



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

DEPARTMENT OF TRANSPORT

**ANNUAL PERFORMANCE
PLAN**

**for
2019/20**

Republic of South Africa

Department of Transport

Annual Performance Plan

2019/20

The 2019/20 Annual Performance Plan for the National Department of Transport is compiled with the latest available information from departmental and other sources.

Some of this information is unaudited or subject to revision.

For more information, please contact:

National Department of Transport
Private Bag X193
Pretoria, 0001, South Africa
Tel: +27 12 309 3657 / 3774 / 3893
Email: Info@dot.gov.za

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MINISTER'S STATEMENT OF POLICY AND COMMITMENT

It is with a great sense of pride and honour to present the Annual Performance Plan for the Department of Transport 2019/20 to Parliament for the Medium Term Expenditure Framework period. The 2019/20 DoT APP, which documents the policy priorities that the Ministry has set regarding its strategic direction for the transport mandate in South Africa, is presented just after the President delivered his State of the Nation Address, where he defined the agenda and set the tone for the 6th administration.

The DoT APP thus is responding to the key pillars of the National Development Plan (NDP) by implementing the vision of an integrated, smart and efficient transport system that supports a thriving economy, and thus aim to promote sustainable economic growth, support healthier lifestyles, provide safe and accessible mobility options, socially inclusive communities and to preserve the environment. To achieve this vision, this therefore requires that we define the kind of transport sector we want to see in the country in the next 50 years, including its role in local, national and regional economic development.

The President has given us our marching orders, which require of us to inspire hope through tangible actions that resonate with the dreams and aspirations of our people. Our short, medium and long term actions must be anchored on a vision that is unambiguously spelt out in the National Development Plan. A vision of an emancipated society and a nation capable of investing in its own future. Transport has a big role to play as an enabler of that emancipation. Mobility fuels the economy by enabling movement of goods to markets; movement of people to centres of economic activity; movement of people to access social amenities, centres of learning and health facilities.

As we accelerate the pace with which we deliver on our mandate to qualitatively improve the lives of South Africans, we will in the first 100 days of the 6th administration, prioritise the implementation of a number of high impact activities and projects that will deliver tangible, impactful and visible outcomes of our work across all modes. This work is important as it will set the tone of accelerated and focused approach in the sector. This approach will give practical expression to the 'Thuma Mina' and 'Khawuleza' ethos, which must instill a sense of selfless service and a culture of promptness in responding to the needs of the people.

Working in collaboration with other spheres of government, the DoT and its public entities will re-imagine the sector's contribution to South Africa's development and economic growth

by, amongst others, taking advantage of the opportunities presented by the fourth (4th) industrial revolution and infusing innovation and responsiveness to our style of work. Gone are the days of lacklustre performance, where the interests of the people were at the bottom of the priority list. Our performance must be measured by the extent to which we are able to transform the lives of our people in a meaningful and sustainable way.

Of utmost priority for the immediate period will be the articulation of our medium term strategy, anchored on the National Development Plan and repackaged in line with the seven (7) apex priorities. These priorities have been infused into this APP as a bridge towards a revised Strategic Plan for the next 5 years. This approach allows us to sustain continuity on some key and strategic projects, while we simultaneously infuse aggressive change informed by the principle of accelerated service delivery. We will also embark on a process of revising the Department's service delivery model and also adopt unambiguous standards of performance for quality and durable service delivery. These standards will also set the bar on how we deliver on our mandate.

Tangible actions will be the golden thread that permeates through all our activities packaged along the seven apex priorities, premised on the understanding that the focus of this 6th administration is on accelerated implementation, working with all South Africans. These are the priorities towards which our energy and resources shall be directed, and around which we shall build social compacts with all stakeholders. This should then guide all planning and execution of the government's service delivery mandate across all spheres of government and organs of state.

The manifesto of the governing party, which forms the bedrock of the mandate of the 6th administration, is emphatic on transforming the economy to serve all our people and advancing social transformation, amongst other priorities. Transformation of the sector is a key priority which we must pursue with renewed energy. Transformation and integration are the two imperatives that must find expression in everything we do.

Unravelling apartheid spatial planning continues to be a priority across all sectors of our economy so that we are able to create integrated communities, lower the cost of living by ensuring that people live closer to centres of economic activity and that public transport subsidies benefit all citizens across modes. The inclusion of the taxi industry in the subsidy scheme can no longer be held in abeyance. We will move with speed in restructuring the subsidy system and make a clean break with the inherited legacy of the Road Transportation Act of 1977.

The National Land Transport Strategic Framework is an important tool to channel the planning effort and ensure responsiveness to our priorities. The exercise to revise this Framework and all the Provincial Frameworks to respond to the apex priorities is both critical and urgent. The rollout of rapid public transport systems in urban centres, improving the passenger rail system and the PRASA modernisation programme will be critical for the immediate and the medium term strategy.

The massive government procurement muscle will be brought to bear to deal poverty a decisive blow. Transport as a sector should, and will, play its part in contributing to this national effort. Our commitment to local content must not only aggressively promote buying South African products, but must extend to creating real opportunities for local communities through rural and township hubs for enterprise development.

In the implementation of our projects, we will endeavour to create an enabling environment to empower Small, Medium and Micro Enterprises (SMMEs) and co-operatives with a deliberate bias towards black, youth and women-owned enterprises and advancing township, village and dorpie economies. This will require a reciprocal commitment from those who stand to benefit, to subscribe to high ethical standards and commitment to enabling development before their individual pockets. The underlying refrain of our social compact is an appreciation that rights come with a heavy responsibility. That responsibility includes a collective effort in fighting corruption.

The economic transformation and job creation priority not only requires a paradigm shift in our approach to service delivery, but places at the centre a re-imagined industrial strategy to diversify the economy, develop and invest in targeted sectors, create jobs and target labour intensive sectors and small businesses and co-operative development. It also requires of us to implement immediate interventions in maritime, rail and public transport.

The skills revolution seeks to enable a productive nation, adequately skilled to respond to the needs of the economy. Hard questions must be asked of our approach to skills development. The Department disburses significant sums of money to Universities to develop a particular set of skills and to serve as centres for research and development, and thus should ensure that value for money is realised in these interventions. Equally, we must maximise the value we derive from the Transport Education and Training Authority (TETA) interventions and ensure that these are sufficiently responsive to the needs of the sector into the future.

Unemployment is a national emergency and the reduction of unemployment in a meaningful way is a key priority, whilst focusing on a skilling and re-skilling programme targeting millions of young South Africans.

In this regard, a new momentum will be injected to ensure that Operation Phakisa Oceans Economy interventions yield tangible outcomes for our economy. The role of the National Public Transport Regulator must be clearly defined and supported to ensure that it enables tourism in the country. We equally have a responsibility to enable access to markets for goods produced both in urban and rural centres. To this effect, our rail, road, aviation and maritime interventions will be designed to adequately respond to this challenge and spur economic activity.

The implementation of stimulus measures announced by the President in 2018 will also find practical expression in our day to day work. Building and sustaining project management capability to effectively deliver on our capital projects is critical. Entities such as SANRAL and PRASA will work together to ensure that we build this capacity to accelerate our capital expansion programme.

As part of our prioritised approach for the end of the current Medium Term Strategic Framework and beyond, the Department has identified public transport as a key area of focus, especially as it reflects in key NDP deliverables for the medium and long term. In this regard, the Department will continue to monitor the performance of the Integrated Public Transport Networks (IPTNs), to ensure that optimal results are achieved, with particular emphasis on cities where constructions and operations are ongoing. More emphasis will be made on critical investment decisions with regard to expenditure on infrastructure vis à vis improved services.

We have also finalised the process of reviewing the Taxi Recapitalisation Programme (TRP), mainly focusing on the performance and impact of the programme. The revised TRP must enable economic participation by the taxi industry by aligning safety with regulation and empowerment. Equally, empowerment of the taxi industry and small bus operators must reflect our contribution to creating an enabling environment for such participation in the economy. The establishment of co-operatives as empowerment vehicles of choice will be given a new lease of life and supported.

We remain resolute in ensuring that the war to arrest carnage on our roads is elevated through innovative solutions that capture the imagination of society. Crashes on our roads

come at a huge cost to the economy and cause untold human misery at the loss of life we experience daily. Our interventions must not only create a balance between educating road users and enforcing the law, but must also aggressively stem out the cancer of corruption that undermines our efforts.

To this effect, the DoT will continue to foster partnerships with various stakeholders, both in government and in the private sector. The Department will ensure that its entities responsible for Roads and Rail work together and find lasting solutions that result in the effective reduction of fatalities and injuries on our roads and in the passenger rail environment.

We will take a serious look at how we carefully manage processes relating to the issuing of drivers' licenses. In building internal capacity, we will pay urgent attention to the institutional arrangements relating to the Driving Licence Card Account entity responsible for this critical function and ensure that it is adequately capacitated to deliver a world class service.

The transition from an externally managed function to internal capacity must not result in loss of efficiency and unnecessary delays. We must similarly draw lessons from the experiences of others in maximising efficiencies and the use of technology. The experiences of the Department of Home Affairs in reducing the turn-around times in the issuing of Identity Documents and passports must be used as a benchmark in our efforts to improve services. We must examine our processes and collaborate with other Departments of State to realise these efficiencies.

Our contribution towards improving the quality of learning is vast. If we hope to change the behaviour of our citizens on the roads, we need to infuse learning about safety in transport spaces as an integral outcome in the education of our children, in a deliberate and structured way. We must equally expose them to the career opportunities in the transport sector by developing collaborative programmes that create excitement while guiding learners towards acquiring relevant skills and qualifications to become transport professionals and economists.

Scholar transport is an important instrument in enabling access to education. In maximising value and ensuring that more learners are able to access education, we must consolidate our interventions and create alignment with Provinces in this regard.

South Africa is a member of several regional and International Organizations. Bilateral relations are an integral part of South Africa's international obligations. Our ability to advance our national interests through our participation in multilateral organisation cannot be overemphasised. The International Maritime Organisation (IMO), the International Civil Aviation Organisation (ICAO) are some of the most strategic institutions through which we will continue to play our role in advancing our foreign policy.

Of equal importance is the North-South Corridor (NSC) Project which links eight SADC Member States. Various NSC projects are at different stages of implementation, with most have gone past the pre-feasibility and feasibility stages. The North-South Corridor (NSC) is driven by infrastructure (Rail and Roads) and we will urgently craft a roadmap on our role and contribution to this important project.

The increased investment in the transport system offers great opportunity for this sector to contribute to the government initiatives to reduce inequalities, poverty and unemployment. Whilst the aviation sector remains a beacon of hope and is rated highly in continental and world standards, we will advance our efforts in breaking down barriers to entry and thus unlocking opportunities for young people in the sector. Transport remains a key sector in advancing transformation of the economy as it opens a corridor of opportunities.

