> <p>Engagement with the National Treasury will be prioritised in the 2023/24 financial year.</p> <p>Submission of the Policy to Cabinet will be prioritised in Quarter 2.</p>

Programme 5: Civil Aviation



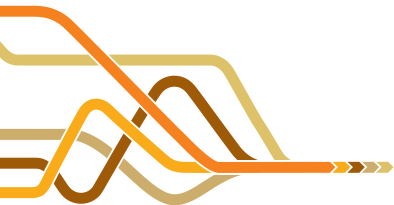
Aviation Policy and Regulation

Representation of South Africa on the ICAO Council:

- South Africa's representation at the ICAO Council was facilitated during the period under review.
- A report on the outcome of South Africa's participation at the ICAO Assembly was developed.

Reviewed Regulations for Remotely-Piloted Aircraft System (RPAS) approved:

- The Annual Status Report on the review of regulation for Remotely-Piloted Aircraft System (RPAS) was developed.



Aviation Safety, Security, Environment, and Search and Rescue

State of Aviation Accidents and Incidents in South Africa:

- Annual analysis report on the State of Aviation Accidents and Incidents in South Africa was developed.



Aviation Economic Analysis and Industry Development

Jobs created through the ACSA Infrastructure Programme Monitored:

- Quarterly analysis report on ACSA Infrastructure Programme was developed.

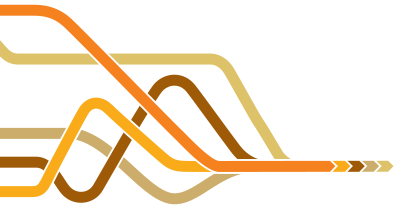


Aviation Security, Environment, Search and Rescue

Aeronautical and Maritime Search and Rescue Bill approved by Parliament:

OUTPUT INDICATOR	ANNUAL TARGET 2022/23	ACTUAL ACHIEVEMENT 2022/2023	DEVIATION FROM PLANNED TARGET	REASON FOR DEVIATION
Safer Transport Systems				
Aeronautical and Maritime Search and Rescue Bill approved by Parliament	Draft Aeronautical and Maritime Search and Rescue Bill approved for submission to Cabinet for public comments	<p>Draft Aeronautical and Maritime Search and Rescue Bill was not submitted to Cabinet for public comments as targeted.</p> <p>During the period under review, a second set of Socio-Economic Impact Analysis System (SEAIS) comments were received and addressed.</p> <p>The revised SEIAS was submitted to the Department of Planning, Monitoring and Evaluation (DPME).</p>	Draft Aeronautical and Maritime Search and Rescue Bill approved for submission to Cabinet.	<p>Delays experienced in the external legal vetting process.</p> <p>Further delays also experienced in the socio-economic impact analysis process.</p> <p>Corrective Measure:</p> <p>The DoT will follow up on the status of the Socio-Economic Impact Analysis System (SEAIS) certificate and the requested legal opinion in the 2023/24 financial year.</p>

Programme 6: Maritime Transport



Maritime Policy and Legislation

Maritime Development Fund (MDF) Bill approved by Parliament:

(Cabinet Processes) - (Letter for consultation sent to Treasury as per Cabinet Committee recommendation).

Merchant Shipping Bill approved by Parliament:

(Parliamentary Process) - (Notice of intention to introduce Merchant Shipping in Parliament has been published).

MARPOL Annex VI implemented:

(Parliamentary Process) - Portfolio Committee on Transport finalised deliberation on the Bill on 7 February 2023, and the Bill will proceed to other relevant parliamentary houses.

Maritime Infrastructure and Industry Development

Transnet National Ports Authority (TNPA) corporatised:

- Annual Report on the status of corporatisation of the National Ports Authority was developed.

Operation Phakisa Oceans Economy Three-Foot Plan monitored:

- Annual Report on the Oceans Economy Masterplan and 3-Foot Plan was developed.



Maritime Implementation, Monitoring and Evaluation

Maritime safety incident rate:

- Annual Analysis Report on maritime safety incident rate developed.

Maritime fatality rate:

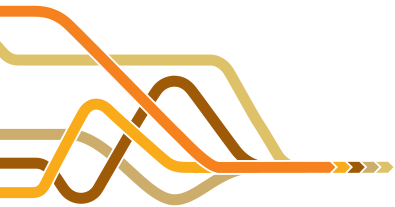
- Annual Analysis Report on maritime fatality rate developed.
 - During the period under review, eight (08) maritime fatalities were recorded.



Maritime Implementation, Monitoring and Evaluation (Cont..)

Maritime pollution incident rate:

- Annual Analysis Report on maritime pollution incidents developed.
 - The number of pollution incidents recorded in 2022 is fifteen (15).



Maritime Infrastructure and Industry Development

Operating Model for a National Shipping Company approved by Cabinet:

OUTPUT INDICATOR	ANNUAL TARGET 2022/23	ACTUAL ACHIEVEMENT 2022/2023	DEVIATION FROM PLANNED TARGET	REASON FOR DEVIATION
Safer Transport Systems				
Operating Model for a National Shipping Company approved by Cabinet	Model for a National Shipping Company approved for submission to Cabinet	<p>Model for a National Shipping Company was not developed as targeted.</p> <p>During the period under review, a draft Memorandum of Understanding (MoU) was developed between the Department of Transport (DoT) and Development Bank of South Africa (DBSA).</p> <p>The finalisation of the model and submission to Cabinet will be prioritised in the new financial year.</p>	Model for a National Shipping Company not approved for submission to Cabinet.	<p>Delays experienced in finalising the MoU and amending the Terms of Reference and Business Case to be in line with the MoU.</p> <p>Corrective Measure:</p> <p>Amendment of Terms of Reference and Business Case will be given priority in the 2023/24 financial year.</p> <p>Finalisation of the model and submission to Cabinet will be prioritised in Quarter 2.</p>

Maritime Implementation, Monitoring and Evaluation

National Maritime Security Strategy (NMSS) approved by Cabinet:

OUTPUT INDICATOR	ANNUAL TARGET 2022/23	ACTUAL ACHIEVEMENT 2022/2023	DEVIATION FROM PLANNED TARGET	REASON FOR DEVIATION
Safer Transport Systems				
National Maritime Security Strategy (NMSS) approved by Cabinet	National Maritime Security Strategy approved for submission to Cabinet	National Maritime Security Strategy was not approved for submission to Cabinet. During the period under review, bilateral engagements were held with the South African National Defence Force (SANDF) (SA Navy) to finalise the Strategy.	National Maritime Security Strategy was not submitted to Cabinet.	<p>Prolonged stakeholder engagements.</p> <p>Corrective Measure:</p> <p>Further consultations with the SA Navy will be fast tracked in the 2023/24 financial year.</p> <p>The Strategy will be prioritised for submission to Cabinet in Quarter 2.</p>

Programme 7: Public Transport



Public Transport Network Development

Integrated Single Ticketing System implemented:

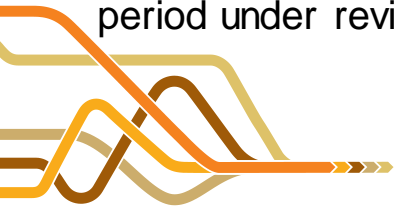
- Pilot phase roll out of Integrated Single Ticketing System monitored in Rustenburg and Polokwane Local Municipalities.

Number of cities operating integrated public transport networks:

- Infrastructure rollout completed in all ten (10) cities per phase/ corridor to be launched.

Number of average weekday passenger trips across cities operating IPTNs:

- A total of 154 281 average weekday passenger trips were recorded in eight operating cities for the period under review.



Public Transport Network Development (Cont..)

Revised BRT specifications and technical norms and standards implemented:

- The IPTN Norms and Standards Guide was approved and published as targeted.

Percentage compliance with spatial referencing of IPTN Programme:

- 100% compliance to spatial referencing was achieved across all ten (10) cities.



Public Transport Network Development (Cont..)

Percentage compliance with universal design norms and standards:

- 100% compliance with Universal design norms and standards achieved across all ten (10) cities as targeted.

Increased operational hours of BRTs:

- Daily operating hours of between 12 and 19 were recorded across the eight (8) operating cities.



Public Transport Regulation

Transport Appeal Tribunal (TAT) Amendment Bill approved by Parliament:

(Parliamentary Process) - TAT Amendment Bill is before Parliament and was on the order paper and deliberated by the National Assembly.

Fully capacitated and operational NPTR:

- Business case and implementation plan to guide the full establishment of the NPTR has been developed as targeted.

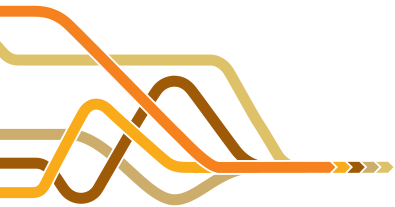
Appointment of NPTR members facilitated:

- Interim NPTR Committee has been established; and
- Appointment of permanent members was initiated during the period under review.

Public Transport Regulation (Cont..)

Standardised Provincial Regulatory Entity (PRE) business processes:

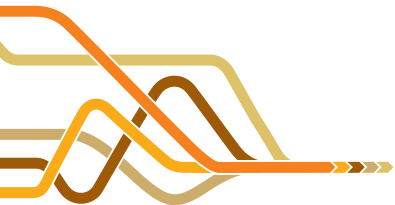
- Engagements between the NPTR and PREs were conducted in February 2023, wherein the SOP manual was adopted.
- In March 2023, the NPTR met to vet the SOP manual.



Public Transport Industry Development

Public Transport Funding Model developed:

- Draft Public Transport Funding Framework developed and submitted to National Treasury for consideration.
 - The objective of the Framework is to build on sound transportation and economic principles in identifying potential financing sources and mechanisms for public transport funding and also address broader policy framework within which a funding model should be developed.



Public Transport Industry Development (Cont..)

Framework for the taxi industry empowerment model implemented:

- Implementation of the taxi industry 60% ownership of the Taxi Scrapping Entity developed.

Public Transport Operations monitored in provinces:

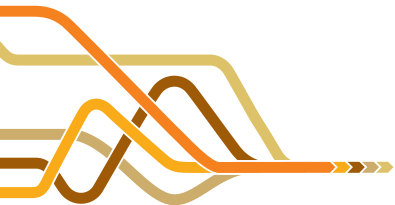
- Annual monitoring report on public transport operations was developed as targeted.



Public Transport Industry Development (Cont..)

Percentage implementation of the national strategic plan to end gender-based violence and femicide (GBVF) in the taxi industry:

- Report on the implementation of programmes addressing violence against women, youth and persons with disabilities in the taxi industry was developed.



Rural and Scholar Transport

Number of District Municipalities assisted with IPTN plans:

- Final inception reports for the development of IPTN plans for two district municipalities developed.



Public Transport Industry Development

Public Transport Subsidy Policy approved:

OUTPUT INDICATOR	ANNUAL TARGET 2022/23	ACTUAL ACHIEVEMENT 2022/2023	DEVIATION FROM PLANNED TARGET	REASON FOR DEVIATION
Public Transport				
Public Transport Subsidy Policy approved	Draft Public Transport Subsidy Policy approved for submission to Cabinet	Public Transport Subsidy Policy was not approved for submission to Cabinet.	Public Transport Subsidy Policy was not approved for submission to Cabinet.	<p>There was a need for further stakeholder consultations.</p> <p>Corrective Measure:</p> <p>Consideration and incorporation of stakeholder inputs will be prioritised in the 2023/24 financial year.</p> <p>Submission of the Policy to Cabinet will be targeted for Quarter 2.</p>

Public Transport Industry Development (Cont..)

Implementation of the Revised Tax Recapitalisation Programme:

OUTPUT INDICATOR	ANNUAL TARGET 2022/23	ACTUAL ACHIEVEMENT 2022/2023	DEVIATION FROM PLANNED TARGET	REASON FOR DEVIATION
Public Transport				
Number of old taxi vehicles scrapped	3 750 old taxi vehicles scrapped	A total of 2 576 old taxi vehicles were scrapped.	Actual performance is lower than the projected annual target.	<p>Taxi scrapping is a voluntary programme</p> <p>The uptake for scrapping from the taxi industry was low.</p> <p>Corrective Measure:</p> <p>The Department is in the process of gazetting a cut-off date for the scrapping of OTVs and considering the inclusion of learner and Cross-border vehicles in the scrapping.</p> <p>The cut-off date will assist in the improvement of the scrapping uptake.</p>

Rural and Scholar Transport

OUTPUT INDICATOR	ANNUAL TARGET 2022/23	ACTUAL ACHIEVEMENT 2022/2023	DEVIATION FROM PLANNED TARGET	REASON FOR DEVIATION
Public Transport				
Number of bicycles distributed in rural municipalities	8 000 bicycles distributed	A total 2 901 bicycles were distributed in three (3) provinces (Limpopo, Mpumalanga and KwaZulu-Natal) in the financial year 2022/23.	Actual performance is lower than the annual target by 5 099.	<p>Delays in the finalisation of procurement of bicycles.</p> <p>Corrective Measure:</p> <p>Distribution of bicycles will be fast tracked in Quarter 1 and 2 of the 2023/24 financial year (including addressing the backlog of 2022/23).</p>



SELECTED CONSOLIDATED INDICATORS



Programme 03 - Rail Transport

Rail Infrastructure and Job Creation:

INSTITUTION	OUTPUT INDICATOR	ANNUAL TARGET	REPORTED ACTUAL PERFORMANCE AS AT 31 MARCH 2023
Competitive and Accessible Markets			
Passenger Rail Agency of South Africa (PRASA)	Number of priority corridors rehabilitated	Seven (7) corridors	Corridors successfully recovered include: Gauteng Pretoria – Pienaarspoort Pretoria – Dewildt – Mabopane Naledi – Johannesburg Pretoria – Kaalfontein KwaZulu-Natal Durban – Cato Ridge Durban – Umlazi Durban – Kelso Western Cape Northern Corridor [Cape Town to Bellville via Goodwood] Northern Corridor [Cape Town to Bellville via Monte Vista] Central Line: Phase 1 [Langa – Nyanga] Northern Corridor [Bellville – Eerste River]
	Number of new electric multiple unit train sets provisionally accepted	40 new train sets	Fifty-seven (57) new train sets were provisionally accepted during the period under review.
	Number of stations revitalised (through functionality improvement, rebuilding and/or commercialization)	58 stations	Fifty-eight (58) stations were revitalised during the period under review.

Programme 03 - Rail Transport

Rail Infrastructure and Job Creation: (Cont..)

INSTITUTION	OUTPUT INDICATOR	ANNUAL TARGET	REPORTED ACTUAL PERFORMANCE AS AT 31 MARCH 2023
Competitive and Accessible Markets			
Passenger Rail Agency of South Africa (PRASA)	<ul style="list-style-type: none"> Rail Signalling Improvement Programme implemented 	<ul style="list-style-type: none"> Central Line (Western Cape) re-signalling completed (<i>subject to successful relocation of households who illegally occupy rail reserves</i>) 	<p>The contractor has signed the contract with the Western Cape Resignalling and contract is being considered for final sign off. The following was reported during the period under review:</p> <ul style="list-style-type: none"> Optical Transmission Network (OTN) is at an evaluation stage; KwaZulu-Natal Resignalling tender has been supported by Corporate Adjudication Committee; and Restoration of signaling programme is at specification order.
	<ul style="list-style-type: none"> Percentage reduction of incidents of personal safety, theft and vandalism of infrastructure in passenger rail environment 	<ul style="list-style-type: none"> 50% 	<ul style="list-style-type: none"> Nine hundred and fifty-eight (958) incidents were recorded in the 2022/23 financial year.
	<ul style="list-style-type: none"> Number of jobs created through public infrastructure projects (PRASA Infrastructure Programmes) 	<ul style="list-style-type: none"> 10 000 jobs 	<ul style="list-style-type: none"> 12 234 jobs were created during the period under review.

Programme 03 - Rail Transport

Rail Operations and Safety:

INSTITUTION	OUTPUT INDICATOR	ANNUAL TARGET	REPORTED ACTUAL PERFORMANCE AS AT 31 MARCH 2023
Public Transport			
Passenger Rail Agency of South Africa (PRASA)	<ul style="list-style-type: none"> Number of passenger rail trips 	<ul style="list-style-type: none"> 25.02 million passenger rail trips 	<ul style="list-style-type: none"> 15.62 million passenger rail trips were undertaken during 2022/23.
	<ul style="list-style-type: none"> Percentage reduction of incidents of personal safety, theft and vandalism of infrastructure in passenger rail environment 	<ul style="list-style-type: none"> 50% 	<ul style="list-style-type: none"> Nine hundred and fifty-eight (958) incidents were recorded in the 2022/23 financial year.
	<ul style="list-style-type: none"> Number of jobs created through public infrastructure projects (PRASA Infrastructure Programmes) 	<ul style="list-style-type: none"> 10 000 jobs 	<ul style="list-style-type: none"> 12 234 jobs were created during the period under review.
Safer Transport Systems			
Passenger Rail Agency of South Africa (PRASA)	<ul style="list-style-type: none"> Number of rail security occurrences reported 	<ul style="list-style-type: none"> Less than 2 970 rail security occurrences (1-9 category) 	<ul style="list-style-type: none"> 1 036 rail security occurrences were reported for the period under review.

Programme 03 - Rail Transport

Rail Operations and Safety: (Cont..)

INSTITUTION	OUTPUT INDICATOR	ANNUAL TARGET	REPORTED ACTUAL PERFORMANCE AS AT 31 MARCH 2023
Safer Transport Systems			
Passenger Rail Agency of South Africa (PRASA)	% implementation of the national strategic plan to end gender-based violence and femicide in the rail transport sector (metrorail operations)	<ul style="list-style-type: none"> • 100% implementation 	<ul style="list-style-type: none"> • Interventions to address GBVF in the rail sector were identified during the period under review. • A GBVF Steering Committee inclusive of internal and external stakeholders was established to form a multidisciplinary team to drive PRASA's GBVF Strategy. • On-going correspondence on different topics relating to GBVF were sent out on a monthly basis, and also shared with external stakeholders. • A dedicated toll-free number/email address to report all GBVF incidents on PRASA premises was introduced.

Programme 04 - Road Transport

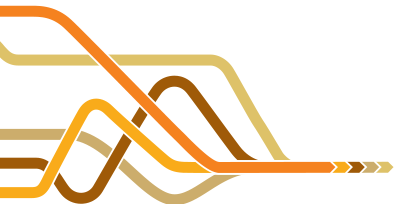
Road Regulation:

INSTITUTION	OUTPUT INDICATOR	ANNUAL TARGET	REPORTED ACTUAL PERFORMANCE AS AT 31 MARCH 2023
Safer Transport Systems			
Road Traffic Management Corporation (RTMC) and Provincial Departments of Transport	<ul style="list-style-type: none"> % reduction in road crash fatalities 	<ul style="list-style-type: none"> 21% reduction 	<ul style="list-style-type: none"> A reduction of 8.9% of fatalities from 12 887 in the financial year 2021/22 to 11 739 in the financial year 2022/23.
	Transport Safety and Compliance <ul style="list-style-type: none"> Number of road users reached 	<ul style="list-style-type: none"> 4 608 road users 	<i>RTMC Annual Report</i>
	<ul style="list-style-type: none"> Number of schools involved in road safety education programme 	<ul style="list-style-type: none"> 2 564 schools 	<i>RTMC Annual Report</i>
	Transport Administration and Licensing <ul style="list-style-type: none"> Number of compliance inspections conducted 	<ul style="list-style-type: none"> 300 Dangerous Goods operators 380 Driving Licence Testing Centres 500 Vehicle Testing Stations 	Feedback on the national Inspectorates for Quarter 04 and progress to date: <ul style="list-style-type: none"> Seventy one (71) Dangerous Goods Operators inspected bringing the total to date to 354. One hundred and forty (140) DLTCs inspected bringing the total to date to 392. Sixty three (63) VTSs reports received bringing the total to date to 483. <i>(Kindly note that not all VTS reports have been received from SABS)</i>

Programme 04 - Road Transport

Road Regulation: (Cont..)

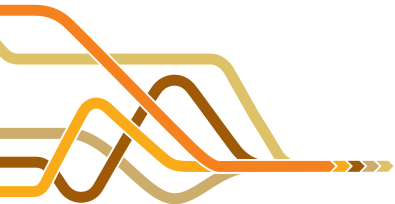
INSTITUTION	OUTPUT INDICATOR	ANNUAL TARGET	REPORTED ACTUAL PERFORMANCE AS AT 31 MARCH 2023
Safer Transport Systems			
Road Traffic Management Corporation (RTMC) and Provincial Departments of Transport	Law Enforcement		
	<ul style="list-style-type: none"> Number of speed operations conducted 	<ul style="list-style-type: none"> 80 580 operations 	<ul style="list-style-type: none"> 366 170 speed operations conducted
	<ul style="list-style-type: none"> Number of vehicles weighed 	<ul style="list-style-type: none"> 3 276 160 vehicles 	<ul style="list-style-type: none"> <i>RTMC Annual Report</i>
	<ul style="list-style-type: none"> Number of drunken driving operations conducted 	<ul style="list-style-type: none"> 62 416 operations 	<ul style="list-style-type: none"> 12 422 drunken driving operations conducted
<ul style="list-style-type: none"> Number of vehicles stopped and checked 	<ul style="list-style-type: none"> 10 288 900 vehicles 	<ul style="list-style-type: none"> 16 272 872 vehicles stopped and checked 	



Programme 04 - Road Transport

Road Regulation: (Cont..)

INSTITUTION	OUTPUT INDICATOR	ANNUAL TARGET	REPORTED ACTUAL PERFORMANCE AS AT 31 MARCH 2023
Safer Transport Systems			
Driving Licence Card Account (DLCA)	• Number of driving licence cards produced	• 2 000 000 cards	• 3 407 567 driving licence produced
	• Turn-around time for issuance of driving licence cards reduced	• 14 days	• Nineteen (19) working days.



Programme 04 - Road Transport

Road Infrastructure and Job Creation

INSTITUTION	OUTPUT INDICATOR	ANNUAL TARGET	REPORTED ACTUAL PERFORMANCE AS AT 31 MARCH 2023
Competitive and Accessible Markets			
South African National Roads Agency Limited (SANRAL)	<ul style="list-style-type: none"> Total kilometres of surfaced roads maintained (<i>routine maintenance</i>) 	<ul style="list-style-type: none"> 22 262 km 	<ul style="list-style-type: none"> 23 559 km of surfaced roads were maintained during the period under review
	<ul style="list-style-type: none"> Kilometres of roads upgraded (<i>strengthened, improved or new</i>) 	<ul style="list-style-type: none"> 600 km 	<ul style="list-style-type: none"> 178.5 km of roads were upgraded during the period under review
	<ul style="list-style-type: none"> Kilometres of roads resurfaced 	<ul style="list-style-type: none"> 1 000 km 	<ul style="list-style-type: none"> 718,5 km of roads were resurfaced during the period under review
	<ul style="list-style-type: none"> Number of jobs created through public infrastructure projects (SANRAL Road Maintenance Programme) 	<ul style="list-style-type: none"> 10 000 jobs 	<ul style="list-style-type: none"> 11 009 jobs were created through the SANRAL Maintenance Programme
	<ul style="list-style-type: none"> Number of full-time equivalents (FTEs) created 	<ul style="list-style-type: none"> 10 000 FTEs 	<ul style="list-style-type: none"> 11 009 FTEs were created
	<ul style="list-style-type: none"> Number of youths (18-35) employed 	<ul style="list-style-type: none"> 5 200 youths 	<ul style="list-style-type: none"> 5 235 of youths were employed
	<ul style="list-style-type: none"> Number of women employed 	<ul style="list-style-type: none"> 2 600 women 	<ul style="list-style-type: none"> 3 120 women were employed
	<ul style="list-style-type: none"> Number of persons with disabilities employed 	<ul style="list-style-type: none"> 50 persons with disabilities 	<ul style="list-style-type: none"> 82 persons with disabilities

Programme 04 - Road Transport

Road Infrastructure and Job Creation: (Cont..)