May I conclude by extending my gratitude to my predecessor, Dr Nzimande and former Deputy Minister Chikunga for laying a sound foundation for us to build on. I am looking forward to working with the Deputy Minister, Ms. Dikeledi Magadzi, and draw on her experience as the former Chairperson of the Portfolio Committee on Transport and her vast knowledge of the sector. I am also looking forward to a close working relationship with the newly appointed Members of Executive Councils (MECs), the Portfolio Committee on Transport, Boards of Directors of our public entities and their respective Chief Executive Officers. I also wish to express my appreciation to the Acting Director-General and his team and the Heads of Department (HoDs) of the Provincial Departments of Transport and management and staff across our sector institutions for the work that they continue to do in realising the vision of a safe, affordable, effective, efficient and reliable transport system.



MR F A MBALULA, MP
MINISTER OF TRANSPORT

STATEMENT BY THE DEPUTY MINISTER OF TRANSPORT

I hereby present the Department of Transport (DoT) Annual Performance Plan for the 2019/20 financial year, which will highlight plans for the last year of the current Medium Term Strategic Framework (MTSF). As we close off the old MTSF period, this DoT APP 2019/20 should serve as a bridge to ensure that we successfully close off on key projects that we targeted five years ago and also start to incorporate the priority pillars of the NDP and the seven apex priorities that the 6th Administration will pin its efforts on.

South Africa, as a whole, needs to undertake a radical modernisation of the skills base amongst our people, especially the previously disadvantaged. A draft curriculum for a government-owned aviation academy, was finalized in the 2018/19 financial year. Once implemented, this curriculum will enable the Department, along with its entities and other stakeholders, to establish a business case for the establishment of an aviation academy, which would introduce the aviation field to mainstream society in the upcoming financial year.

The DoT will, in the 2019/20 financial year, target women and youth development, as well as employment equity, in pursuit of the transport sector socio-economic empowerment programmes, duly instituted by the Department and its entities. These are geared towards mainly previously disadvantaged communities, which will go a long way in redressing the imbalances experienced amongst our most indigent communities. We need to address the challenge of youth empowerment systematically in order to make a serious dent on this scourge of disenfranchised youth.

The world and our nation are at a critical point in the rapid digital transformation linked to the 4th industrial revolution. This is reshaping the future of work, social interaction and industrial production. The rise of new technologies in robotics, artificial intelligence, big data and the internet-of-things will all have a profound impact on our country.

Given the highly technology driven environment of transport, the Department will ensure that we effectively tap into technological resources and place women and youth centrally in our participation in the Fourth Industrial Revolution and the opportunities it avails.

The Comprehensive Maritime Transport Policy (MTP), which was approved by Cabinet in the 2017/18 financial year, provides a much-needed impetus to the DoT to provide proper

guidance to the maritime industry as well as to enhance certainty in the sector. The DoT, is currently reviewing the Merchant Shipping Act, to ensure that the regulatory environment will keep pace with new developments and trends in the maritime sector, as well as ensuring a proper framework to deal with the challenges anticipated by such changes. The Department targets to submit the Merchant Shipping Amendment Bill to Cabinet in the 2019/20 financial year.

One of the Department of Transport's mandates is to ensure the regulation of cross-border road transport freight as well as the passenger industry. Whilst the country has managed to establish itself as a hub for the movement of people and goods through our borders to the rest of the Southern African Development Community (SADC) region, tensions with our neighbours have demonstrated that we need to institute a better regulatory framework and processes to address such conflicts. The Cross-Border Road Transport Agency (C-BRTA) will table a draft agreement compiled in conjunction with the Kingdom of Lesotho, to the Portfolio Committee on Transport (PCoT), which will work towards resolving the impasse regarding cross-border movements between the two countries.

As air traffic movements are expected to increase in the future, air transport safety continues to be the main focus of the Department and its civil aviation entities. The Department has introduced legislation, the ATNS and ACSA Amendment Bills, which will ensure that amendments to the regulatory aspects of the establishing legislation ensures that our entities are able to maintain the necessary controls over those facets of their operations. The stated legislation is currently undergoing Parliamentary processes.

I wish to thank the Honourable Minister of Transport, Mr. Fikile Mbalula, for his visionary leadership and transformative agenda in making the transport sector a leading example in inclusivity. I also acknowledge the Acting Director-General and his team at DoT for their tireless efforts in ensuring that the Department, as well as the transport entities, provide quality services to our citizens and will continue to do so in the upcoming financial year.

MS DIKELEDI MAGADZI, MP
DEPUTY MINISTER OF TRANSPORT

OVERVIEW BY THE ACTING DIRECTOR-GENERAL

The Annual Performance Plan (APP) of the Department of Transport (DOT) for the 2019/20 fiscal year is hereby submitted to the Minister of Transport for approval and tabling in Parliament. The APP complies with Government's prescripts on planning as provided by the National Treasury, the Department of Public Service and Administration (DPSA); and the Department of Planning, Monitoring and Evaluation (DPME).

In compiling this Annual Performance Plan, the Department of Transport was guided by the Government's broad national commitments as set out in the National Development Plan (NDP), the New Growth Path (NGP) Framework and the Presidential Infrastructure Coordinating Commission (PICC) and the Medium Term Strategic Framework (MTSF) 2014 – 2019.

Over the past five years, the Department has made considerable progress towards achieving the six (6) strategic outcome-oriented goals that we have set for ourselves. Our service delivery targets are aligned to the fourteen (14) Priority Outcomes of Government to be implemented through intergovernmental cooperation over the current MTSF. In this APP, we will focus on implementing well-rounded policies and strategies, as well as norms and standards, to ensure that practical solutions are set to respond to critical challenges, which affect our sector.

The department's expenditure is expected to increase at an average annual rate of 7.6 per cent, from R59.8 billion in 2018/19 to R74.5 billion by 2021/22. This is mainly driven by increases in transfers to the Passenger Rail Agency of South Africa for rail rehabilitation, maintenance operations and inventories.

The expenditure is driven by transfers to the South African National Roads Agency; the Passenger Rail Agency of South Africa; and provinces and municipalities for the construction, operations and maintenance of transport infrastructure and services. Total transfers account for 97.8 per cent of the department's total budget in 2019/20.

Goods and services, the department's second largest spending area, accounts to R2.8 billion of the total budget over the medium term. Spending on goods and services increases at an average annual rate of 8.5 per cent, from R738.1 million in 2018/19 to R943.2 million in 2021/22. This is mainly due to expected increases in spending in the

Civil Aviation programme for costs related to watch-keeping services and investigations into aviation accidents and incidents. Spending on compensation of employees amounts to R1.7 billion of the department's total budget over the medium term, increasing at an average annual rate of 7.2 per cent, from R496.7 million in 2018/19 to R612.2 million in 2021/22. This increase is due to the implementation of job revaluation outcomes for upgrading salary levels 9 to 10 and 11 to 12, and the filling of critical posts.

Maintaining provincial and national road networks

Roads are a crucial component of South Africa's transport system and economy. According to the land transport survey, which was released by Statistics South Africa in 2018. In this regard, the South African National Roads Agency carries out upgrades, maintenance and strengthening programmes of the non-toll and toll portfolios on national roads. To improve and preserve the non-toll road network, allocations to the agency over the MTEF period increase at an average annual rate of 25.5 per cent. Included in the allocations over the medium term are:

- R6.3 billion for the Gauteng freeway improvement project ,
- R3.2 billion for N2 Wild Coast highway project ,
- R3.3 billion for upgrading R573 (Moloto Road)

Transfers for the Gauteng freeway improvement project are expected to decrease from R6.3 billion to R633.1 million over the medium term as part of the non-toll road network projects. The current outstanding activities to conclude the decision based on the Gauteng Freeway Improvement Project (GFIP) Presidential Task Team Report are as stated below;

- Meeting between the President, the Premier of the Gauteng Province and Ministers of Transport and Finance
- A clear directive required on how to table the matter at Cabinet
- Cabinet submission and presentation for consideration, discussion and resolution
- NDoT, SANRAL, National Treasury and Gauteng Province to implement the Cabinet resolution under the direction and guidance of the President

The grant receives allocations amounting to R36.5 billion over the MTEF period. The condition of roads, weather patterns and traffic volumes are factors that guide funding allocations for the maintenance of provincial roads. In Mpumalanga, where coal mining for

electricity generation is concentrated, R526.2 million is allocated through the grant in 2019/20 for the maintenance of coal haulage roads. Over the MTEF period, the department plans to carry out the following activities related to the maintenance of provincial roads: resealing 14 816 lane kilometres, rehabilitating 5 360 lane kilometres, and black top patching 2.8 million square kilometres. To carry out all departmental activities related to the maintenance of South Africa’s road network, R102.5 billion is allocated over the medium to the Road Transport programme.

Provincial Road Maintenance Grant (PRMG) Job Creation

The Government of South Africa adopted the Infrastructure Development Plan that is intended to transform the economic landscape by creating a significant number of new jobs with special focus on youth, women and SMME development, as well as strengthening the delivery of basic services

The Transport sector needs to make a contribution towards creating 11 million jobs by 2030 as per the National Development Plan (NDP). President Ramaphosa then mandated the Minister of Transport, Dr B E Nzimande to focus on the following:

- Maximizing job creation in the road sector using the labour intensive methods and cooperative model throughout South Africa;
- Develop and support SMMEs by prioritizing women and youth, and
- Prioritise the development and maintenance of rural access roads

Social Indicator

Total work opportunities per year is 950.100

Total Work Opportunities for women: 649,555

Total Work Opportunities for Youth: 403, 948

Total Work Opportunities for People with Disabilities: 11,950

No	Province	Work opportunities	No of Women employed	No of Youth employed	No of People with Disabilities
1	EC	0	0	0	0
2	FS	3,16	111	227	0
3	GP	183	78	144	0
4	KZN	2,538	1,247	1,080	27
5	LP	3,534	0	247	0

No	Province	Work opportunities	No of Women employed	No of Youth employed	No of People with Disabilities
6	MP	5,928	0	0	0
7	NC	691	450	482	0
8	NW	500	275	275	5
9	WC	2,112	1,379	914	0
	TOTAL	15,802	3,541	3,369	32

It is anticipated that review of the grant framework to prioritise job maximisation with the above interventions will contribute significantly in achieving sustainable growth, job creation, poverty reduction and economic transformation and this can be achieved through alignment of programmes with specific outcomes.

The job maximisation initiative will prioritise household labour intensive road construction and maintenance programme, focussing mainly on youth, women and people with disabilities.

Passenger rail infrastructure and services

The department will continue its efforts to modernise South Africa's passenger rail services through the Passenger Rail Agency of South Africa ("PRASA"). Over the medium term, the PRASA will focus on improving its rail services through enhancing availability and reliability of both infrastructure and rolling stock; intensifying its repairs and maintenance regime; sequencing and accelerating the execution its capital programme; and improving security on the rail network. Consequently, the total transfers to the PRASA are expected to increase at an average annual rate of 11.4 per cent, from R15.8 billion in 2018/19 to R21.8 billion in 2021/22. These transfers are made in the Rail Transport programme and account for R55.8 billion of the department's total budget over the medium term.