INSTITUTION	OUTPUT INDICATOR	ANNUAL TARGET	REPORTED ACTUAL PERFORMANCE AS AT 31 MARCH 2023
Competitive and Accessible Markets			
Provincial Departments of Transport (PDTs)	Planning		
	<ul style="list-style-type: none"> Number of kilometres of surfaced roads visually assessed as per the applicable TMH manual 	<ul style="list-style-type: none"> 10 000 km 	<ul style="list-style-type: none"> 34 321 km of surfaced roads were visually assessed
	<ul style="list-style-type: none"> Number of kilometres of gravel roads visually assessed as per the applicable TMH Manual 	<ul style="list-style-type: none"> 30 000 km 	<ul style="list-style-type: none"> 91 875 km of gravel roads were visually assessed
	Construction		
	<ul style="list-style-type: none"> Number of kilometres of gravel roads upgraded to surfaced roads 	<ul style="list-style-type: none"> 200 km 	<ul style="list-style-type: none"> 85 km of gravel roads were upgraded to surfaced roads
Maintenance			
<ul style="list-style-type: none"> Number of kilometres of surfaced roads rehabilitated 	<ul style="list-style-type: none"> 2 053 km 	<ul style="list-style-type: none"> 1 308 467 m² of surfaced roads were rehabilitated 	
<ul style="list-style-type: none"> Number of square metres of surfaced roads resealed 	<ul style="list-style-type: none"> 5 429 km 	<ul style="list-style-type: none"> 1 759 164 m² of surfaced roads were resealed 	

Programme 04 - Road Transport

Road Infrastructure and Job Creation (Cont..)

INSTITUTION	OUTPUT INDICATOR	ANNUAL TARGET	REPORTED ACTUAL PERFORMANCE AS AT 31 MARCH 2023
Competitive and Accessible Markets			
Provincial Departments of Transport (PDTs)	<ul style="list-style-type: none">• Number of kilometres of gravel roads re-gravelled	<ul style="list-style-type: none">• 6 695 km	<ul style="list-style-type: none">• 2 220 km of roads were re-gravelled
	<ul style="list-style-type: none">• Number of square metres of blacktop patching	<ul style="list-style-type: none">• 1 239 500 m²	<ul style="list-style-type: none">• 614 139 m² of roads were patched
	<ul style="list-style-type: none">• Number of kilometres of gravel roads bladed	<ul style="list-style-type: none">• 604 250 km	<ul style="list-style-type: none">• 113 923 km of gravel roads were bladed



Programme 04 - Road Transport

Road Infrastructure and Job Creation: (Cont..)

INSTITUTION	OUTPUT INDICATOR	ANNUAL TARGET	REPORTED ACTUAL PERFORMANCE AS AT 31 MARCH 2023
Competitive and Accessible Markets			
Provincial Departments of Transport (PDTs)	<ul style="list-style-type: none"> Number of job opportunities created through public infrastructure projects (Provincial Road Maintenance Programme) 	<ul style="list-style-type: none"> 209 904 jobs 	<ul style="list-style-type: none"> 65 316 jobs were created through the Provincial Road Maintenance Programme
	<ul style="list-style-type: none"> Number of full-time equivalents (FTEs) created 	<ul style="list-style-type: none"> 44 457 FTEs 	<ul style="list-style-type: none"> 30 398 of FTEs were created
	<ul style="list-style-type: none"> Number of youths (18-35) employed 	<ul style="list-style-type: none"> 12 000 youths 	<ul style="list-style-type: none"> 26 493 youths were employed
	<ul style="list-style-type: none"> Number of women employed 	<ul style="list-style-type: none"> 2 000 women 	<ul style="list-style-type: none"> 42 954 women were employed
	<ul style="list-style-type: none"> Number of persons with disabilities employed 	<ul style="list-style-type: none"> 50 persons with disabilities 	<ul style="list-style-type: none"> 846 persons with disabilities were employed

Programme 05 - Civil Aviation

Aviation Safety:

INSTITUTION	OUTPUT INDICATOR	ANNUAL TARGET	REPORTED ACTUAL PERFORMANCE AS AT 31 MARCH 2023
Innovation			
South African Civil Aviation Authority (SACAA)	<ul style="list-style-type: none">• South African Civil Aviation Authority (SACAA)	<ul style="list-style-type: none">• Review Regulations for Remotely-Piloted Aircraft System (RPAS)	<ul style="list-style-type: none">• Reviewed Regulations for Remotely-Piloted Aircraft System (RPAS) approved



Programme 05 - Civil Aviation

Aviation Innovation:

INSTITUTION	OUTPUT INDICATOR	ANNUAL TARGET	REPORTED ACTUAL PERFORMANCE AS AT 31 MARCH 2023
Safer Transport Systems			
South African Civil Aviation Authority (SACAA)	<ul style="list-style-type: none"> Number of fatal accidents recorded in scheduled commercial aviation 	<ul style="list-style-type: none"> 0 	<ul style="list-style-type: none"> -
	<ul style="list-style-type: none"> % reduction in fatal accidents recorded in general aviation 	<ul style="list-style-type: none"> 10% reduction 	<ul style="list-style-type: none"> 25% reduction for the period under review. Nine (09) fatal accidents were reported for the period under review.
	<ul style="list-style-type: none"> % implementation of the national strategic plan to end gender-based violence and femicide in the civil aviation sector 	<ul style="list-style-type: none"> 100% implementation 	<ul style="list-style-type: none"> 100% implementation



Programme 06 - Maritime Transport

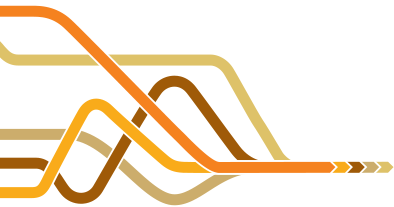
Maritime Safety:

INSTITUTION	OUTPUT INDICATOR	ANNUAL TARGET	REPORTED ACTUAL PERFORMANCE AS AT 31 MARCH 2023
Competitive and Accessible Markets			
South African Maritime Safety Authority (SAMSA)	<ul style="list-style-type: none"> Reportable maritime safety incident rate recorded for all types of vessels 	<ul style="list-style-type: none"> Below ten (10) reportable maritime safety incident rate 	<ul style="list-style-type: none"> 14,10 incident rate for the period under review
	<ul style="list-style-type: none"> Reportable maritime fatality rate recorded for all types of vessels 	<ul style="list-style-type: none"> Below two (2) reportable maritime fatality rate 	<ul style="list-style-type: none"> 0,93 maritime fatality rate for the period under review
	<ul style="list-style-type: none"> % implementation of the national strategic plan to end gender-based violence and femicide in the maritime transport sector 	<ul style="list-style-type: none"> 100% implementation 	<ul style="list-style-type: none"> SAMSA hosted a Gender Base Violence at Sea Seminar in Cape Town for the Occupation Health Safety and Maritime Welfare office. The seminar was aimed at obtaining assistance in developing and delivering a series of spot checks to ensure mitigation measures are properly implemented in line with the guideline regarding the code of conduct for seafarers. Its plan was to ensure the monitoring and reporting of all activities related to the GBV/SEA action plan.

Programme 06 - Maritime Transport

Maritime Pollution Reduction:

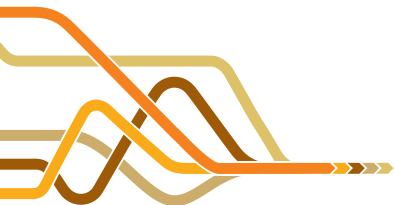
INSTITUTION	OUTPUT INDICATOR	ANNUAL TARGET	REPORTED ACTUAL PERFORMANCE AS AT 31 MARCH 2023
Competitive and Accessible Markets			
South African Maritime Safety Authority (SAMSA)	<ul style="list-style-type: none">Maritime pollution incident rate for all types of vessels	<ul style="list-style-type: none">Below two (2) maritime pollution rate	<ul style="list-style-type: none">1,86 maritime pollution rate for the period under review



Programme 07 - Public Transport

Public Transport Operations:

INSTITUTION	OUTPUT INDICATOR	ANNUAL TARGET	REPORTED ACTUAL PERFORMANCE AS AT 31 MARCH 2023
Competitive and Accessible Markets			
Provincial Departments of Transport (PDTs)	Transport Operations <ul style="list-style-type: none"> • Number of routes subsidised 	<ul style="list-style-type: none"> • 184 616 	<ul style="list-style-type: none"> • 107 824 routes were subsidised during the period under review
	<ul style="list-style-type: none"> • Number of kilometres subsidised 	<ul style="list-style-type: none"> • 183 740 442 	<ul style="list-style-type: none"> • 33 930 079 kilometres were subsidised during the period under review
	<ul style="list-style-type: none"> • Number of trips subsidised 	<ul style="list-style-type: none"> • 4 632 739 	<ul style="list-style-type: none"> • 861 258 trips were subsidised during the period under review

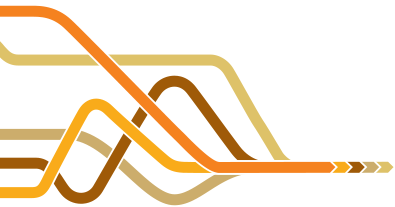


Programme 07 - Public Transport

Public Transport Operations: (Cont..)

INSTITUTION	OUTPUT INDICATOR	ANNUAL TARGET	REPORTED ACTUAL PERFORMANCE AS AT 31 MARCH 2023
Competitive and Accessible Markets			
South African National Taxi Council (SANTACO)	<ul style="list-style-type: none"> % implementation of the national strategic plan to end gender-based violence and femicide in the taxi industry 	<ul style="list-style-type: none"> 100% implementation 	<ul style="list-style-type: none"> The Department of Transport has worked with SANTACO to support the taxi industry programmes to, amongst others, educate taxi drivers on GBVF and empower them. A GBVF Strategy was adapted into the SANTACO Constitution and Code of Conduct. SANTACO has also partnered, through a Memorandum of Understanding (MoU), with the Department of Women, Youth and Persons with Disabilities and Sonke Gender Justice to educate member on GBV matters. The Department of Women, youth and children has facilitated various courses that women from the industry have attended in KwaZulu-Natal, Mpumalanga and Gauteng.

PERFORMANCE OF CONDITIONAL GRANTS

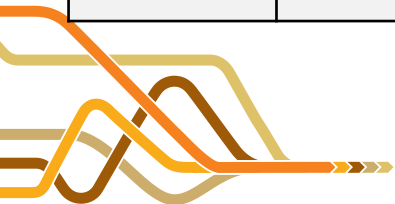


Conditional Grant 1: Public Transport Operations Grant (PTOG)

DEPARTMENT	AMOUNT TRANSFERRED (R'000)	AMOUNT SPENT (R'000)	ACTUAL OUTPUT	REASONS FOR UNSPENT FUNDS
Provincial Department of Transport	EC- R 282 593 000.00	EC- R 282 593 000.00	Number of vehicles subsidised: 6385	<ul style="list-style-type: none"> • Most provinces could not spend the March 2023 transfers because the operations takes place until the end of the month (March) and claims would be submitted in mid-April 2023 which is the new financial year and therefore forcing the provinces to apply for roll-over. • That is due to the Auditor General (In some provinces) making negative findings for paying half of the claims on the 15th of March as actual and the remainder as estimate since it was deemed as advanced payment which is not allowed by PFMA.
	FS – R 312 430 000.00	FS – R 312 430 000.00	Number of cumulative annual vehicles subsidised: 76 630	
	GP – R2 633 075 000.00	GP – R 1885 633 461.00	Number of routes operated: 120 049	
	KZN – R 1 309 303 000.00	KZN – R 1 309 303 000.00	Number of trips operated: 5 327 261	
	LP- R 422 338 000.00	LP- R 384 496 788.75	Number of passengers: 248 927 693	
	MP - R 711 126 000.00	MP - R 707 227 772.47	Number of kilometers: 212 363 562	
	NC- R 63 581 000.00	NC- R 58 362 433.36	Number of employees: 152 455	
	NW- R 228 173 000.00	NW- R 208 084 33.87		
	WC- R 1 127 813 000.00	WC- R 1 127 813 000.00		

Conditional Grant 1: Public Transport Operations Grant (PTOG) (Cont..)

DEPARTMENT	AMOUNT TRANSFERRED (R'000)	AMOUNT SPENT (R'000)	ACTUAL OUTPUT	REASONS FOR UNSPENT FUNDS
				<ul style="list-style-type: none"> The underperformance by North West Transport Investment (NTI) contract (operating below 40%) in Gauteng also contributed to underspending. There are operations/contracts that were abandoned by Putco and Brakpan Bus Services which contributed to underspending by the Gauteng Province.