Furthermore, Cabinet has approved a baseline reduction amounting to R8.7 billion over the medium on capital transfers to the PRASA. Despite this reduction, overall capital transfers are expected to increase at an average annual rate of 20.7 per cent, from R8.4 billion in 2018/19 to R14.7 billion in 2021/22. It should be noted that, due to accrued capital underspending, PRASA has an additional R16 billion to spend on capital the during the medium term. This includes transfers for the rolling stock fleet renewal programme, which increase at an average annual rate of 22.7 per cent, from R4.7 billion in 2018/19 to R8.6 billion in 2021/22. Capital transfers to the agency over the medium term are expected to fund the acquisition of 163 new trainsets, 8 new locomotives, the refurbishment of 1 140 train

coaches, and upgrades and improvements to 24 train stations. Current transfers are expected to subsidise 438 million passenger trips on Metrorail and 644 000 passengers on the long-distance mainline passenger services over the period ahead.

Integrated public transport networks (IPTNs)

South Africa's urban areas are hubs of economic activity, therefore, it is crucial that they maintain optimal functionality and remain engines of socioeconomic growth. An integrated public transport network is central to the functioning of these hubs as they provide sustainable, affordable and functional transport solutions to urban commuters. To this end, the department makes allocations in the Public Transport programme for the public transport network grant, which funds the infrastructure and operations of integrated public transport networks in 13 cities across South Africa.

The programme also focuses on integrated public transport planning and construction in the 13 cities; and funds the indirect operating costs of services in five (5) cities (Johannesburg, Tshwane, Cape Town, George and Nelson Mandela Bay) that operate bus rapid transit services. In these five (5) cities, the grant is expected to support 182 264-weekday passenger trips in 2018/19, increasing to 296 240-weekday passenger trips by 2021/22. Allocations to the grant over the medium term are expected to increase at an average annual rate of 10 per cent, from R6.3 billion in 2018/19 to R8.4 billion in 2021/22.

I hereby invite the transport family and all related stakeholders, planners and experts to engage with our Annual Performance Plan and to form part of a constructive dialogue that seeks to address enduring solutions in our endeavour to achieve our targeted goals so that we can improve socio-economic growth and enable development of all South Africans.

On behalf of my colleagues, I would like to express our appreciation to the Minister, the Deputy Minister, Provincial Transport Members of Executive Councils (MECs), Transport Heads of Departments (HoDs), and the Chairperson of the Portfolio Committee on Transport for their guidance and support. I also would like to extend my gratitude to all transport entities, the transport community and transport organizations for their contribution in ensuring that the sector operates efficiently, effectively and economically.



MR. CHRISTOPHER HLABISA
ACTING DIRECTOR-GENERAL

DEPARTMENT OF TRANSPORT

ANNUAL PERFORMANCE PLAN

2019/20

OFFICIAL SIGN OFF

It is hereby certified that this 2019/20 Annual Performance Plan:

Was developed by the management of the Department of Transport under the guidance of the Minister of Transport;

Takes into account all relevant policies, legislations and other mandates for which the Department of Transport is responsible; and

Accurately reflects strategic outcome-oriented goals and objectives which the Department of Transport will endeavour to achieve over the 2015 – 2020 medium term.

Mr Collins Letsoalo
Chief Financial Officer

Signature:  _____

Mr Christopher Hlabisa
Accounting Officer

Signature:  _____

Ms Dikeledi Magadzi, MP
Deputy Minister

Signature: _____

Minister FA Mbalula, MP
Executive Authority


Signature: _____

PART A:

STRATEGIC OVERVIEW

Situational Analysis

5.1 Performance Environment

Whilst striving for excellence and integration of sustained transport services, the DoT and broader transport sector are crucial role players in the achievement of the NDP. In July 2014, Cabinet adopted the 2014-2019 Medium Term Strategic Framework (MTSF), which continues to be used as the comprehensive five-year implementation plan for the NDP 2030 vision. The MTSF also serves as a mechanism through which all plans of Government institutions across the three spheres of Government are aligned to the NDP.

This has been entrenched in the Ministers' Delivery Agreement with the President of the Republic of South Africa. The Strategic Plan, read together with all prior versions and revisions within the MTSF, is thus aligned with this agreement in order to ensure that all deliverables are budgeted for and fully implemented. Of significance to the Minister and the Department are the following key outcomes:

Outcome 4: Decent employment through inclusive economic growth

Sub-outcome 1: Productive investment is effectively crowded in through the infrastructure build programme

- Ensure monitoring of off-takes by end users on the infrastructure programme

Outcome 6 – An efficient, competitive and responsive economic infrastructure

Sub-Outcome 1: Regulation, funding and investment improved

- Establish a Single Transport Economic Regulator (STER)
- Develop a Private Sector Participation (PSP) Framework for ports and freight rail, removing barriers to entry for private investment and operations within the context of Cabinet-approved policy and with an analysis of the implication of tariffs

Sub-Outcome 3: Maintenance, strategic expansion, operational efficiency, capacity and competitiveness of our logistics and transport infrastructure ensured.

- Improve national transport planning to develop long-term plans for transport that synchronize with spatial planning and align infrastructure investment activities of

provincial and local government and clearly communicate the state's transport vision to the private sector

- Ensure development and approval of the Integrated Transport Plan
- Develop and implement an approved plan and improve market share of containers on rail vs road, to ensure that we move road freight to rail
- Improve and preserve national, provincial and local road infrastructure;
- Strengthen road traffic management
- Improve public transport
- Strengthen institutional arrangements for public transport

Sub-Outcome 6: Coordination, planning, integration and monitoring implementation of strategic integrated projects in the National Infrastructure Plan

- SIP 1: Unlocking the Northern Mineral Belt
- SIP 3: South Eastern Node and Corridor Development
- SIP 4: Unlocking economic opportunities in the North West Province
- SIP 7: Integrated Urban Space and Public Transport Programme

Outcome 7 – Comprehensive Rural Development and Land Reform

Sub-Outcome 5: Increased access to quality infrastructure and functional services, particularly in education, healthcare and public transport in rural areas

- Improve transport infrastructure and public transport in rural areas
- Access Road Development Plan for improving rural road infrastructure implemented
- District municipalities implementing the Integrated Public Transport Network Strategy

Outcome 10 – Protect and enhance our environmental assets and natural resources

Sub-Outcome 2: An effective climate change mitigation and adaptation response

- Develop strategic policy, regulatory frameworks and programmes to promote a low carbon economy
- Green Transport Strategy and Implementation Plan formulated and completed

Summary of Key Areas of Service Delivery over the Medium Term

Over the Medium Term Strategic Framework (MTSF), the DoT has identified key areas of service delivery to respond to the sustained and changed agenda of Government.

Efficient and integrated infrastructure network and operations

The AU envisions that by 2063, the necessary infrastructure will be in place to support Africa's accelerated integration and growth, technological transformation, trade and development. This will include high speed rail networks, roads, shipping lines, sea and air transport, as well as ICT and digital economy. A Pan-African high speed rail network will connect all the major cities of the continent with adjacent high ways and pipelines for gas, oil, water, ICT broadband cables and other infrastructure. This will then serve as a catalyst for manufacturing, skills development, technology, research and development, integration and intra-African trade, investment and tourism.

Investment in infrastructure over the Medium Term Strategic Framework has been and will continue to be vital in addressing the challenges experienced in infrastructure maintenance and expansion, which is crucial for the stabilisation of our economy and creation of new opportunities for growth, equity and employment. The current socio-economic challenges and the ever-changing environment facing the country and in particular the transport sector, cannot be overcome by the scope and resources of Government or any single role player. Enduring economic partnerships between Government and the private sector are needed to develop trusting relationships for integrated operations, investments and management of transportation infrastructure.

National Transport Master Plan (NATMAP) 2050

Adequate and effective infrastructure, including transport assets, is one of several key preconditions for national economic growth. To that effect; transportation and related infrastructure facilities are prerequisites for the socio-economic development of our country. To this end; the transportation system fulfils a special place towards the development of our country and in that regard, transport is arguably the heartbeat of our economy and effectively plays a pivotal role in stimulating socio-economic development and poverty alleviation through wealth creation and subsequent job growth, thus providing access to regional and global economies.

In pursuit of the above state of the economy through the contribution of the transport sector, Cabinet approved a National Transport Master Plan (NATMAP 2050) in October 2016. The NATMAP is a tool for the transport sector that is intended to guide transportation investments for the medium and long term. The primary goal of the NATMAP 2050 is thus to provide for an integrated, dynamic, sustainable framework for transport infrastructure implementation and service provision in South Africa. The NATMAP 2050, therefore, aims to deliver a dynamic, long-term, and sustainable transportation systems framework that focuses on a developmental and transformative approach.

NATMAP seeks to achieve well an integrated transport system that responds adequately and cost effectively; ahead of time; to growing passenger and freight needs. The attainment of such a state of affairs will be evidenced on how efficiently transport responds to the demands for sustainable livelihoods and cohesive society. Furthermore; a systematically planned transportation system will be an effective tool for transforming the spatial landscape of this country to provide for a more equitable and accessible geographical setting for all the people of South Africa.

To that effect; the game changer brought about by the National Transport Master Plan is the synchronisation of transport and land-use planning. NATMAP also provides for inter-sphere integration through alignment of infrastructure investment activities across all spheres of Government. This means that the development of NATMAP is based on the systematic coordination and alignment of horizontal, vertical and cross-sectoral socio-economic interventions.

NATMAP 2050 was developed through an engagement process involving technical appraisals made on the back of detailed economic, socio-economic, political, institutional, and transportation data analyses, supported by a comprehensive consultative process with a broad spectrum of stakeholders. The product and/or output of the National Transport Master Plan is the identification of critical transport challenges and the recommended interventions to address the challenges as identified. All spheres of government within the transport sector, including relevant implementing agencies, are expected to play a leading role in implementing interventions related to their scope of work. These interventions are expected to be considered for inclusion in the forthcoming Medium Term Targets, starting with the 2019/20 Annual Performance Plans (APPs).

To that effect; the following presents some of the programmes and projects that respond to the identified interventions. These projects / programmes have been grouped according to mode of transport; e.g.:

Table 1: Public Transport Strategic Issues, Interventions & Projects

National Strategic Issues	Interventions	Public Transport Projects / Programmes
<ul style="list-style-type: none"> ❑ Passenger Transport – Poor levels of reliability, predictability comfort safety & lacks integration. ❑ Regulation – Lack of implementation of regulations and policy - regulatory funding not being allocated where required. 	<ul style="list-style-type: none"> ❑ Refocus passenger transport (including scholar transport) initiatives to be demand responsive, customer focused within the context of integrated land use and transport. ❑ Eradicate inefficient planning. ❑ Urban transport and land-use & transport integration. ❑ Institutional reform & Funding policies. ❑ Preparation of regulations on Universally Accessible Transport 	1. Comprehensive non-motorised transport in rural areas.
		2. Devolution of Passenger Transport Functions in line with the NLTA.
		3. Overarching public transport subsidy.
		4. Universal access guidelines.
		5. Review the existing BRT delivery model.