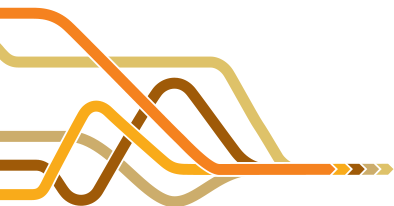


Conditional Grant 2: Public Transport Network Grant (PTNG)

MUNICIPALITY	AMOUNT TRANSFERRED (R'000)	AMOUNT SPENT (R'000)	ACTUAL OUTPUT	REASONS FOR UNSPENT FUNDS
Nelson Mandela Bay	R 273, 543	R 95, 489	<ul style="list-style-type: none"> • Milestone 3: Actual work done +- 75% complete; Milestone 4: Completed 2.0 kms of resurfacing of roadways on both trunk and feeders thus milestone 100% complete. • Average quarterly revenue kilometres = 306, 270; Average quarterly passenger trips (boarding's) = 288, 012; • Average quarterly passenger journeys = 288, 012; Average quarterly peak vehicles = 18 meter busses = 7 and 12 meter busses = 1; • Average quarterly total fleet vehicles = 9; • Average quarterly number of stations staff = n/a; Average quarterly number of employed drivers = 64. 	The municipal sphere's financial year annually runs for 3 more months after the end of the national financial year therefore, the unspent funds are likely to be spent thus increasing the expended amount to date.

Conditional Grant 2: Public Transport Network Grant (PTNG) (Cont..)

MUNICIPALITY	AMOUNT TRANSFERRED (R'000)	AMOUNT SPENT (R'000)	ACTUAL OUTPUT	REASONS FOR UNSPENT FUNDS
Mangaung	R 249, 894	R 74, 830	<ul style="list-style-type: none"> Phase 1A Moshoeshoe Trunk Route Part A (1,1 kilometres) = 100%; Phase 1A Moshoeshoe Trunk Route Part B (1,2 kilometers) = 94%; Depot Upgrade/new Depot construction-civil (1,800m2 civil = 90%. 	The municipal sphere's financial year annually runs for 3 more months after the end of the national financial year therefore, the unspent funds are likely to be spent thus increasing the expended amount to date.



Conditional Grant 2: Public Transport Network Grant (PTNG) (Cont..)

MUNICIPALITY	AMOUNT TRANSFERRED (R'000)	AMOUNT SPENT (R'000)	ACTUAL OUTPUT	REASONS FOR UNSPENT FUNDS
Ekurhuleni	R 702, 334	R 356, 010	<ul style="list-style-type: none"> • Trunk route area 5B - 70% completed; Trunk route area 5C - 66% completed; Trunk route area 6 - 35% completed; Trunk route area 7 - 42% completed; Feeder routes (7-13) - 51% completed; Phase 1B and 1C complementary routes - 82% completed; Bus shelters - 5% completed; Streetlighting (along bus way for phase 1A) stage 3 and 4 - 95% completed; • Average quarterly revenue kilometres = 298, 568; • Average quarterly passenger trips (boarding's) = 610, 220; • Average quarterly passenger journeys = 610, 220; • Average quarterly peak vehicles = 36; • Average quarterly total fleet vehicles = 76; • Average quarterly number of stations staff = n/a; • Average quarterly number of employed drivers = 92. 	<p>The municipal sphere's financial year annually runs for 3 more months after the end of the national financial year therefore, the unspent funds are likely to be spent thus increasing the expended amount to date.</p>

Conditional Grant 2: Public Transport Network Grant (PTNG) (Cont..)

MUNICIPALITY	AMOUNT TRANSFERRED (R'000)	AMOUNT SPENT (R'000)	ACTUAL OUTPUT	REASONS FOR UNSPENT FUNDS
City of Johannesburg	R 1, 065, 359	R 143, 931	<ul style="list-style-type: none"> • Customer Care Centres and Guardhouses for Rea Vaya Routes = 98% complete; • Alex Depot Access Road construction = 40% complete; Sandton Station Phase 1 = 40% complete; • Average quarterly revenue kilometres = 2, 892, 629; • Average quarterly passenger trips (boarding's) 34, 443; • Average quarterly passenger journeys = n/a; • Average quarterly peak vehicles: 18 meter busses = 63; 12 meter busses = 156; • Average quarterly total fleet vehicles = 273; • Average quarterly number of stations staff = 772; • Average quarterly number of employed drivers = 409. 	The municipal sphere's financial year annually runs for 3 more months after the end of the national financial year therefore, the unspent funds are likely to be spent thus increasing the expended amount to date.

Conditional Grant 2: Public Transport Network Grant (PTNG) (Cont..)

MUNICIPALITY	AMOUNT TRANSFERRED (R'000)	AMOUNT SPENT (R'000)	ACTUAL OUTPUT	REASONS FOR UNSPENT FUNDS
Tshwane	R 753, 681	R 349, 567	<ul style="list-style-type: none"> Line 2 C January Masilela at 20% completion; Wonderboom Intermodal Facility (Hector Pieterse Station) at 99% completion; Wonderboom Intermodal Facility (Building Works) at 85% completion; Line 2B NMT at 100% complete; Average quarterly revenue kilometres = 364, 574; Average quarterly passenger trips (boarding's) = 478, 048; Average quarterly passenger journeys = 58, 426; Average quarterly peak vehicles: 18-meter busses = 5, 12-meter = 28; Average quarterly total fleet vehicles = 114; Average quarterly number of stations staff = 96; Average quarterly number of employed drivers = 153. 	The municipal sphere's financial year annually runs for 3 more months after the end of the national financial year therefore, the unspent funds are likely to be spent thus increasing the expended amount to date.

Conditional Grant 2: Public Transport Network Grant (PTNG) (Cont..)

MUNICIPALITY	AMOUNT TRANSFERRED (R'000)	AMOUNT SPENT (R'000)	ACTUAL OUTPUT	REASONS FOR UNSPENT FUNDS
eThekwini	R 763, 393	R 342, 679	<ul style="list-style-type: none"> Corridor 1 scope: 27km & 14 stations = 46.29% complete, whilst work package (WP)3 :2.25km = 100% complete, 7km's & 4 stations = 100% complete. Corridor 3 scope: 27 km & 14 stations = 96.29% complete, whilst 26km of RoW = 100% complete & 10 stations = 100% complete. C9 scope 14.5km & 12 stations = 28.28% complete, whilst WP1 Bhejane underpass (0.6km) and WP5 Cornubia interchange (0.7km): 100% complete; WP 2A Phase 1 (2,8 km) - 100% of ROW complete. 	The municipal sphere's financial year annually runs for 3 more months after the end of the national financial year therefore, the unspent funds are likely to be spent thus increasing the expended amount to date.

Conditional Grant 2: Public Transport Network Grant (PTNG) (Cont..)

MUNICIPALITY	AMOUNT TRANSFERRED (R'000)	AMOUNT SPENT (R'000)	ACTUAL OUTPUT	REASONS FOR UNSPENT FUNDS
Polokwane	R 166, 506	R 342, 679	<ul style="list-style-type: none"> • Station Civil works: Construction progress at 100% complete; • Transit Mall 100% complete; Civil works at Depot: Construction progress at 30% complete; Sand-river bridge: Construction progress at 85% complete; • Trunk route: Construction progress at 90 % complete; Station upper structure: Construction progress 51% complete; • Average quarterly revenue kilometres = n/a; • Average quarterly passenger trips (boarding's) = 186, 352; • Average quarterly passenger journeys = n/a; • Average quarterly peak vehicles: 12 meter busses = 13; • Average quarterly total fleet vehicles: 12 meter busses = 11; • Average quarterly number of stations staff = n/a; • Average quarterly number of employed drivers = 56. 	<p>The municipal sphere's financial year annually runs for 3 more months after the end of the national financial year therefore, the unspent funds are likely to be spent thus increasing the expended amount to date.</p>



Conditional Grant 2: Public Transport Network Grant (PTNG) (Cont..)

MUNICIPALITY	AMOUNT TRANSFERRED (R'000)	AMOUNT SPENT (R'000)	ACTUAL OUTPUT	REASONS FOR UNSPENT FUNDS
Rustenburg	R 338, 721	R 150, 064	<ul style="list-style-type: none"> • Phase 1A: 6 Top Structures (R104) for stations (30%) and 36 pole type stops (100%) complete; 10kms of Phase 1A sidewalk maintenance (25%); Phase 1A road marking maintenance (85%) complete; • Traffic signal maintenance for dedicated lanes (CBD) and (R104) (85%) complete; • Average quarterly revenue kilometres = 244, 875; • Average quarterly passenger trips (boarding's) = 100, 961; • Average quarterly passenger journeys = 100, 961; • Average quarterly peak vehicles: 12 meter busses = 8 and mini-busses = 21; • Average quarterly total fleet vehicles = 34; • Average quarterly number of stations staff = 75; • Average quarterly number of employed drivers = 22. 	<ul style="list-style-type: none"> • The municipal sphere's financial year annually runs for 3 more months after the end of the national financial year therefore, the unspent funds are likely to be spent thus increasing the expended amount to date.

Conditional Grant 2: Public Transport Network Grant (PTNG) (Cont..)

MUNICIPALITY	AMOUNT TRANSFERRED (R'000)	AMOUNT SPENT (R'000)	ACTUAL OUTPUT	REASONS FOR UNSPENT FUNDS
City of Cape Town	R 1, 314, 261	R 681, 542	<ul style="list-style-type: none"> • 2 depots (East and West) at 12% completion; Grassy Park non-motorised transport = 1km walking/cycling lane added; • Average quarterly revenue kilometres = 4, 320, 176; • Average quarterly passenger trips (boarding's) = 6, 707, 954; • Average quarterly passenger journeys = 4, 607, 039; • Average quarterly peak vehicles: 18-meter busses = 32; 12-meter busses = 74; 9-meter busses = 118; • Average quarterly total fleet vehicles = 356; • Average quarterly number of stations staff = 800; • Average quarterly number of employed drivers = 490. 	The municipal sphere's financial year annually runs for 3 more months after the end of the national financial year therefore, the unspent funds are likely to be spent thus increasing the expended amount to date.

Conditional Grant 2: Public Transport Network Grant (PTNG) (Cont..)

MUNICIPALITY	AMOUNT TRANSFERRED (R'000)	AMOUNT SPENT (R'000)	ACTUAL OUTPUT	REASONS FOR UNSPENT FUNDS
George	R 237, 100	R 111, 489	<ul style="list-style-type: none"> • Road Rehabilitation: Market Phase 1 (Section 2) 100%; Market • Phase 2 (Section 1) 100%; Market Phase 3 (Section 3) 100%; • Market Phase 4 (Section 4) 100%; Airway Road 100%. • Average quarterly revenue kilometres = 1, 216, 419; • Average quarterly passenger trips (boarding's) = 1, 308, 340; • Average quarterly passenger journeys = 1, 439, 174 ; • Average quarterly peak vehicles: 12-meter busses = 54, Mini-busses = 26; • Average quarterly total fleet vehicles = 92; • Average quarterly number of stations staff = n/a; • Average quarterly number of employed drivers = 302. 	<ul style="list-style-type: none"> • The municipal sphere's financial year annually runs for 3 more months after the end of the national financial year therefore, the unspent funds are likely to be spent thus increasing the expended amount to date.

Conditional Grant 2: Public Transport Network Grant (PTNG) (Cont..)

MUNICIPALITY	AMOUNT TRANSFERRED (R'000)	AMOUNT SPENT (R'000)	ACTUAL OUTPUT	REASONS FOR UNSPENT FUNDS
Mbombela	R 148, 100	• -	• -	<ul style="list-style-type: none"> Mbombela municipality was transferred an in-year reallocation amounting to R148, 1 million, on the 29th March 2023 to finally settle their multi-year contractual commitments following their suspension from the 2020 MTEF funding to date however, the expenditure on this particular reallocation was yet to accrue.