Table 2: Road Infrastructure & Services Strategic Issues, Interventions & Projects

National Strategic Issues	Interventions	Road Projects / Programmes
<ul style="list-style-type: none"> ❑ Road Safety – one of worst road accident and fatality rates in the world ❑ Infrastructure – Rail and Rural road infrastructure has been under-maintained, impacts on accessibility ❑ Funding – Require long term funding & financing framework & strategy. 	<ul style="list-style-type: none"> ❑ Examine the operational hours of Heavy Good Vehicles on public roads in support of road safety objectives ❑ Transport / Road safety ❑ Rural Transport/Country-wide land transport infrastructure improvements ❑ Funding policies, strategies and reallocation 	1. Improve the maintenance of the life cycle of roads at optimum levels.
		2. National Traffic Accidents Databank
		3. N2 Wild Coasts Highway-construction and improvements
		4. Road Safety Strategy.
		5. N3 Durban-Pietermaritzburg capacity improvements

The NATMAP 2050 was developed based on the principles of being comprehensive and reaching across all aspects of all modes of transport with an aim to invest in and facilitate economic development as well as to promote sustainability. The main goal of the NATMAP is to ensure that a multi-modal transport planning framework which is dynamic, long term and in line with future transport infrastructure is in place by 2050.

During the Departmental Strategic Planning Session of September 2018, the erstwhile Minister of Transport, Dr. B.E. Nzimande, pronounced the need to ensure that the sector realigns its planning through the guidelines of the NATMAP 2050. To this effect, already during the 2017/18 and 2018/19 financial years, twenty (20) NATMAP priority pilot projects were implemented and monitored. However, there is a need to initiate a review of the NATMAP's

transportation systems as well as continue a situational analysis on the implementation of priority projects in the 2019/20 financial year in order to assess the efficacy of the policy.

NATMAP 2050's success will be dependent upon land use and transport integration, through the systematic planning and subsequent implementation of the interventions and projects such as indicated above, as this will drive South Africa closer to socio-economic progress and transformation.

Single Transport Economic Regulator (STER)

South Africa needs an efficient and cost-effective transport system in order to raise economic growth and meet its goals of reducing poverty, unemployment and inequality. Intentionally, transport costs on average comprise less than 40% of the overall logistics costs. Worryingly, in South Africa, the transport component of logistics costs has steadily increased to around 53% over the last decade. This affects service delivery, from the impact on the cost of basic foodstuffs to the impact on the cost of getting to work every day.

The establishment of STER will play a vital role in improving technical, operational and pricing efficiency in sectors characterized by natural monopolies and also have substantial and positive economy wide impacts by helping to reduce the cost of trade and improve the overall competitiveness of the country.

The STER will give all users of transport services, including individual passengers, the ability to direct complaints about prices, access and service delivery in the transport sector to independent and well capitalized institution. The STER will have full powers and authority to investigate and where appropriate address all valid complaints against transport entities.

Transport Infrastructure Build Interventions

Rail Transport

The urban rail network in South Africa requires a complete modernisation to ensure an efficient, safe and comfortable passenger experience. To this effect, PRASA has embarked on a comprehensive rail modernisation and upgrade programme, aimed at placing urban rail at the centre of public transport in South Africa.

To advance the rail modernisation programme, Government envisages spending approximately R172 billion over a 10-year period which commenced commencing in the 2014/15 financial year. Over the MTSF period 2014 -2019, the Department has transferred a total of R57 billion to PRASA to fund the Capital Investment Programme. The capital investment outlook encompassed the following key programmes and projects:

- (a) Rolling stock fleet renewal programme
- (b) Network improvement and Modernisation - Other Capital Projects (Station modernisation, Station improvements, Perway Improvement, Depots Modernisation, Footbridges, Level crossing and Structures, Integrated Station Access Management (ISAMS))
- (c) Signalling system and telecommunications upgrades
- (d) General overhauls and upgrades of the existing rolling stock
 - Metrorail General Overhauls and Refurbishment
 - Shosholozza Meyl Refurbishments

Capital Investment Outlook and Expenditure

Rolling Stock Fleet Renewal Programme

- During the MTSF, PRASA awarded a bid to the Gibela Consortium to deliver 3 600 coaches over a period of 10 years.
- The Department has transferred R21,1 billion to PRASA for this programme over the MTSF period. The first phase of manufacturing, which consisted of the delivery of twenty (20) train sets from Lapa, in Brazil, was concluded.

- The second phase is on-going and it consists of the construction of a Local Factory, training centre, supplier-park, and the manufacture of 580 train sets (3480 coaches). The local factory, the main car-body shell building and training centre have been completed and have been operational since January 2018. The President officially launched the factory in October 2018. The Supplier Park, which is a crucial enabler to support localisation, is yet to be yet to be constructed.
- The 1st locally manufactured train was provisionally accepted by PRASA in mid-December 2018. This marks the commencement of manufacturing activities at the Local Factory and the ramp up of localization activities, targeting the achievement of 67% Local Content.

Network improvement and Modernisation - Other Capital Projects: Station Modernisation and Improvements, Perway Improvement, Depots Modernisation, Footbridges, Level Crossing and Structures, Integrated Station Access Management Systems (ISAMS)

- The Department has transferred R21 billion to PRASA for Network improvement and Modernisation over the MTSF period. The allocation to projects include Station modernisation, Station improvements, Perway Improvement, Depots Modernisation, Footbridges, Level crossing and Structures, Integrated Station Access Management (ISAMS).
- All these projects are critical to support the roll out of the new rolling stock and enhancement of the current service levels.
- Station Modernisation: The budget made available for the programme was R2.4 billion. The programme runs the risk of being delayed due to National Treasury cancelling all station modernisation contracts. Out of the hundred and thirty five (135) stations prioritised for modernisation, twenty- seven (27) are at various stages of development including four (4) third party co-funded projects, Leralla, Germiston, Roodepoort and Vereeniging. Fifteen (15) stations were prioritised for construction in the 2018/19 MTEF and two (2) stations, Phillipi Station (WC) and Oakmoor (Gauteng) Station have been completed.
- Station Improvements: Improvements on stations will translate into real benefit for commuters, improving the overall customer experience and adding value to the service offering by PRASA. Station improvement falls under the initiative to increase operational

effectiveness which includes Drainage Projects, Security Systems, Electrical and ICT. Station improvement project amounts to 239 projects of which, 44 are in planning phase, 26 are in procurement phase, 78 are in construction phase and 91 have been completed.

- Perway Improvement: The budget allocation for the project over the MTEF is R1.1 billion. The objective of this project is to upgrade the perway to enable the new rolling stock to achieve the designed maximum speeds of 120 km/h. The PRASA network of 2 228KM is currently subject to major speed restrictions where trains are operating at lower than normal speed due to poor conditions of the track. PRASA's current infrastructure allows for section speeds of up to 90km/h. The programme includes re-railing, re-sleeping, replacement of turnouts sleepers (universal type), replacement of single & double slips, replacement of scissors & diamond crossings, ballast screening, refurbish rails via grinding, re-alignment of track via continuous tamping and refurbishment of track sub-structure via screening.
- The project is divided into four (4) work packages:
 - 1) Improvement of Perway condition, Maintenance and safety through employment of on track machines.
 - 2) Use of an ultrasonic inspection machine to detect internal rail defects,
 - 3) Grinding of rails to remove irregularities on the rail ensure smooth ride and
 - 4) Procurement of major Perway and rail to improve Perway performance and reduce speed restrictions. Phase1 implementation in Gauteng is earmarked for the 2018/19 financial year.
- Depot Modernisation: In line with the implementation of the Rolling Stock Fleet Renewal Programme, PRASA identified depots for modernisation to support the maintenance activities for the new trains. These depots include Wolmerton (Gauteng North), Benrose (Gauteng South), Paarden Eiland (Western Cape), Salt River (Western Cape), Braamfontein (Gauteng South) and Springfield and Durban Yard (KwaZulu Natal).
 - Phase One (1) of the Wolmerton Depot has been complete and is currently used to house the first eighteen (18) trainsets. The construction of Phase Two (2) of the Wolmerton depot has been complete and the implementation of Phase 3 will be undertaken to absorb new trainsets delivered in early 2021.
 - The Paarden Eiland Depot, (Western Cape), Benrose Depot (Gauteng South), Salt River Depot (Western Cape), Braamfontein Depot (Gauteng South), Durban and

Springfield Depot (Kwazulu-Natal) are in the planning and procurement phases and the project will be completed over the next MTEF, between 2021 and 2025.

- Footbridges, Level Crossing and Structures: R485 million spending on footbridges, level crossings and structures over the MTEF. The programme is aimed at eliminating high risk level crossings and improve the safety of pedestrians.
- Integrated Station Access Management Systems (ISAMS): R2.7 billion spending on Integrated Station Access Management System, which includes CCTV and access points. The contract is currently under review and the investment remains a priority for PRASA.

Signalling system and telecommunications upgrades

- The capital allocation transferred to PRASA during the MTEF was R8,4 billion.
- The signalling programme is one of the key priorities of PRASA and is aimed at enabling the entity to improve the safety of train operations and increase train frequencies. The programme is implemented in the three (3) major regions i.e. Gauteng, Western Cape and KwaZulu-Natal and it entails the installation of new signalling systems controlled from newly established Central Traffic Centres (CTC's) as well as the associated civil, perway, electrical and telecommunications works.
- Over the MTEF, PRASA has embarked on a process to replace all existing signalling interlocking, which consists mainly of obsolete systems, with electronic interlocking as the technology of choice.
- The new Train Control Centres (CTC's) are modernised facilities where regional train control signal houses will be accommodated in one facility. The Gauteng Nerve Centre (GNC) located in Kaalfontein, which is part of stage 1 of the signalling programme was completed and activities to enable total commissioning by 2021 are ongoing. Thirty-one (31) of the eighty-one (81) interlocking's have already been commissioned and ready to migrate to the newly built GNC.
- In total, eight (8) Centralised Traffic Control Center's (CTC's) across Gauteng have to be migrated to the GNC. The first migration commenced with Kaalfontein Control Centre, which is now fully operated at the GNC. Midway, Maraisburg and Dunswart were ready to

be migrated to the GNC in 2018. The remaining four (4) namely Pretoria North, Germiston, George Goch and New Canada will be migrated over the next MTSF by 2021.

- The scope of work for the KwaZulu-Natal Region includes the construction of the Durban Central Traffic Control (CTC) at Rossburgh and the installation of new interlocking systems from KwaMashu – Durban – Umlazi, Isipingo- Unbogwintini, Pinetown and Crossmoor lines. Moving ahead into the new MTSF, the plan is to de-commission the old Rossburgh installation, dismantle and remove all old equipment and proceed with the remaining building activities for the new Rossburgh CTC centre, commence with the testing and commissioning of the remaining phases at selected stations and continue with designs and procurement of material and equipment for the other Phases.
- The Scope of Work for the Western Cape includes the construction of the Bellville CTC, which has been achieved, with internal finishes in progress. The project completion, including commissioning, is scheduled for January 2020. Three (3) of the eleven (11) interlocking's Vishoek, Muizenberg, Steenberg, Retreat, Dieprivier, Plumstead, Wynberg, Southfield, Wetton, Crawford and Saltriver, Mowbray, Newlands and Koeberg Road, Maitland, Hazendal have already been commissioned with control from the existing Windermere CTC.
- The testing and commissioning of the Cape Town and Bay-Junction, as well as the design, procurement and installation on next phases will go ahead during the next MTSF.

General overhauls and upgrades of the existing rolling stock

Metrorail General Overhauls/ Refurbishments:

Over the MTSF the Department has transferred R5.8 billion to PRASA and it has refurbished/general overhauled 2 346 coaches to date.

Shosholoza Meyl General Overhaul/Refurbishments:

Over the MTSF, the Department has transferred R720 million to PRASA and it has refurbished/general overhauled 259 coaches to date.

Road Transport

S'hamba Sonke Programme (Provincial Road Maintenance Grant)

S'hamba Sonke (meaning "walking together") programme was launched by the Department of Transport in 2011 to address the backlog in road repairs. The programme, implemented through the Provincial Roads Maintenance Grant (PRMG), consists of three budget components. The largest grant enables provinces to expand their maintenance activities, and other components allow provinces to repair roads damaged by floods and cover the cost of rehabilitation work created by coal haulage in Mpumalanga and Gauteng.

During the MTSF 2014-2019, by December 2018, the following key progress was made in the implementation of the programme:

- 4 121 lane kilometres of surfaced roads were rehabilitated;
- 10 516 lane kilometres of roads were resealed;
- 28 861 kilometres of roads were re-gravelled;
- 2 532 881 kilometres of roads were bladed;
- 3 257 245 square metres of blacktop was patched.

For the upcoming Medium Term Expenditure Framework (MTEF 2019-2022), the programme will target the following:

- 9 368 lane kilometres of surfaced roads will be rehabilitated;
- 25 904 lane kilometres of roads will be resealed;
- 9 293 kilometres of roads will be re-gravelled;
- 787 321 kilometres of gravel roads will be bladed.

Rural Roads Asset Management Systems (RRAMS)

The DoT, through the RRAMS grant, supports local government in improving the planning and budgeting of rural roads infrastructure. The grant funds the collection of accurate data on the condition and usage of rural roads in line with the Road Infrastructure Strategic Framework (RISFSA).

The objects of RAMS are:

- To create incentives for Technical Innovation and Higher Efficiency

- To better respond to a new approach to Road Network Management.
- To achieve better roads for the same money, or to use less money for assuring the same Level of Service.
- To ensure more stable funding for Road Maintenance
- To make Road Maintenance a more attractive business for contracts
- To satisfy the needs for Road Users
- From counting cubic meters to checking Service Levels
- From “policing” contractors to Partnership arrangements
- From Maintenance Engineer to Road Asset Manager

Long term, the project requires an investment of a centralised system to ensure that the data conforms to minimum standards must be incorporated. One of the uses of a centralised repository is to standardize and evaluate data for prioritization of projects ranging from road safety to capacity improvement and pavement maintenance. Ultimately, the data should be able to be shared with National Treasury for purposes of fund allocations.

During the MTSF 2014-2019, by December 2018, the following progress was made towards acquiring the following data:

- Defining road networks
- Classification of roads
- Condition data for roads, bridges and structure
- Traffic data

The estimated future budgets for RRAMS are:

Municipality	2018/19 (R'000)	2019/20 (R'000)	2020/21 (R'000)
Cacadu District Municipality	2 239.67	2 372.09	2 509.43
Amathole District Municipality	2 939.12	3 112.90	3 293.13
Chris Hani District Municipality	3 228.73	3 419.63	3 617.62
Joe Gqabi District Municipality	2 184.55	2 313.71	2 447.67
O.R.Tambo District Municipality	2 937.12	3 110.78	3 290.88
Alfred Nzo District Municipality	2 289.77	2 425.15	2 565.57

Municipality	2018/19 (R'000)	2019/20 (R'000)	2020/21 (R'000)
Total: Eastern Cape District Municipalities	15 818.95	16 754.26	17 724.29
Xhariep District Municipality	2 149.48	2 276.57	2 408.38
Lejweleputswa District Municipality	2 280.75	2 415.60	2 555.46
Thabo Mofutsanyana District Municipality	2 405.01	2 547.21	2 694.69
Fezile Dabi District Municipality	2 187.56	2 316.90	2 451.04
Total: Free State District Municipalities	9 022.80	9 556.28	10 109.56
Sedibeng District Municipality	2 436.07	2 580.11	2 729.49
West Rand District Municipality	2 594.40	2 747.80	2 906.89
Total: Gauteng District Municipalities	5 030.48	5 327.91	5 636.38
Ugu District Municipality	2 663.55	2 821.03	2 984.36
uMgungundlovu District Municipality	2 531.27	2 680.94	2 836.16
uThukela District Municipality	2 488.18	2 635.30	2 787.88
uMzinyathi District Municipality	2 279.75	2 414.54	2 554.34
Amajuba District Municipality	2 204.59	2 334.94	2 470.13
Zululand District Municipality	2 363.92	2 503.69	2 648.65
Umkhanyakude District Municipality	2 624.47	2 779.64	2 940.58
Uthungulu District Municipality	2 528.27	2 677.75	2 832.79
iLembe District Municipality	2 270.73	2 404.99	2 544.23
Harry Gwala District Municipality	2 225.64	2 357.23	2 493.71
Total: KwaZulu-Natal District Municipalities	24 180.37	25 610.06	27 092.82
Mopani District Municipality	2 206.60	2 337.06	2 472.37
Vhembe District Municipality	2 248.68	2 381.64	2 519.53
Capricorn District Municipality	2 422.05	2 565.25	2 713.77
Waterberg District Municipality	2 133.44	2 259.59	2 390.41
Sekhukhune District Municipality	2 290.77	2 426.22	2 566.69

Municipality	2018/19 (R'000)	2019/20 (R'000)	2020/21 (R'000)
Total: Limpopo District Municipalities	11 301.54	11 969.76	12 662.78
Gert Sibande District Municipality	2 313.82	2 450.63	2 592.51
Nkangala District Municipality	2 179.54	2 308.41	2 442.06
Ehlanzeni District Municipality	2 351.90	2 490.96	2 635.18
Total: Mpumalanga District Municipalities	6 845.26	7 249.99	7 669.75
Namakwa District Municipality	2 904.05	3 075.75	3 253.83
Pixley Ka Seme District Municipality	3 009.27	3 187.19	3 371.73
Siyanda District Municipality	2 865.97	3 035.42	3 211.17
Frances Baard District Municipality	2 521.25	2 670.32	2 824.93
John Taolo Gaetsewe District Municipality	1 983.13	2 100.39	2 221.99
Total: Northern Cape District Municipalities	13 283.67	14 069.08	14 883.65
Bojanala Platinum District Municipality	2 363.92	2 503.69	2 648.65
Ngaka Modiri Molema District Municipality	2 540.29	2 690.49	2 846.26
Dr Ruth Segomotsi Mompati District Municipality	2 444.09	2 588.60	2 738.47
Dr Kenneth Kaunda District Municipality	2 460.12	2 605.58	2 756.44
Total: North West District Municipalities	9 808.43	10 388.37	10 989.83
West Coast District Municipality	2 558.33	2 709.59	2 866.47
Cape Winelands District Municipality	2 688.60	2 847.57	3 012.43
Overberg District Municipality	2 648.52	2 805.11	2 967.52
Eden District Municipality	2 425.05	2 568.44	2 717.14
Central Karoo District Municipality	1 921.00	2 034.58	2 152.38
Total: Western Cape District Municipalities	12 241.50	12 965.29	13 715.95
National Total	107 533.00	113 891.00	120 485.00

SANRAL

In order to address some of the key challenges faced by Government regarding the massive infrastructure (rollout) provision, Cabinet established the Presidential Infrastructure Coordinating Commission (PICC), to: coordinate, integrate and accelerate project implementation. Under the guidance of the Presidential Infrastructure Coordinating Commission (PICC), 18 Strategic Integrated Projects (SIPs) projects were established (named) and the Department is, through the South African National Roads Agency Limited (SANRAL) currently implementing (only) three SIPs related to road infrastructure, and these are:-

Moloto Development Corridor

The Moloto Road (R573), which connects the provinces of Gauteng, Mpumalanga and Limpopo has been known for its high road crashes that continued to claim many lives. The Mpumalanga and Limpopo sections were transferred to SANRAL in 2016 for upgrading, as part of the national non-toll portfolio. The road (R573) Corridor Development project is part of government efforts to prevent further fatal accidents on the route through major road upgrade and proper road maintenance. The upgrade will cover at least 139km of the 160km stretch of Moloto Road.

Work has started with the construction of some intersections into traffic circles or roundabouts in the Mpumalanga section of the road. The project will include closing off dangerous illegal access, reducing conflict movement of service roads, installing and replacing street lights and relocating informal traders to safer areas.

SANRAL commenced with road upgrades in 2017 with a total budget of R4.5 billion over the MTEF period. The road upgrades includes amongst others, the following:

- Intersection capacity;
- Safety improvement;
- Improvements of bus bays (position and capacity);
- Widening of structures (bridges), storm water and drainage structures;
- Lighting of selected intersections;
- Construction of passing and climbing lanes where required; and
- Pedestrian and non-motorised transport facilities in urbanised areas and
- Weigh bridge and vehicle fitness testing centres.

Since the improvement on the major intersections, fatalities on this road have reduced tremendously. It is estimated that 12 500 jobs will be created in communities along the road over the course of the project.

N2 Wild Coast Highway

The Presidential Infrastructure Coordinating Committee (PICC) expressed full support for the project and also indicated that a monetary contribution could be available from the fiscus. Nevertheless, the Greenfields portion of the highway will be implemented as a toll road using a hybrid-funding model. Funding in the form of fiscal transfers will need to be secured for the N2 Wild Coast Highway. The Greenfields portion of the highway includes the following sections:

- Construction of a new highway at Ndwalane (approx. 14 km outside Port St Johns) to Ntafufu River, a distance of about 17 km including interchanges at Ndwalane and at Ntafufu and a large new bridge across the Mzimvubu River.
- Upgrading of the existing R61 between Ntafufu River and Lusikisiki, a distance of about 17 km which includes a new interchange at Lusikisiki.
- Construction of a highway between Lusikisiki and Mtamvuna River at the existing R61 Mitchell bridge crossing of the Mtamvuna River, including two mega bridges across Msikaba and Mtentu rivers, and four large bridges to cross the Mnyameni, Kulumbe, Mpahlane and Mzamba rivers/gorges. The project includes two mega-bridges across the Msikaba and Mtentu river gorges at a cost of R1.2 billion and R1.3 billion respectively.