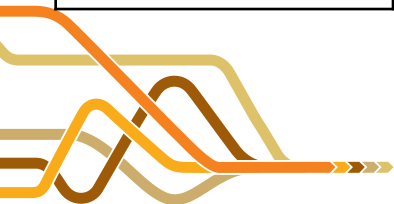


Conditional Grant 3: Provincial Road Maintenance Grant (PRMG)

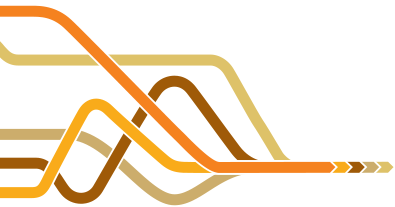
NO OF KM PAVED ROADS VCI CONDUCTED	NO OF KM UN-PAVED ROADS VCI CONDUCTED
<ul style="list-style-type: none"> • 26 717km VCIs were conducted 	<ul style="list-style-type: none"> • 46 791km were conducted
PHYSICAL INDICATORS	SOCIAL INDICATORS
<ul style="list-style-type: none"> • Number of kilometers upgraded = 181 km • 4 410 413 m² (1 260 m effective of roads were rehabilitated) • 5 007 212 m² of roads were re-sealed • 5 265 km of roads were re-gravelled • 1 820 389 m² of roads were patched 	<ul style="list-style-type: none"> • Work opportunities = 294 798 • Number of work opportunities created for Women = 209 005 • Number of work opportunities created for Youth = 80 525 • Number of work opportunities created for Persons with Disabilities = 2 542

Conditional Grant 4: Rural Road Asset Management System grant (RRAMS)

MUNICIPALITY	AMOUNT TRANSFERRED (R'000)	AMOUNT SPENT (R'000)	ACTUAL OUTPUT	REASON FOR UNSPENT FUNDS
<p>Forty-four (44) District Municipalities have benefited from the grant in 2022/23 Medium Term Expenditure Framework (MTEF).</p>	<ul style="list-style-type: none"> R115 076 000 	<ul style="list-style-type: none"> R 49 380 657 	<ul style="list-style-type: none"> Road condition data, structures and traffic data is available. The RAMS data is being cleaned and updated 	<ul style="list-style-type: none"> The Municipalities spent an average of 43% of the funds that were transferred because of delayed procurement as well as implementation. It must be noted that the municipal financial year ends in June.



GOVERNANCE



Risk Management

- Risk Management is an integral part of the department's business model that is embedded throughout the department's operations. Managing risk became central to the department's business operations. The Risk Management Function ensures an integrated approach with strategy formulation and planning processes of the department by playing an integral role.
- The department's Risk Management Framework sets out how the department organizes and applies its risk management practices to ensure that all activities are conducted in line with the principles and limits mandated by the departmental Risk Management Policy.
- The Department has a Risk Management Committee (RMC) that was formally appointed by the Accounting Officer. The Committee has formal Terms of Reference that regulate its affairs; and is chaired by a Non-Executive Person (External Chairperson).
- The Committee held its meetings as follows:
 - 01 April 2022
 - 01 July 2022
 - 27 October 2022
 - 27 January 2023



Fraud and Corruption

- The Department conducts fraud risk assessments on a regular basis to identify fraud and corruption risks within the department. Fraud risks identified are incorporated in the fraud risk register which is used to monitor mitigations of fraud risk by Management.
- The fraud prevention Plan is implemented through the following pillar off anti -corruption:
 - **Fraud Prevention** – This outlines measures put in place by management to prevent fraud and corruption within the department
 - **Fraud detection** – This pillar is used by management to detect irregularities within the department. The department’s internal audit has various tools to detect fraud and corruption.
 - **Investigation** - Investigation are conducted to address all allegations reported.
 - **Resolution** - Consequence management are implemented in three folds: disciplinary hearing, civil recovery, and criminal case referral.

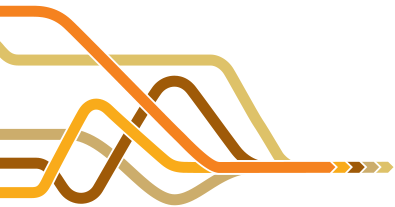


Minimising Conflict of Interest

- The implementation of Standard Bidding Documents, including the SBD 4 Form – Declaration of interest for all procurement as a measure to minimise conflict of interest in SCM; and the SBD 9 Form – Suppliers' previous performance with government. SBD Forms are required for all procurements above R500 000.00. Prospective suppliers or service providers are required to declare any interest and previous performance and this considered in evaluation and adjudication processes.
- Members of Bid Evaluation and Adjudication Committees are also required to sign necessary declaration of interest forms prior to participating in evaluation and adjudication processes. Where interest is declared, respective members are requested to recuse themselves from participating in SCM processes.
- The Financial Disclosure Framework is guided by key principles in the Code of Conduct, Chapter 2 of the Public Service Regulations, 2001. In accordance with Chapter 3 of the Public Service Regulations, 2001, all members of the SMS were sensitised to disclose their financial interests. Any SMS member who fails to disclose a financial interest or who willfully provides incorrect or misleading details will be found guilty of misconduct.

Code of Conduct

- The Code of Conduct serves as a guideline to employees as to what is expected of them from an ethical point of view, both in their individual conduct and in their relations with others. Compliance with the Code is expected to enhance professionalism and to help ensure confidence in the public service.
- New appointees are inducted on the Code of Conduct and SMS members are also trained on disciplinary matters related to violation of the Code of Conduct.



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
Prolonged delays in the implementation of disciplinary processes	2021/2022	<ul style="list-style-type: none">• Nine (9) Cases of irregular expenditure are currently at Labour Relations for disciplinary processing,• Five (5) cases are with Supply Chain Management to request for condonation with National Treasury and• Seven (7) cases are with Forensic Investigations with some of those cases (4) has been transferred to Department of Higher Education to initiate disciplinary process.

Internal Control

- During the 2022/23 financial year, the Internal Control Unit developed action plans to address deficiencies identified during the regularity audit conducted by the Auditor-General of South Africa (AGSA) and followed-up with management on progress regarding the implementation of such plans.
- Progress reports on implementation of action plans were presented to both EXCO and the Audit Committee. The unit has also managed the administration of Audit Steering Committee and Loss Control Committee.
- Internal Control Unit also conducted compliance reviews focusing on PFMA and Treasury Regulations.
- The Internal Control Unit was also tasked with the responsibility of maintaining and safekeeping of financial documents and ensured that all requested financial documents by the AGSA are provided.

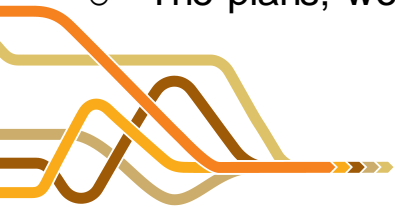


Internal Audit and Audit Committee

- The Audit Committee has an independent role as required by Treasury Regulation 3.1 The Audit Committee has complied with its responsibilities arising from Section 38 (1)(a)(ii) of the Public Finance Management Act (PFMA) and Treasury Regulation 3.1.13. The Audit Committee has adopted appropriate formal terms of reference as its Audit Committee Charter, which is reviewed annually, its has regulated its affairs in compliance with this charter and has discharged all its responsibilities as contained therein;
- Among the responsibilities of the Audit Committee, the following were done during the 2022/23 financial year;
 - Quarterly Interim Financial Statements and unaudited Annual Financial Statements (AFS) before submission to the AGSA on 31 May 2023;
 - Monitoring and implementation of corrective action plans to address AGSA and Internal Audit findings;

Internal Audit and Audit Committee (Cont..)

- The unit has also managed the administration of Audit Steering Committee and Loss Control Committee;
- The appropriateness and effectiveness of the system of risk management including fraud prevention and anti-corruption strategies;
- The process to ensure compliance with relevant laws and regulations;
- In-year monitoring reports on the Department operations including Information and Communication Technology (ICT) and Human Resources Management (HRM) governance;
- The Quarterly Performance Information Reports and the Annual Report prior to submission to the AGSA and final publication; and
- The plans; work and reports of the Internal Audit and the AGSA.



Internal Audit and Audit Committee (Cont..)

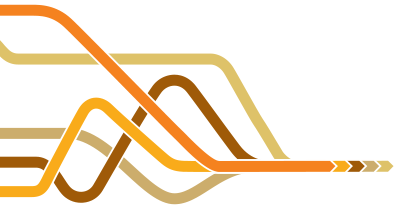
- The Audit Committee noted the following:
 - The external quality assurance review (EQAR) of the Internal Audit is overdue, however, the procurement processes to appoint a service provider are at final stages;
 - Concerns raised by the Auditor General on the audit of pre-determined objectives and has recommended that management engage all relevant stakeholders to ensure that such issues are addressed before the next audit cycle.
 - Management developed, implemented and reported on a quarterly basis the progress made in addressing AGSA findings from previous years. We reviewed the action plans and noted progress made, however, additional effort is needed to resolve all findings timeously. Additional effort is required to resolve the following matters:
 - Delays in implementing disciplinary processes;
 - Ineffective controls around ICT Disaster Recovery Plan and testing; and
 - Delays in reviewing policies and procedures in the department.

B-BBEE Compliance

- During the 2022/23 financial year, the Department of Transport undertook the process of reporting on B-BBEE Compliance for the 2021/2022 financial year as per Section 13G (1) of the B-BBEE Act.
- The achieved level for the financial year is **Level 3**. Below is a table of achieved points per element:

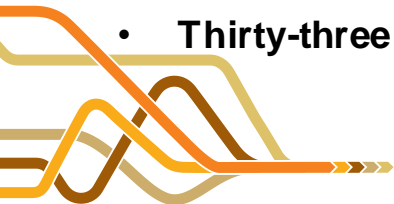
Element	Weighting points	Achieved Score
Management Control	10	7.88
Employment Equity	21	20.23
Skills Development	25	17.75
Preferential Procurement	35	22.48
Enterprise Development	15	15

HUMAN RESOURCES OVERVIEW



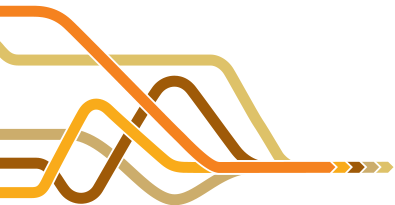
The Status of Human Resources

- The total establishment of the Department consist of **890 posts**, of which **675** were filled as at 31 March 2023.
- A total of **R505 337 million (90.5%** of the of the final Compensation of Employees budget) was spent.
- As of 31 March 2023, the Department had **six (6)** employees additional to the staff establishment.
- The department's vacancy rate remains high (**23.62%**), however at top management level, vacancies were reduced, including the appointment of **one (1) Director-General**.
- **Thirty-three (33)** internal appointments/promotions were made in the 2022/23 financial year.



The Status of Human Resources (Cont..)

- The turnover rate of permanent employees was reported as **6.56%** in 2021/22 and **6.96%** in 2022/23.
- The majority of terminations were due to the resignation of **thirty-five (35) employees (68.63%)**. The department lost **one (01)** employee due to death, **five (05)** due to retirement, and **ten (10)** were due to contract expiry.



The Status of Human Resources (Cont..)

The Employment Equity (EE) status of the department, as at 31 March 2023, was as follows:

- African males (40.77%);
- African females (53.47%);
- White males (10.89%);
- White females (2.07%);
- Indian males (0.44%);
- Indian females (0.88%);
- Coloured males (0.74%); and
- Coloured females (0.74%).



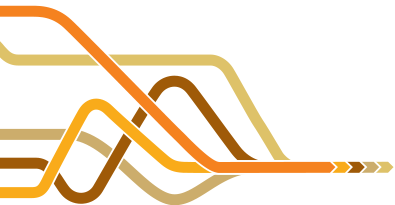
The Status of Human Resources (Cont..)

- A total of **four hundred and eighty three (483)** training interventions were implemented which translated into **303** actual head count of **665 (46%)** officials trained (01 April – 31 March 2023).
- **Forty-five (45)** new bursaries were awarded to serving employees and a total of **hundred and seventy-four (174)** existing bursaries were managed.
- The department awarded **fifty-three (53)** new bursaries across all salary levels and a total of **two hundred and nine (209)** bursaries were managed during 2022/23 financial year, of which **twenty-four (24)** graduated.



The Status of Human Resources (Cont..)

- In an effort to capacitate the transport sector and address the provisions of the 2019/2024 Medium-Term Strategic Framework in terms of youth empowerment, a total of **three hundred and sixty-two (362)** bursaries were granted to the unemployed youth pursuing transport related qualifications within the **thirteen (13) universities** which have a partnership with the Department of Transport. **One hundred and five (105)** students graduated within the reporting period.

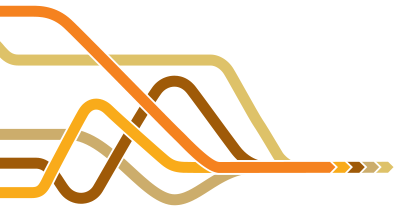


Labour Relations

Matter	Action
• Misconduct and Disciplinary Hearings finalised	<ul style="list-style-type: none">• Two (02) written warnings;• Two (02) final written warnings issued; and• Two cases were withdrawn.
• Grievances	<ul style="list-style-type: none">• Twenty (20) grievances lodged; and• Sixteen (16) grievances were resolved and four (04) were not resolved.
• Disputes	<ul style="list-style-type: none">• One (01) dispute lodged.
• Strike Actions	<ul style="list-style-type: none">• None
• Precautionary Suspensions	<ul style="list-style-type: none">• One (01) person suspended.



Summary of the Report of the Auditor- General (AGSA)



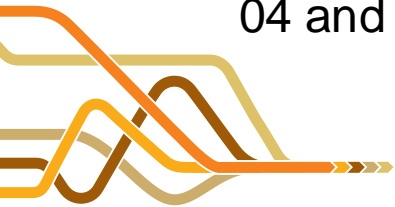
Audit of Financial Statements

- The financial statements present fairly, in all material respects, the financial position of the Department of Transport as at 31 March 2023, and its financial performance and cash flows for the year then ended in accordance with the Modified Cash Standard (MCS) and the requirements of the Public Finance Management Act, 1999 (Act No. 1 of 1999) (PFMA) and the Division of Revenue Act, 2021 (Act No.9 of 2021) (DoRA).



Audit of Annual Performance Report

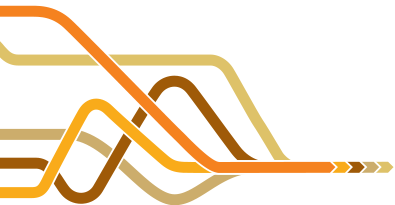
- In accordance with the Public Audit Act 25 of 2004 (PAA) and the general notice in terms thereof, the Auditor-General has a responsibility to report on the usefulness and reliability of the reported performance information against predetermined objectives and they concluded on the following;
 - Material findings were identified in the annual report submitted for auditing under reported performance information for programmes 03, 04 and 07.



Audit of Annual Performance Report (Cont..)

- **Material Misstatements**

- Material misstatements were identified in the annual performance report submitted for auditing. These material misstatements were in the reported performance information of all selected programmes for audit. Management did not correct all of the misstatements and material findings were reported in this regard.



Compliance

- **Compliance with legislation**

- Through an established AGSA process, requirements in key legislation were selected 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.

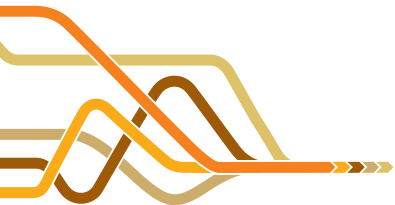
- There was no material non-compliance with the selected legislative requirements identified.



Internal Control Deficiency

The AGSA reported the following deficiencies in Internal Control:

- Significant internal control deficiencies that resulted in the material findings on the annual performance report submitted for auditing:
- Ineffective review by management of the annual performance report to ensure alignment between the annual performance plan and the annual performance report.
- Establishment of adequate processes to consistently measure and reliably report on performance indicators. This was due to insufficient systems and processes to verify the information collected from implementers.

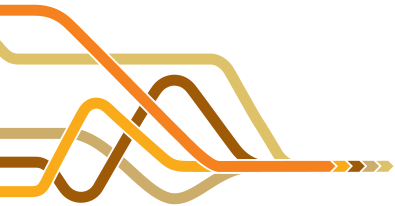


Other Matters

- The Special Investigations Unit (SIU) conducted an investigation into the procurement of personal protective equipment (PPE) for the taxi industry in response to the outbreak of the COVID-19 global pandemic in respect of the National State of Disaster, as declared by Government Notice No. 313 of 15 March 2020.
- The investigation was concluded by the SIU on 10 December 2021. The department is currently disputing the report and has provided additional information on the matters raised.
- The Department has not received feedback from the SIU.



DRIVING LICENCE CARD ENTITY (DLCA)



Organisational Environment

- DoT is currently reviewing and streamlining all its road traffic agencies' mandates. The need to rationalise the number of entities by consolidating some functions within one entity or transferring some of the functions within the department responsible for providing policy, strategic and technical assistance with those functions.
- This process of rationalisation has led to organisational challenges. For example, the performance of the entity has dropped compared to the previous financial year and four key personnel have been lost, i.e.:
 - Resignation of key personnel: Acting Chief Financial Officer (CFO);
 - Transfer of key personnel to another public service department: Senior Manager – Risk and Governance;

Organisational Environment (Cont..)

This process of rationalisation has led to organisational challenges. For example, the performance of the entity has dropped compared to the previous financial year and four key personnel have been lost, i.e. **(Cont..)**:

- Retirement of two production personnel – Driving Licence Card Quality Controller and Driving Licence Card Material Supervisor; and
 - Suspension of two senior managers, following a disciplinary process against them, i.e. Director: Operations and Manager: Supply Chain.
-
- No appointments or restructuring was done in the financial year under review.



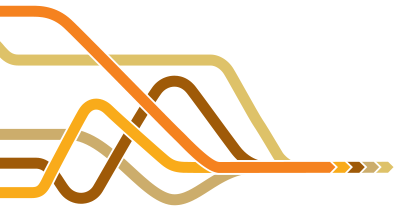
Overview of DLCA Operations

- DLCA continues to increase its operational surplus year on year, with the current financial year's surplus having doubled from that recorded in the previous year. This can be attributed to the increase in sales of driver's license cards and the strict cost containment approach adopted.
- During the financial year, the entity surrendered excess funds from prior periods amounting to R175 million to the national revenue fund. Nevertheless, it is still in a sound liquidity position, with current assets almost 10 times that of its current liabilities.



Overview of DLCA Operations (Cont..)

- Most of the working capital of the entity is held in the form of short-term investments, as the entity has plans to invest the funds in major capital investment projects that involve purchasing a new and upgraded card production machine and smart enrolment units.



Overview of DLCA Operations (Cont..)

Capacity constraints and challenges facing the entity

- The car production machine is currently running at a rate of 38 batches a week (27 without any backlog), which produces approximately 94 000 cards. However, the ideal is for the entity to run 45 batches a week, which is 111 000 cards.
- This cannot be achieved because of the legislative limitation on overtime, lack of skills and expertise to operate the machine, general under-staffing across the entity, resignation of key personnel and the obsolete nature of the machine, which does not allow over-runs in production due to a lack of spare parts and proper support contracts.



Overview of DLCA Operations (Cont..)

Key activities discontinued/to be discontinued

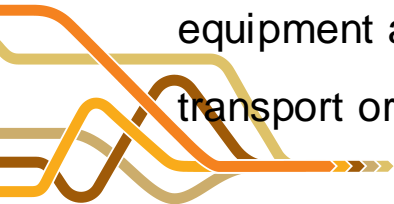
- The Department of Transport (DoT) is currently evaluating the rationalisation of entities, and the entity's operations will be transferred to the RTMC. This was not finalised in the year under review, as the process is still being reviewed. The finalisation date is not yet confirmed and processes are currently underway towards this objective.



Overview of DLCA Operations (Cont..)

Smart Enrollment Solution

- As part of the IT Digital Transformation Strategy, the DLCA will be introducing a concept of smart enrolment. Historically, the collection of enrolment data has mainly be dependent on the devices i.e. Live Scanner Unit (LSU), Live Capture Unit (LCU) and then Live Enrolment Unit (LEU).
- With the adoption, of digital technology, the objective of smart enrolment is to (1) introduce alternative channels of collecting enrolment data which is not dependent of equipment and (2) reduce the traffic at the DLTCs and (3) provide integration to other transport or state entities.

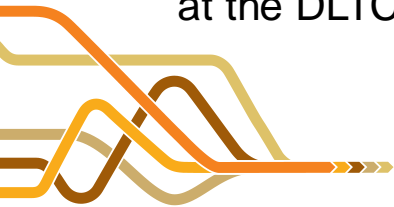


Overview of DLCA Operations (Cont..)

Smart Enrollment Solution (Cont..)

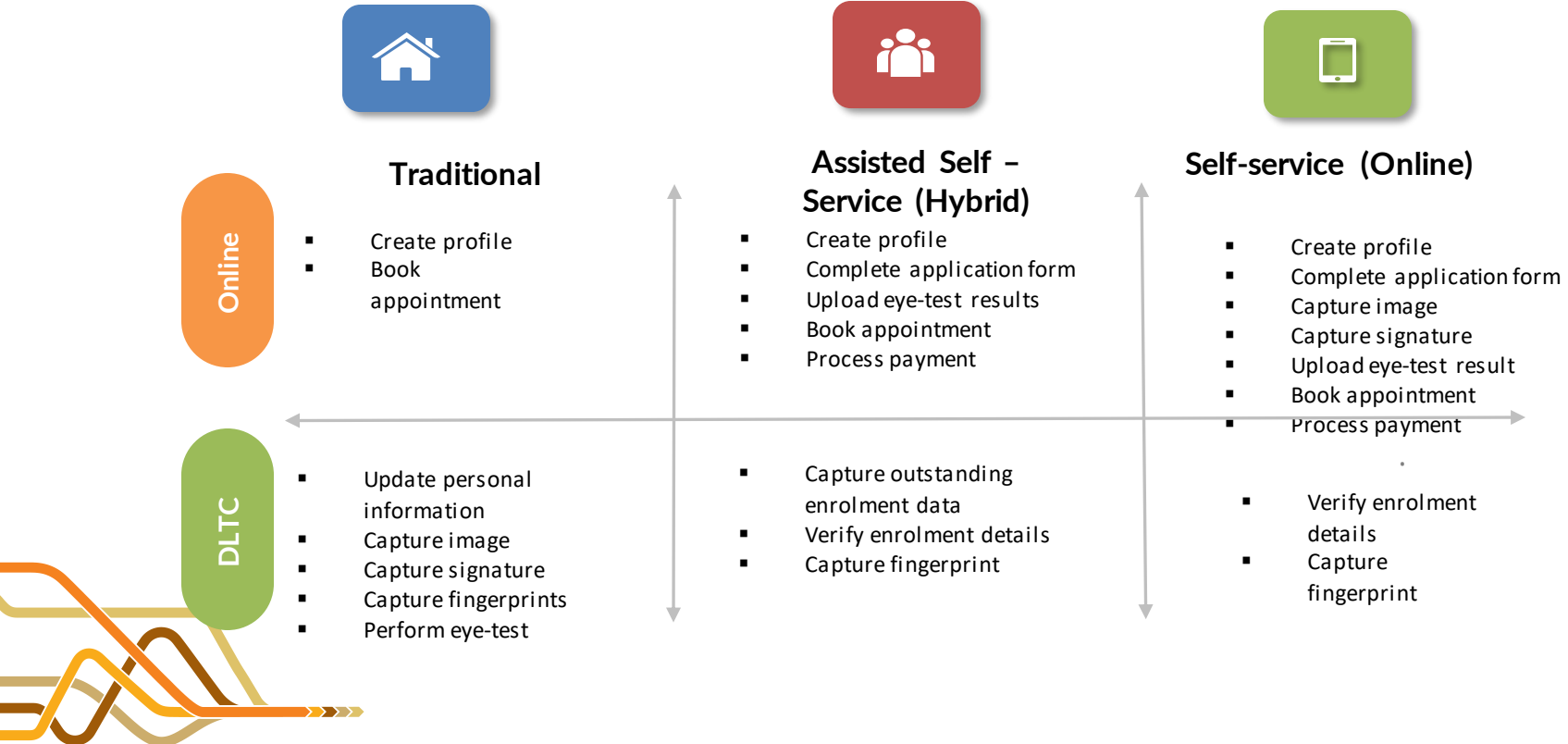
Smart enrolment options include the following:

- **Self-service (online solution)** – this include the majority of the enrolment process being performed online.
- **Assisted self-service** – this involves the process where the user starts the process on line and can be assisted at the DLTCs to complete the enrolment process.
- **Traditional service** – this service is when all the enrolment processes are performed at the DLTCs.



Overview of DLCA Operations (Cont..)

Smart Enrollment Solution (Cont..)



Overview of DLCA Operations (Cont..)