Construction of the Msikaba Bridge is underway and the Mtendu Bridge tender has been awarded. Work will commence in March 2019.

The total budget required for the Greenfields portion of the N2 Wild Coast Road is approximately R8 billion. Funding for the two bridges has already been made available through the Department of Transport.

When the N2 Wild Cost Project is completed the travel time between East London and Durban will be reduced by three hours. The Wild Cost may begin to realise its massive tourism potential.

N3 Gauteng Durban Corridor

There are various sections identified for improvements along the different provinces that the N3 National Route passes through. The bulk of work (Capex) is under planning and to be implemented in the new planning cycle.

SANRAL Toll Portfolio

During the MTSF, the following other key projects were successfully completed as part of the SANRAL toll portfolio:

- N1 Ventersburg to Holfontein - R652 million
- N2 Upgrade Umdloti Interchange and Tongaat Toll Plaza - R422 million
- N1 Upgrade Holfontein Interchange and Kroonstad - R559 million
- N1 Upgrade at Winburg - R438 million

For the MTEF 2019 – 2022, the following key projects have been planned:

- N1/N2 Winelands - R10 billion
- N2 Wild Coast (Ndwalane to Mtamvuna River) - R8 billion
- N2 Durban South to North - R9 billion
- N3 Pietermaritzburg to Durban - R18 billion

Successful implementation of projects by SANRAL requires political intervention to address its “Going-Concern” status, due to poor collection on GFIP e-toll project. Other factors affecting SANRAL projects are delays in project related approvals from authorizing departments and provinces (Environmental approvals, Water Licences and procurement approval by Chief Procurement Officer). Emerging issues affecting delivery of projects are community protests, impact by 3rd party service providers who were not involved in the formal bidding processes.

SANRAL Non-toll Portfolio

Most of South Africa’s national road network falls into the category of non-toll roads and is largely funded through appropriations. As part of the SANRAL non-toll portfolio, the following key achievements were recorded during the 2014- 2019 MTSF:

- N2 Mount Edgecombe Interchange - R1 billion
- N2 Umgeni Road Interchange - R352 million

- N2 Balito Interchange - R109 million
- N7 Upgrade Cederberg to Kransvleikloof - R362 million
- R71 Moria Project - R141 million
- N1/R71 Polokwane Ring Road - R600 million
- N1 Musina Ring Road
- N2 Kwabhoboza Interchange - R196 million
- N11 Upgrade Hendrina to Hendrina Power Station - R275 million
- Improvement R570/N4 to Jeppes Reef - R984 million
- N5 Upgrade Harrismith and Industriqwa - R334 million
- N2 Eteza Traffic Control Center - R 238 804.63

Mount Edgecombe Interchange

The interchange links the N2 and M41 connecting residents of Phoenix and Umhlanga with the City of Durban and the North Coast of KwaZulu-Natal. The construction of the interchange was funded jointly by SANRAL and the KwaZulu-Natal Department of Transport and eThekweni Municipality. The work was undertaken by the South African Branch of the Italian Construction Company, CMC *di Ravenna*.

Significant features of the interchange

- The new four-level interchange facility provides at least two lanes on each of the major movements. The upgrade includes implementation of directional ramps, eliminating the need for controlled signalisation, thus ensuring free flow of traffic in all directions.
- Two incrementally launched bridges are also part of the interchange upgrade. One bridge which is 948m long – the longest incrementally launched bridge in South Africa – joins the Mt Edge Combe side of the M41 with the N2 South. The other bridge is 440m long and joins the uMhlanga side of the M41 with the N2 South.
- The 948m bridge has 23 piers and two abutments and was built from two ends – one portion launched on a curve and the other on a straight.
- To provide for pedestrians' safety, a pedestrian bridge was constructed over the N2 and it connects to new footpaths.

For the MTEF 2019 – 2022, the following key projects have been planned:

- N12 Johannesburg to Klerksdorp - R3 billion
- N2 Richards Bay to Ermelo - R8 billion
- N2 Botrivier to Port Elizabeth - R13 billion
- N12 Benoni to Witbank - R957 million
- R72/N2 Port Elizabeth to East London - R7 billion
- R300 Cape Town Ring Road - R5 billion

In the 2018/19 State of the Nation Address in February, His Excellency, the State President, President M C Ramaphosa announced a range of measures to be taken to “*set the country on a new growth path for employment and transformation that will contribute immensely towards job creation, rebuilding investor confidence, end corruption and state capture, restore good governance at state owned enterprises and strengthen critical public institutions*”.

In addition to the above roads projects based on complaints by communities, Integrated Development Plans (IDPs) and meetings in the Province and municipalities, may be implemented through SANRAL’s structured community development programme as follows:

Contract Number	Abbreviated Contract Name	Training and Mentorship Provider	SMMEs	Start Date	Award Value
C.00-040-2016/1	Port St. Johns: Ndwalane Community Access roads	NKR Consulting Engineers	10 local SMMEs	18 Jul 2016	R 40 559 091
C.003-041-2016/1	Ingquza Hill: Lusikisiki Community Access Roads	Mamlambo Construction	11 local SMMEs	18 Jul 2016	R 41 313 600
C.003-039-2016/1	Mbizana: Mzamba Community Access Roads	ACS	10 local SMMEs	18 Jul 2016	R 40 754 202
C.003-049-2017/1	Mbizana: Makwanteni Access Road	ACS	10 local SMMEs	15 Jan 2018	R 45 081 231
C.003-050-2017/1	Mbizana: Mahaha – Sigidi Access Road	NKR	10 local SMMEs	15 Jan 2018	R 45 214 143

Table 1: Recent SANRAL Community Development Projects

The following projects were identified by the Department and submitted to SANRAL for implementation as part of the Presidential Stimulus package to kick-start the program. These will be funded by delineating funds from the R168 billion and the R3.5 Billion of the Stimulus package.

Priority	Name Of The Road	Kilometres	Estimated Budget	Stimulus Allocation	Municipality	Province	Description
1.	P133 & P143 in Lidgetton	10Km	R 120m	R102	Msunduzi	KZN	It is an access road to social amenities such as Crystal Springs Primary School In Lidgetton and rural Communities in the areas.
2.	Isandlwana Road	10Km	R 120m	R120	Nquthu Municipality	KZN	Heritage Site Access Road
3.	Dr Moroka Level Crossing Bridge	Bridge	R 180m	R180	Rustenburg	NW	Level Crossing in Rustenburg
4.	Qacha's Nek	20 Km	R 800m	R0	Matatiele	EC	Linking Eastern Cape with Lesotho
5.	P 318 San Pass	16Km	R 800m	R0	Sisonke	KZN	Linking South Africa with Lesotho
6.	P51-2, P124-1 –D113 from Mabeskraal to Botswana Border post	82Km	R 820m	R0	Moses Kotane % Thabazimbi	NW	Links NW via Rustenburg and Limpopo via Dwaalboom to the Botswana Border post (Derdepoort Port)
7.	D3275-D3287	38km	R 380m	R0	Blouberg	LP	The road serves as a main access to the church along the road and the three clinics. These clinics however are currently not functioning well due to the poor condition of this road
8.	D2919 from Tshikanoshi to Malebitsa	9km	R 108m	R108 m	Ephraim Mogale	LP	The road is used by buses and taxis travelling to Pretoria. It links many villages to social amenities such as clinics, schools, SASSA etc.

Priority	Name Of The Road	Kilometres	Estimated Budget	Stimulus Allocation	Municipality	Province	Description
9.	D1272 and D1283 from Tugela Ferry to Emkhamo	23.5km	R 470m	R0	Msinga	KZN	This road caters for main reservoirs for water supply in the entire Msinga area and also serves as a link to the Mankomfane mass field agricultural schemes, clinics and high schools.
10.	D3377 via Serape, Selolo, Semaneng and D3579 from Setupulane to D3269 Breda (Bermuda Road)	35.7	R 357	R0	Mogalakwena	LP	This is the main access road that links communities with basic amenities
11.	From the R61 near Mbizana get onto DR08120 (T120) for 15 km and then go onto DR08121 (T121) for 18 km	33KM	R 200m	R488 m	Mbongweni	EC	This is the road leading to the late Winnie Madikizela-Mandela's house
			Sub Total	R4 43 m	R1016 m		

Table 2: Proposed SANRAL Community Development Projects

Note: Final funding allocation for some projects still to be finalized.

Table 3: Summary of Road Infrastructure Budgets

TRANSFERS AND SUBSIDIES						ADJUSTED BUDGET	MEDIUM TERM ESTIMATES		
	R'000	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Conditional Grants:									
Provincial Roads Maintenance Grant (PRMG)	8,737,775	9,361,498	9,531,744	10,478,194	10,753,663	11,035,668	11,381,665	12,093,174	13,021,106
PRMG: Mpumalanga coal haulage roads maintenance	808,900	803,002	830,000	801,000	482,000	501,092	526,152	0	0
PRMG: Roads maintenance component	7,519,488	7,956,245	8,221,154	9,379,071	10,001,663	10,324,576	10,649,325	12,093,174	13,021,106
PRMG: Disaster relief component	409,387	602,251	480,590	298,123	270,000	210,000	206,188	0	0
SOUTH AFRICAN NATIONAL ROADS LIMITED (SANRAL)	7,043,451	8,180,798	8,590,865	9,329,426	11,112,352	6,932,282	15,030,886	14,247,085	13,703,117
Non-toll network	6,448,616	7,515,300	7,721,054	7,935,587	9,063,668	5,125,469	12,338,896	12,407,036	11,725,064
Coal haulage road network	594,835	665,498	696,111	733,005	769,655	0	0	0	0
Moloto road upgrade	0	0	155,500	660,834	1,279,029	1,806,813	1,691,990	785,049	843,928
Botswana river crossing	0	0	18,200	0	0	0			
N2 Road Wild Coast	0	0	0	0	0	0	1,000,000	1,055,000	1,134,125

TRANSFERS AND SUBSIDIES						ADJUSTED BUDGET	MEDIUM TERM ESTIMATES		
R'000	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Total	15,781,226	17,542,296	18,122,609	19,807,620	21,866,015	17,967,950	26,412,551	26,340,259	26,724,223

Civil Aviation

ACSA Infrastructure

The period 2015 to 2019 has seen ACSA initiate several major projects throughout the group to enable it to deliver on its strategic objectives. Most projects completed focused on near term objectives with approximately R800m expended per annum in the period, which resulted in ACSA creating and sustaining approximately 20 000 jobs per annum. Notable projects completed in this period are:

OR Tambo International

- City Lodge Hotel Extension R120m (completed in 2019)
- Pavement Rehabilitation R500m (completed in 2018)