Request for rollover of funds

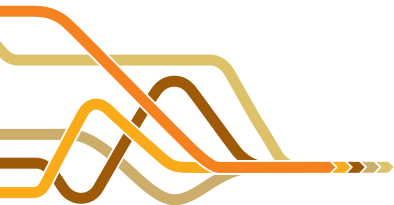
- DLCA has put plans in place to acquire a new card production machine and also to procure smart enrolment units as part of its plans to simplify the driving license application and renewal process.
- These are capital-intensive projects with an estimated budget of R819 million to be spent over the next two years, therefore application will be made to the national revenue fund for the entity to retain surplus funds to finance these projects. Application for funding will also be facilitated, as the projects are estimated to exceed the entity's cash reserves.



Overview of DLCA Operations (Cont..)

Audit report matters in the previous year and how they will be resolved

- In the previous financial year, the Auditor General of South Africa (AGSA) raised 13 findings against DLCA. Twelve findings have been resolved and one finding is still to be resolved. The unresolved finding relates to review and approval of policies.
- With the pending rationalisation process, this will be resolved, as the entity will apply RTMC policies in all of its operations. Nonetheless, the entity has commenced reviewing some of its policies to assess the degree of alignment with current legislation.



Overview of DLCA Operations (Cont..)

Support to Driving License Testing Centres

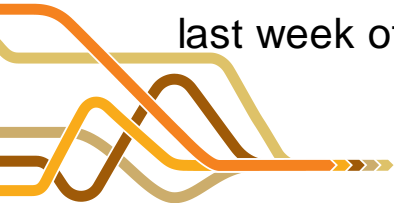
- **Card Related Queries**
 - 100% of all card related queries were attended to and resolved within 7 working days
- **Enrolment Equipment Maintained**
 - 98% of enrolment equipment was maintained.
- **Stakeholder Management**
 - Eight (8) SLA signed with the Provinces for the safeguarding of DLCA assets and the payment of driving licence card orders.



Manufacturing of Driving Licence Cards

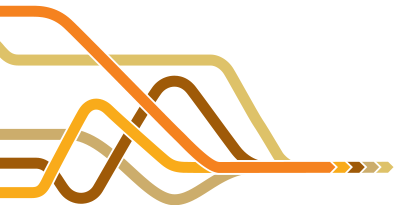
Manufacturing of the credit card format driving licence and maintenance layout

- From 1 April 2022 to 31 March 2023 the DLCA received 2 993 416 driver's license cards orders for production.
- However , 3 407 111 cards were produced, and 3 398 504 cards were delivered. The additional cards produced and delivered were due to the previous years backlog that was carried over to the current financial year
- The difference is due to the spoilt cards, and those orders that were received in the last week of the financial year.



Manufacturing of Driving Licence Cards (Cont..)

- From 1 April 2022 to 31 March 2023, DLCA successfully produced 3,407,111 cards and delivered 3,398,504 cards.
- The difference is due to the 24- hour card production for the period January 2022 - July 2022, when the backlog from the previous financial year had to be caught up.



Manufacturing of Driving Licence Cards (Cont..)

PROVINCE	ORDERS RECEIVED	PRODUCED	DELIVERED	SPOILED/ CANCELLED
Eastern Cape	195 661	219 144	220 391	6 942
Free State	130 082	152 123	152 070	4 750
Gauteng	1 090 701	1 217 255	1 215 249	30 179
KwaZulu-Natal	445 629	519 707	521 440	15 726
Limpopo	254 041	297 553	293 251	7 713
Mpumalanga	245 035	284 911	283 515	9 995
North West	144 499	163 207	161 573	4 293
Northern Cape	54 998	60 111	61 003	1 904
Western Cape	432 770	493 100	490 012	12 858
TOTAL	2 993 416	3 407 111	3 398 504	94 360

Manufacturing of Driving Licence Cards (Cont..)

- During the year under review, 100% of driving license card related queries and requests received by DLTC nationally were resolved within five (05) working days.

Quarter	Number of calls logged	Number of calls Resolved	Number of calls resolved in 5 days	% of Calls resolved within 5 Days
Quarter 1	352	352	352	100%
Quarter 2	532	532	532	100%
Quarter 3	644	644	644	100%
Quarter 4	754	754	754	100%
Annual	884	884	884	100%

Governance

Audit and Risk Committee

- The Audit Committee was appointed for the year under review, and their term ended on 31 May 2023. Below is a summary of their undertakings for the year. The new Audit and Risk Committee is to be appointed before end-October 2023.

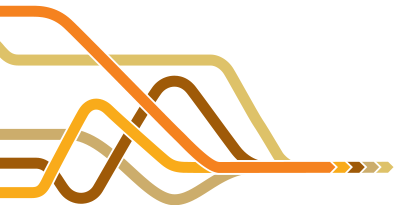
Effectiveness of Internal Controls

- The Internal Audit function is outsourced and continues to provide assurance in terms of control, governance and risk management, as per the approved risk-based audit plan. The Audit Committee considered reports from the internal and external auditors, which revealed that the control environment is generally adequate and effective.

Governance (Cont..)

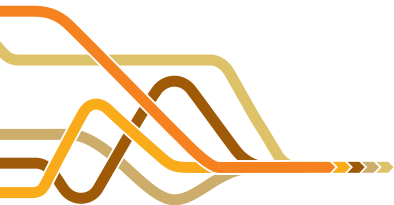
Effectiveness of Internal Controls

- However, the Audit Committee identified the following key areas of concern that should be addressed to further improve the overall adequacy and effectiveness of the control environment:
 - (1) policies and procedures and (2) compliance monitoring.



Overview of Audit Outcomes

- The trading account regressed from a clean audit to an unqualified audit with material adjustments and non-compliance with National Treasury Regulations. The regression might be a result of the following issues, isolated or together:
 - Majority of the senior management (CFO, Senior Manager Corporate Services) staff resigned and exited the entity in the first and second quarter, which then automatically led to the entity being understaffed and significant part of the Institutional Memory being eroded.



Overview of Audit Outcomes (Cont..)

- The entity has been functioning without a permanently appointed Head of Entity, and since inception, there have been leadership changes for more than seven (07) years. This has however since been resolved and the Entity now has a Permanent Head.
- The Department of Transport (DoT) embarked on a process to rationalise transport entities as a directive from the Cabinet/ Parliament, however, this was not finalised and signed, despite work carried out by the entity, RTMC and the department. Most processes, such as filling of vacant funded positions, and updating of policies, were put on hold, as the entity believed that its operations would transfer to RTMC before the end of the period.
- One was for the disclosure of contingent liability, the then-acting head was under the impression that we do not need to disclose it, as the entity was approved by the Treasury to procure the new card production machine. AGSA was opposed to this, and the then-acting head could not defend it, in that we then had to make the disclosure.

Overview of Audit Outcomes (Cont..)

- The second one was on cash flow, there was a misalignment between receivables and payables, and the net effect was Rnil.
- Both corrections made were assessed by AGSA to be material.
- Another finding came from non-compliance with the 30-days payment of suppliers. The finance team did not process some invoices submitted by suppliers. Consequence Management process has since been instigated to deal with the individuals responsible for these acts.



OVERVIEW OF FINANCIAL INFORMATION



CONTENT

- ❑ Overview of financial results
 - Departmental revenue
 - Programme Expenditure
 - Rollovers
 - Unauthorised, Irregular, Fruitless and Wasteful Expenditure
- ❑ Statement of Financial Performance
- ❑ Statement of Financial Position
- ❑ Transfers and subsidies

OVERVIEW OF FINANCIAL RESULTS - DEPARTMENTAL REVENUE

Departmental receipts	2022/23			2021/22		
	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
Sale of goods and services other than capital assets	805	988	183	1 733	727	(1 006)
Fines, penalties and forfeits	-	-	0	-	-	0
Interest, dividends and rent on land	60	515	455	130	215	85
Financial transactions in assets and liabilities	450	202 760	202 310	790	50 218	49 428
Total	1 315	204 263	202 948	2 653	51 160	48 507

OVERVIEW OF FINANCIAL RESULTS - PROGRAMME EXPENDITURE (Cont...)

Programme	2022/23			2021/22		
	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	517 759	473 088	44 671	521 938	439 549	82 389
Integrated Transport Planning	93 003	78 521	14 482	83 427	64 740	18 687
Rail Transport	20 012 447	19 971 590	40 857	16 796 420	16 768 179	28 241
Road Transport	59 954 457	59 735 778	218 679	34 221 977	34 123 692	98 285
Civil Aviation	424 753	413 982	10 771	564 322	546 032	18 290
Maritime Transport	158 185	147 323	10 862	148 177	115 600	32 577
Public Transport	13 973 633	13 722 929	250 704	13 089 277	12 845 485	243 792
Direct charge	12 034	1 542	10 492	11 602	3 372	8 230
Total	95 146 271	94 544 753	601 518	65 437 140	64 906 649	530 491

OVERVIEW OF FINANCIAL RESULTS - PROGRAMME EXPENDITURE (Cont...)

Per programme:	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Administration	517 759	473 088	44 671	8.6%

- In total the programme underspent by R44,7 million mainly on compensation of employees, goods and services, transfers and subsidies as well as payment for capital assets as follows:
 - Compensation of employees was due to posts that could not be filled by the end of the financial year;
 - Goods and services due to various operational items as well as projects that will commence in the new financial year such as the capacity development (track and trace) project, the PPP for office accommodation, the document management solution and other internal audit projects.
 - Transfers and subsidies under households for bursaries to non-employees to the University of North West, Stellenbosch and Witwatersrand;
 - Payment for capital assets due to delays in the process of procuring bulk laptops by the Department.
- A total amount of R2,7million has been shifted from goods and services in order to augment excess expenditure on transfers and subsidies for payment of vehicle licence fees and leave gratuities, as well as to defray over expenditure on theft and losses under payments for financial assets and payments for capital assets.

	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Integrated Transport Planning	93 003	78 521	14 482	15.6%

- The programme underspent by a total of R14,5 million mainly on compensation of employees and goods and services as follows:
 - Compensation of employees due to posts that could not be filled by the end of the financial year
 - Goods and services as a result of a number of projects that had not commenced by the end of the financial year such as the national transport planning databank and the corridor freight development. Other contributing factors includes projects undertaken in-house such as the road freight strategy, district development model, the national land transport strategic framework as well as other projects within the programme
 - Overspent on transfers and subsidies due to the payment of leave gratuities and payment for capital assets due to the purchase of individual laptops and desktops which were not part of the bulk laptop purchasing as well as on payment for financial assets due to debt written off.
- A total amount of R182 thousand has been shifted from goods and services to order to augment excess expenditure on transfers and subsidies for leave gratuities, as well as to defray over expenditure on theft and losses under payments for financial assets and payments for capital assets.

OVERVIEW OF FINANCIAL RESULTS - PROGRAMME EXPENDITURE (Cont..)

	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Rail Transport	20 012 447	19 971 590	40 857	0.2%
<p>➤ Underspent by a total of R40,9 million on compensation of employees and goods and services as follows:</p> <ul style="list-style-type: none"> • Compensation of employees due to a number of vacancies that could not be filled by the end of the financial year; • Goods and services due to projects such as the housing development agency as the emergency application to relocate informal dwellers was not approved by the City of Cape Town, the establishment of the rail economic regulator, the national rail master plan, as well as other projects and operational costs. • Overspent on payment for capital assets due to the purchase of individual laptops and desktops which were not part of the bulk laptop purchasing as well as on payment for financial assets due to debt written off. <p>➤ In total amount of R490 thousand has been shifted from goods and services to defray excess expenditure on theft and losses under payments for financial assets and on payments for capital assets.</p>				
	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Road Transport	59 954 457	59 735 778	218 679	0.4%
<p>➤ The programme underspent by a total of R218,7 million on compensation of employees, goods and services and transfers and subsidies as follows:</p> <ul style="list-style-type: none"> • Compensation of employees due to number of vacancies that could not be filled by the end of the financial year; • Goods and services as a result of projects such as the programme development for s'hamba sonke, the road transport legislative review project, the development of road asset management tool, the sustainable roads implementation guideline, central data repository for roads which has been deferred to the coming financial year. • Transfers and subsidies due to outstanding payment to the Road Traffic Infringement Agency (RTIA) for the Administrative Adjudication of Road Traffic Offences (AARTO) rollout pending the outcome of the court judgement. • Overspent on transfers and subsidies due to the payment of leave gratuities and payment for capital assets due to the purchase of individual laptops and desktops which were not part of the bulk laptop purchasing as well as on payment for financial assets due to debt written off. <p>➤ A total amount of R147 thousand has been shifted from goods and services in order to augment excess expenditure on transfers and subsidies for payment of leave gratuities, as well as to defray over expenditure on theft and losses under payments for financial assets and payments for capital assets.</p>				

OVERVIEW OF FINANCIAL RESULTS - PROGRAMME EXPENDITURE

(Cont...)