Regional Airports

- Bram Fisher Solar Plant R16m (completed in 2019)
- Kimberly Solar Plant R15m (completed in 2017)
- Upington Solar Plant R16m (completed in 2017)
- George Solar Plant R16m (completed in 2016)
- East London Pavement rehab R180m (completed in 2015)
- Bram Fisher Runway rehab R 65m (completed in 2016)

The next five years has a Capex program estimated at R21bn and will see the delivery of significant capacity and refurbishment projects at the various airports most notably:

Cape Town International

- New Realigned Runway R3.8bn (complete 2022)
- Terminal 2 Development R2.8bn (complete 2022)
- New Domestic Arrivals Terminal R700m (complete 2022)
- Tank 7 R33m (complete 2022)

OR Tambo International

- Remote Apron Aircraft Parking Stands R1.8bn (complete in 2023)

- Western Precinct Office development R885m (complete in 2020)
- Fuel Farm Tank 1 Refurbishment R763m (complete 2023)
- Midfield Cargo Phase 1 R2.2bn (complete in 2025)
- Midfield Precinct Planning R400m (complete in 2023)
- Terminal A Refurbishment R350m (complete in 2022)
- Delta Apron Extension R120m (complete 2022)
- Runway and Taxiway Refurbishment R231m (complete 2022)
- Additional Bussing Boarding Gates R255m (complete 2021)

ICT

- Passenger Self Service R 800m (complete 2023)
- Network Infrastructure R 779m (complete in phases)
- CCTV R 496m (complete in phases)
- Flight Information Displays Replacement R132m (complete in phases)

Regional Airports

- Kimberly Runway and Taxiway Rehab R370m (complete in 2022)
- Upington Runway Rehabilitation R 250m (complete in 2023)
- Port Elizabeth Stormwater Upgrade R 60m (complete in 2023)
- East London Solar Plant R 15m (complete in 2019)
- Port Elizabeth new Terminal R 1bn (complete in 2025)
- George Terminal and Apron Expansion R 91m (complete in 2022)

One of our core strategic objectives is transformation through capital projects. These projects are expected to result in the majority of contracts going to 51% black owned entities with a focus on Black Women, Youth and People with Disabilities. Job creation and localization form key elements of the Contract Participation Goals on all major infrastructure contracts.

ATNS Infrastructure

In the 2014/15 financial year, ATNS achieved a BBBEE level 2 from level 5 with an investment of R0.4 million of SMMEs, which resulted in ATNS being the retained as the preferred supplier of the SADC VSAT and NAFISAT communication network in Africa for the next seven (7) years.

ATNS was appointed as the National Service Provider for the provision of Medium Altitude Earth Orbit Search and Rescue (MEOSAR) satellite system's ground segment services and was approved by the National Treasury.

ATNS has capitalized R700 million on aviation infrastructure development from 2015 to date. The bulk of capital expenditure was on air traffic management infrastructure in the form of communication that comprises of the actual radios that Air Traffic Controllers (ATC) use to communicate with aircraft and associated systems, navigation and surveillance systems that are required to achieve safe, expeditious and efficient air traffic management services.

The entity also incurred capital expenditure on Navigational Aids, which includes beacons that are used by aircraft to navigate certain routes. Beacons are generally ground based and controllers use them in their procedures.

Surveillance System comprises of two components:

- A radar system that detects aircraft in the airspace and
- Subsequently displayed on the second component, which is the visual display system.

Over the next 5 years, ATNS has budgeted capitalization of R1,6 billion (see table below) given that some of its major infrastructure is coming to end of life. ATNS is intensifying its Research and Development (R&D). The aim is to collaborate with other R&D organisation like the CSIR, SANSA, and TIA to develop some of this technology locally. One good example of this is the multi-static primary radar system. ATNS is also aggressively taking the systems support function in-house rather than relying on foreign Original Equipment Manufacturers (OEMs). This requires a lot of training, and is progressively increasing local know-how and capability on these high-tech systems. This is a necessary step in technology localisation.

2014 Permission (2015/2016 to 2019/2020) Projects Capex Investment

A summary of the Capital Investment in the 2014 Permission period (2015/2016 to 2019/2020) is provided in the following table. Over a period of three financial years 2015/16 to 2017/18 ATNS capitalised infrastructure to the value of R532.1 million.

	2015/16	2016/17	2017/18	TOTAL
Capitalised infrastructure	R67.1 mil	R93.4 mil	R371.6 mil	R532. mil

2017 Permission (2018/19 – 2022/23)

The 2018/19 financial year saw the transfer from the 2015/16 – 2019/20 Permission to the new Permission 2018/19 – 2022/23. The Permission to levy air traffic service charges for 2018/19 2022/23 was issued on 6 August 2018.

The table below provides a summary of the planned Capital Capitalizations for 2018/19 – 2022/23. As at the 31 December 2018, a total of R164.5 mil had been capitalised.

Project Discipline	TOTAL	Planned	Planned	Planned	Planned	Planned
Capitalisation		2018/2019	2019/2020	2020/2021	2021/2022	2022/2023
Communications	258,150,285	43,821,474	0	35,329,408	128,868,726	50,130,677
Navigation	351,543,180	23,774,572	0	204,890,250	0	122,878,358
Surveillance	423,031,181	115,255,802	0	184,434,543	123,340,836	0
Display Systems	301,471,037	1,121,194	78,851,624	48,787,858	1,742,018	170,968,342
Simulator and Systems	41,122,828	0	0	0	41,122,828	0
Software	26,445,221	1,809,722	0	0	0	24,635,499
General Items- Computer equipment	69,653,026	0	0	0	0	69,653,026
General Projects- Testing Equipment	144,977,042	6,201,296	71,855,000	18,519,292	1,172,014	47,229,440
TOTAL (Budgeted)	1,616,393,800	191,984,060	150,706,624	491,961,351	296,246,423	485,495,342
TOTAL (Actual)		R164.5 mil (as at Dec 2018)				

Public Transport

Integrated Public Transport Networks funded by the Public Transport Network Grant (PTNG)

The objective of government with regard to Public Transport has always been to transform the current system into a system that is integrated and where all modes complement each other. An important component of government's objective is to position public transport to play the role of a catalyst for urban regeneration, the development of new mixed land use nodal precincts and the reconnection of isolated nodes to mainstream economic and social opportunities in our cities, thereby transforming urban spaces.

Public Transport infrastructure, systems, service and operations are guided by pronouncements made in the 1996 National White Paper on Transport. To give effect to the White Paper, the Department developed the National Land Transport Transition Act in 2000, the Public Transport Strategy in 2007, as well as the National Land Transport Act in 2009.

The 2007 Public Transport Strategy rests on two pillars namely:

- Modal upgrading that involves effecting significant and urgent improvements in current public transport services by stabilising the operating environment through interventions such as consolidating the passenger rail sector, Modernisation Programme, implementing Taxi Recapitalisation Programme including improved regulation and law enforcement as well as transforming and optimising current services; and
- Development of Integrated Mass Rapid Public Transport Networks that entails the promotion of a growing public transport sector that is able to meet the needs of current and new users, with key goals being the delivery of functioning intermodal systems, high quality corridor-based services, adequate investment and re-investment and equitable basic access for a range of urban and rural users, including the poor, scholars, job seekers and special needs users.

The Department of Transport (DoT) over the MTEF period of 2014 - 2019, has facilitated and funded the implementation and roll out of Integrated Public Transport Networks (IPTN) across 13 municipalities. For the past 5 years, all 13 cities funded by the Public Transport Network Grant have been instructed to scale down plans and big ticket infrastructure and to optimise modal technologies based on realistic demand volumes.

The DoT further relaxed on the infrastructure vision of the Public Transport Strategy in smaller cities such as George, Mbombela, Mangaung, Buffalo, Polokwane, Rustenburg, Msunduzi and Nelson Mandela Bay. All these municipalities have all designed projects or amended earlier plans to focus mostly on supplying new vehicles, few stations and shelters/stops and other related infrastructure such as depots. Furthermore, DoT has allowed for flexible, differentiated IPTN solutions per local city demand for the past 3 years.

To date, all 13 municipalities commenced some construction of infrastructure of a phase 1 IPTN and 6 cities had begun with operations of some form of Phase 1 service, namely Rea Vaya in Johannesburg, My CiTi in Cape Town, A re Yeng in Tshwane, Go George in George and Libhongo Lethu in Nelson Mandela Bay. Ekurhuleni (Harambee), as the sixth city, is piloting a small-scale service but it is still in the teething stage.

In total, 172 000 average weekday passenger trips, are currently being carried in six (6) cities. The major infrastructure delivered in IPTN is the following:

- 200kms of dedicated bus lanes constructed in 10 cities.
- 600kms of feeder and distribution routes were upgraded.
- 120kms of non-motorised transport infrastructure constructed in 10 cities.
- 90 stations constructed in 7 cities
- 1023 buses procured in 6 cities operating - The buses are universally accessible.

Between 2014 and 2019, over R19,2 billion was spent in 13 cities on planning, building and operating integrated public transport networks. Going forward, in order to scale up improved services to over a million weekday passenger trips, the focus will be on getting services running and letting the targeted infrastructure follow later.

DoT will continue investing in upgrading bus and minibus operations in major cities through city-led Public Transport Network Plans that integrate the Public Transport Network Grant to municipalities, the Provincial subsidised bus services in the Public Transport Operating Grant as well as Taxi Recapitalisation funds.

For the next MTEF period, DoT expects all the cities to launch or expand upgraded Phase 1 services, and they should cut back on infrastructure and focus on operations. In addition, provincial and municipal funded bus services should be integrated into a single system in major cities within 5 years. The plan is to rapidly double services and target an increase in passenger trips across these cities from 172 000 per weekday to 340 000 by March 2021 and over a million by 2024.

DoT will continue investing in upgrading bus and minibus operations in major cities through city-led Public Transport Network Plans that integrate the Public Transport Network Grant to municipalities, the Provincial subsidised bus services in the Public Transport Operating Grant as well as Taxi Recapitalisation funds.

In 2019/20 DoT expects eight cities to launch or expand upgraded Phase 1 services. This will involve procuring an additional 400 buses in total across Johannesburg, eThekweni, Nelson Mandela Bay, Rustenburg, Polokwane, George, Tshwane and Ekurhuleni.

On average R5bn of capital will be spent per annum and R1.5bn on operations from the Public Transport Network Grant and city contributions. In addition, approximately R3 billion worth of provincial and municipal funded bus services should be integrated into a single system in the major cities within the next 5 years.

Targeted passenger trips across these cities to increase from 145 000 per weekday to 280 000 by March 2020 and over a million by 2024.

DoT and Treasury will actively encourage operating partnerships between cities and minibus-linked commercial entities in particular over the next 5 years in order to scale up improved services to over a million weekday passenger trips. In this regard the focus will be on getting services running and letting targeted infrastructure follow later.

Cities will therefore require massive public transport network contract design and management capacity enhancement in order to oversee upgraded operations in a financially viable fashion.