	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Civil Aviation	424 753	413 982	10 771	2.5%
<p>➤ Underspent by R10,8 million mainly on compensation of employees, goods and services as well as transfers and subsidies as follows:</p> <ul style="list-style-type: none"> • Compensation of employees was due to a number of vacancies that could not be filled by the end of the financial year. • Goods and services due to projects that were done in house • Transfers and subsidies due to less funds paid to foreign governments and international organisations as per the agreements. • Overspent on payment for capital assets due to the purchase of individual laptops and desktops which were not part of the bulk laptop purchasing as well as on payment for financial assets due to debts written off. <p>➤ A total amount of R661 thousand has been shifted from goods and services in order to augment excess expenditure on transfers and subsidies for payment of leave gratuities, as well as to defray over expenditure on theft and losses under payments for financial assets and payments for capital assets.</p>				
	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Maritime Transport	158 185	147 323	10 862	6.9%
<p>➤ Underspent by a total of R10,9 million on goods and services and transfers and subsidies as follows:</p> <ul style="list-style-type: none"> • Goods and services due to maritime policy and legislation and the marine court of enquiry projects which has been deferred to the coming financial year, the automated vessel clearance project which is still at consultation stage and other goods and services projects; • Transfers and subsidies due less funds paid to foreign governments and international organisations as per the agreements. • overspent on payment for capital assets due to the purchase of individual laptops and desktops which were not part of the bulk laptop purchasing as well as on payment for financial assets due to debt written off. <p>➤ In total an amount of R474 thousand has been shifted from goods and services in order to defray over expenditure on theft and losses under payments for financial assets and payments for capital assets.</p>				

OVERVIEW OF FINANCIAL RESULTS - PROGRAMME EXPENDITURE

(Cont...)

	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Public Transport	13 973 633	13 722 929	250 704	1.8%
<p>➤ Underspent by a total of R250,7 million on compensation of employees, goods and services and transfers and subsidies as follows:</p> <ul style="list-style-type: none"> • Compensation of employees was mainly due to vacancies that could not be filled by the end of the financial year; • Goods and services due to projects such as the capacity for public transport grant monitoring, Shova Kalula bicycle project as well as the following project which were done in house, the National Land Transport Information System (NLTIS) upgrade, the National Land Transport Act amendment, the National Taxi Lekgotla, the NPTR business case and the TRP planning guidelines; • Transfers and subsidies as a result of less funds spend on the taxi recapitalisation programme due to less intake in the scrapping of taxis. • Overspent on payment of leave gratuities under households, payment for capital assets due to the purchase of individual laptops and desktops which were not part of the bulk laptop purchasing as well as on payment for financial assets due to debt written off. <p>➤ In total an amount of R1,2 million has been shifted in order to defray excess expenditure under households for payment of leave gratuities, theft and losses under payments for financial assets and on machinery and equipment under payments for capital assets.</p>				

	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Direct Charge against the National Revenue Fund	12 034	1 542	10 492	87.2%
<p>Savings have been realised on the membership fees to the International Oil Pollution Compensation Fund. Payments were processed as agreed with the IOPC Fund governing bodies for the 2022/23 financial year.</p>				

OVERVIEW OF FINANCIAL RESULTS - VIREMENTS

Programmes	Administration	Integrated Transport Planning	Rail Transport	Road Transport	Civil Aviation	Maritime Transport	Public Transport	Total
Economic Classification	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000
Compensation of Employees	-	-	-	-	-	-	-	-
Goods and Services	(2 726)	(182)	(490)	(147)	(661)	(474)	(1 204)	(5 884)
Interest and Rent on land								
Transfers and subsidies	656	127		76	43		515	1 417
Payment for Capital assets	1 955	49	487	21	617	470	683	4 282
Payments for Financial Assets	115	6	3	50	1	4	6	185
SUB-TOTAL								

The department underspent on goods and services due to a various projects across programmes as some projects were done in house while other were deferred to the coming financial year.

A total amount of R5.9 million was shifted from goods and services within programmes as follows:

- R1.4 million to fund transfers and subsidies for payments for vehicle licences under provincial and local governments and households for payments for leave gratuities as a result of retirements and resignations that could not be anticipated;
- R4.3 million for payments for capital assets due to procurement of various capital assets; and
- R185 thousand for debts written off on travel and subsistence as well as excess on vehicle damages.

OVERVIEW OF FINANCIAL RESULTS- ROLL OVER

Programme	R'000
Programme 1: Administration	
Payment for capital assets: Procurement of bulk laptops to refresh IT hardware assets that have reached their five-year life span or more. Roll over was requested to ease the financial pressures that may result from the unfunded capital procurement to be incurred in the 2023/24 financial year for the payment of invoices on delivery of procured laptops and desktop that were ordered but could not be delivered by the end of the financial year.	5 548
Programme 7: Public Transport	122 651
Good and Services: Procurement of 12000 bicycle to deliver on the mandate aimed at supporting the Department's national learner transport policy, rural transport strategy priorities and the promotion of non-motorised transport project to improve mobility and access to basic needs with the aim to alleviate transport pressure on poor households and ensure access to public transport.	23 964
Transfers and subsidies: Roll over has been requested for the Revised Taxi Recapitalisation Programme (RTRP) projects which are focusing on identifying and exploring opportunities to accelerate economic empowerment and sustainability within taxi industry and ultimately reducing dependence on government funding.	98 687
Total	128 199

UNAUTHORISED, IRREGULAR, FRUITLESS & WASTEFUL EXPENDITURE

UNAUTHORISED, IRREGULAR AND FRUITLESS & WASTEFUL EXPENDITURE	2022/23	2021/22
Unauthorised Expenditure	-	-
Irregular Expenditure	-	-
Fruitless and Wasteful Exp	6 899,30	12 137,32
Total	9 545 031,40	3 366 836,22

UNAUTHORISED EXPENDITURE

- No Unauthorised expenditure has been incurred for the period under review.

IRREGULAR EXPENDITURE

- No Irregular expenditure has been incurred for the period under review.

FRUITLESS AND WASTEFUL EXPENDITURE

- 4 Cases amounting to R6 899,30 were reported for the period under review of which:
 - 2 cases have been transferred to debt; and
 - 2 cases have been written off,

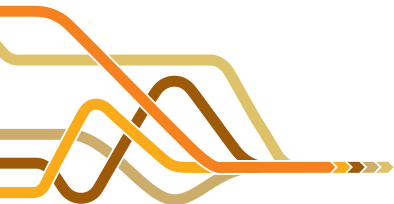
STATEMENT OF FINANCIAL PERFORMANCE

OVERVIEW OF FINANCIAL RESULTS

	2022/23 R'000	2021/22 R'000
REVENUE		
Annual appropriation	95 134 237	65 425 538
Statutory appropriation	12 034	11 602
Departmental revenue	204 263	51 160
NRF Receipts	-	-
Aid assistance	-	-
TOTAL REVENUE	95 350 534	65 488 300
EXPENDITURE		
Current expenditure		
Compensation of employees	505 337	479 550
Goods and services	674 460	558 247
Interest and rent on land	-	61 414
Aid assistance	-	-
Total current expenditure	1 179 797	1 099 211
Transfers and subsidies		
Transfers and subsidies	69 617 318	63 763 594
Aid assistance	-	-
Total transfers and subsidies	69 617 318	63 763 594
Expenditure for capital assets		
Tangible assets	11 029	43 702
Intangible assets	-	-
Total expenditure for capital assets	11 029	43 702
Unauthorised expenditure approved without funding	-	-
Payments for financial assets	23 736 609	142
TOTAL EXPENDITURE	94 544 753	64 906 649

STATEMENT OF FINANCIAL PERFORMANCE

	2022/23	2021/22
	R'000	R'000
SURPLUS/(DEFICIT) FOR THE YEAR	805 781	581 651
Reconciliation of Net Surplus/(Deficit) for the year		
Voted Funds	601 518	530 491
Annual appropriation	591 026	522 261
Statutory appropriation	10 492	8 230
Departmental revenue and NRF Receipts	204 263	51 160
Aid assistance	-	-
SURPLUS/(DEFICIT) FOR THE YEAR	805 781	581 651



STATEMENT OF FINANCIAL POSITION

	2022/23	2021/22
	R'000	R'000
Current Assets	56 191	9 818
Cash an cash equivalents	241	371
Other financial assets	-	-
Prepayments and advances	52 826	6 977
Receivables	3 124	2 470
Loans	-	-
Aid assistance prepayments	-	-
Aid assistance receivable	-	-
Non-Current Assets	8 419 041	8 418 403
Investments	8 414 191	8 414 191
Receivables	4 850	4 212
Loans	-	-
Other financial assets	-	-
TOTAL ASSETS	8 475 232	8 428 221
LIABILITIES		
Current Liabilities	1 398 603	1 351 860
Voted funds to be surrendered to the Revenue Fund	601 518	530 491
Departmental revenue and NRF Receipts to be surrendered to the Revenue Fund	(71)	45
Bank overdraft	796 788	730 521
Payables	297	90 803
Aid assistance repayable	-	-
Aid assistance unutilised	-	-
Non-Current Liabilities		
Payables	172	94
TOTAL LIABILITIES	1 398 775	1 351 954
NET ASSETS	7 076 457	7 076 267
Represented by:		
Capitalisation reserve	8 414 191	8 414 191
Recoverable revenue	1 411	1 221
Retained funds	-	-
Revaluation reserves	-	-
Unauthorised expenditure	(1 339 145)	(1 339 145)
TOTAL	7 076 457	7 076 267

TRANSFERS AND SUBSIDIES

Transfer Payments (R'000)	Final appropriation	Expenditure	Available
Conditional Grants:			
Provincial Roads Maintenance	12 665 441	12 665 441	
Public Transport Operations	7 090 432	7 090 432	
Public Transport Network	6 012 892	6 012 892	
Rural Road Asset Management	115 020	115 020	
Public Corporations:			
Passenger Rail Agency of South Africa (PRASA)	19 858 541	19 858 541	
Departmental Agencies & Accounts:			
S.A. National Roads Agency	22 894 975	22 894 975	
Road Traffic Management Corporation	224 179	224 179	
Railway Safety Regulator	72 874	72 874	
S.A. Civil Aviation Authority	187 900	187 900	
Ports Regulator of South Africa	42 995	42 995	
Road Traffic Infringements Agency: Operations	9 068	9 068	
Road Traffic Infringements Agency: Aarto Roll-out	165 915	-	165 915
Transport SETA	1 515	1 515	
Sub total	69 341 747	69 175 832	165 915

➤ Non-payment to the Road Traffic Infringement Agency (RTIA) for the Administrative Adjudication of Road Traffic Offences (AARTO) rollout pending the outcome of the court judgement.

TRANSFERS AND SUBSIDIES (Cont..)

Transfer Payments (R'000)	Final appropriation	Expenditure	Available
Other:			
Taxi scrapping	476 835	378 148	98 687
Non Profit Institutions	4 595	4 595	-
South African National Taxi Council	27 458	27 458	-
Bursaries to non-employees	12 231	11 135	1 096
International Organisations	22 042	16 401	5 641
Social benefits	2 205	2 205	-
Vehicle licences	2	2	-
Sub total	545 368	439 944	105 424
Total	69 887 115	69 615 776	271 339
Direct charge: International Oil Pollution Compensation Fund (IOPC)	12 034	1 542	10 492
Total	69 899 149	69 617 318	281 831

- Less funds spent on the taxi recapitalisation programme which is demand driven, roll-over of funds has been requested for the Revised Taxi Recapitalisation Programme (RTRP) projects which are focusing on identifying and exploring opportunities to accelerate economic empowerment and sustainability within taxi industry and ultimately reducing dependence on government funding .
- Bursaries to non-employees underspent for the University of North West, Stellenbosch and Witwatersrand.
- International Organisation: Funds paid as per the agreements.
- Direct charge (IOPC): Savings were realized on the membership fees to the International Oil Pollution Compensation Fund. Payments were processed as agreed with the IOPC Fund governing bodies for the 2022/23 financial year.

THANK YOU