A transport sector that is safe and secure

Road Safety

The reviewed National Road Safety Strategy 2016 - 2020 (NRSS), among other things, speaks to the Millennium Development Goals set out by Ministers of Transport in Africa, the Sustainable Development Goals (SDGs) and the UN Decade of Action for Road Safety 2011-2020, for the purposes of reducing road crashes and improve traffic law enforcement. The vision of this NRSS is to ensure “*Safe and secure roads*”. This will be achieved by delivering on the strategic mission to attain a reduction in the number of fatal crashes and serious injuries for all road users by promoting responsible and safe road user behaviour, providing safe and forgiving road infrastructure, ensuring safer vehicles on South African roads and delivering quality road safety management.

It must further be borne in mind that the South African population has been growing steadily in the past years and even currently and so has the vehicle population. For instance, the vehicle population alone grew by 4.0% annually from the year 2005 to 2014. The population and vehicle increase can never be undermined when the subject of fatalities on the roads arise, as it translates to more drivers and vehicles on the road. That increase causes additional strain on the road network and increases the likelihood of crashes occurring.

The effects of fraud and corruption further impact on the manner in which traffic laws are enforced, enabling an environment where traffic law enforcement can be perceived as poor. The issue of suitably qualified traffic officers, the attitude of traffic police towards motorists and the disrespect shown by motorists towards traffic officers are all additional contributing factors to the scourge on our roads.

The Roads Policy for South Africa

South Africa is faced with an inequitable access for all road users i.e. pedestrians, cyclists, other non-motorised transport (NMT) road users, motorists, heavy vehicle operators who need access and usage of the roads for their customers, suppliers and for personal and business use, a deterioration of the road infrastructure quality, especially in rural and under-developed areas and, a high number of road crashes, fatalities and injuries.

The Roads Policy for South Africa, when developed and effectively implemented, is expected to result in the following objectives:

- Provide an over-arching policy that covers all aspects of the road sector and applies to all three spheres of government;
- Determine financial options in the road infrastructure investments, road safety, law enforcement and enabling mechanisms to implement programmes and projects;
- Provide policy certainty with clear and concise regulatory framework for roads to support an increase in funding with improved levels of governance;
- Ensure integration of plans for stream-lined and integrated service-delivery;
- Maximize jobs creation and skills development;
- Ensure integration of NMT as a recognized mode in the transport system;
- Clear national directive on how to tackle road safety;
- Streamlined and regulated freight movement to support the recommendations and/or prescripts of the National Freight Logistics Strategy and the National Rail Policy(i.e. the move of certain freight from road to rail),
- Clarity of roles and responsibilities across the various spheres of government and agencies,
- Ensure proper, Monitoring, Evaluation & Reporting of the road sector programmes

The draft Roads Policy for South Africa was published for public comment in March 2018 and after various consultations, stakeholder inputs were considered and the Policy was updated accordingly. The Policy will undergo final approval considerations before implementation in the new MTSF.

Improved rural access, infrastructure and mobility

Access Road development Plan (ARDP)

The focus of the ARDP is on municipal roads and its objective is to provide a condition assessment and evidence on the actual scenario of rural road development and maintenance; and further identify the technical, institutional and financial gaps that exist at various levels of the road authorities for provision of access roads and effective maintenance of the rural road network.

In developing this plan, a situational analysis of the network was carried out in 44 District Municipalities through the Rural Road Asset Management Programme (RRAMF). This was essential to ensure examination of options and related resource requirements, provision of access roads and developing an effective maintenance strategy. The analysis covered roads, bridges (major and minor culverts) and traffic. Data was collected on (a) classification, surface type and length of roads and tracks, (b) level of accessibility the roads and tracks provide and their maintainability, (c) traffic levels, and (d) estimated population served by the roads and tracks.

Road condition and maintainability surveys were also carried out with the aim of developing an overall picture of the extent of the road network and their present physical condition. Comprehensive road inventory and maps.

Detailed evidence from the surveys illustrated that very little road maintenance has been possible due to lack of funds and a lack of proper policy and institutional framework. Weaknesses in the implementation capacity were hidden as the emphasis was placed on the inadequacy of funds. While the need for adequate funds is not in doubt, more critical institutional issues needing attention are:

- Maintenance planning
- Maintenance management
- Effective delivery of maintenance works
- Accountability of expenditure in maintenance

The control, coordination and planning capabilities needed for rural road maintenance are different from the administration of the various rural development and poverty alleviation programmes. Provision and maintenance of access roads require attention to a number of technical and supervisory aspects. These include:

- an assessment of road condition and maintenance requirements,
- preparing programmes of maintenance at district level,
- productivity of labour, procurement of contractors and their supervision, and
- quality control of works.

One of the key findings of the situational analysis is the huge gap that exists between the funds required for provision of new access roads and those currently available for maintenance of rural roads. This then presents a need for setting up a road fund. To this effect, a policy decision and a legislative act will be needed to separate whether funds would be provided for maintenance only or also for rehabilitation and new construction. If the road fund provides funding for maintenance, rehabilitation and construction, then priority must be to the need for maintenance since preserving, maintaining and maximising the operations of the existing road network provides higher benefits than investment in more roads.

Integrated Public Transport Networks (IPTNs) in District Municipalities

Another challenge identified in rural space is that rural communities are spatially isolated and disconnected; and do not have adequate access to transport infrastructure and public transport services. Over the implementation period covering the start of the MTSF in 2014 to September 2017, significant progress was made to address these challenges. Integrated Public Transport Network (IPTN) plans have been developed in a number of district municipalities. A desired end state is to have a fully integrated public transport network implemented in district municipalities.

Learner Transport Policy

In 2014, only 46% of learners received coverage of learner transport. This prompted the Department of Transport to develop the Learner Transport Policy, which was approved by Cabinet in 2016. The implementation of the Policy has contributed to the improved national coverage of learner transport to 80% in 2017 and the desired outcome is to have full national coverage of learner transport for all learners.

The Rural Transport Policy was approved by Cabinet and is currently being implemented.

To date, an Implementation Evaluation is being conducted on the Learner Transport Policy. The evaluation will assist in determining the efficiency and funding model for learner transport in South Africa.

Improved public transport services

Public transport faces many challenges in South Africa. Majority of workers and the poor still live in displaced, dormitory townships distant from places of work and other amenities. As a result, the cost of mobility and time spent commuting between homes and work place is draining and difficult to sustain. To alleviate this challenge, the DoT will strive to maximise its contribution to socio-economic goals by providing a safe, reliable, effective, efficient and fully integrated public transport services that best meets the needs of passenger users.

In the medium term, the DoT will continue with the planning and construction of universally accessible Bus Rapid Transit (BRT) systems in identified local and metropolitan municipalities. This will ensure that the quality of public transport infrastructure and services is improved and that they are linked into a single system.

Overall, 11 cities are undertaking network construction work and four (4) cities (Cape Town, Johannesburg (phase 1A & B), Tshwane and George) are mainly operating Phase 1 networks. During the 2018/19 financial year, the cities of eThekweni, Polokwane, Rustenburg and Nelson Mandela Bay seemed likely to operate as they were nearing completion of the rollout of the network infrastructure and concluding negotiations with affected existing public transport operators.

Some of the key notable progress made by implementing cities in the 2018/19 financial year include:

- **Johannesburg:** (Rea Vaya) continued to operate Phase 1A and 1B of its PT network and reported, as at September 2018:
 - 39, 690 average weekday passenger trips undertaken,
 - 133 passengers per network vehicle per average weekday undertaken,
 - an uptime of 98% for network operating systems as a proportion of the network's operating hours,
 - 26% direct operating cost recovery from the fare box and
 - the PTNG funding covers 100% of the indirect PT network operating costs.

- **Cape Town:** My City network's reporting as at September 2018:
 - 64, 224 average weekday passenger trips undertaken,
 - 253 passengers per network vehicle per average weekday undertaken,
 - an uptime of 99, 7% for network operating systems as a proportion of the network's operating hours,
 - 53% direct operating cost recovery from the fare box and
 - the PTNG funding covers 34% of the indirect PT network operating costs.

- **George:** the GO George network's reporting as at September 2018:
 - 14, 476 average weekday passenger trips undertaken,
 - 284 passengers per network vehicle per average weekday undertaken,
 - an uptime of 100% for network operating systems as a proportion of the network's operating hours,
 - 35% direct operating cost recovery from the fare box and
 - the PTNG funding covers 85% of the indirect PT network operating costs.

- **Tshwane:** the Are Yeng network's reporting as at September 2018:
 - 8, 774 average weekday passenger trips undertaken,
 - 586 passengers per network vehicle per average weekday undertaken,
 - an uptime of 98% for network operating systems as a proportion of the network's operating hours,
 - 3% direct operating cost recovery from the fare box and
 - the PTNG funding covers 64% of the indirect PT network operating costs.

Increased contribution to job creation

It is still the DoT's priority over the MTSF to ensure a balance between creating a stable and supportive environment for growth and investment while at the same time addressing the many structural challenges the economy and society faces. In addition to long-standing regulatory, infrastructure and skills weaknesses, inequality in itself has become a core obstacle to investment and growth. By extension, efforts to support growth must simultaneously ensure more equitable distribution and ownership of income. Employment intensive programmes and initiatives will receive top priority, especially those that target youth and women.

In the medium term, the DoT will continue to monitor off-takes by end-users of the infrastructure build programme. In the implementation of the Provincial Road Maintenance Programme, the DoT works closely with other spheres of government to ensure adequate road maintenance.

Through the new Rail Rolling Stock Fleet Renewal Programme, which is aimed at revamping the ailing rail infrastructure programme, the manufacture and supply of new rolling stock is expected to create direct and indirect jobs over the 10 year duration of the contract.

Increased contribution of transport to environmental protection

The NDP 2030 vision is that by 2030 South Africa's transition to an environmentally sustainable, climate change resilient and, low carbon economy will be well under way. The current MTSF (2014-2019), will focus on the creation of a framework for implementing the transition to an environmentally sustainable low carbon economy. This phase will include unblocking regulatory constraints, data collection and establishment of baseline information and indicators testing some of the concepts and ideas to determine if this can be scaled up.

The Green Transport Strategy (GTS) is a policy directive of the Department of Transport (DoT) that informs and directs its environmental mandate when it comes to climate change. The DoT is mandated to "maximize the contribution of transport to the economic and social development goals of our country by providing fully integrated transport operations and infrastructure". This Strategy will aim to substantially reduce GHG emissions and other environmental impacts from transportation by 5% in 2050, and also aims to promote green mobility to ensure that the transport sector supports the achievements of the economic growth targets whilst protecting the environment.

The Green Transport Strategy will be the cornerstone of policy development within the transport sector regarding the lowering of GHG emissions, the contribution of transport into the green economy, the promotion of green sustainable mobility and the uptake of cleaner and more efficient technologies. The GTS is informed by the fundamental and substantive principles of sustainable development articulated in the National Strategy for Sustainable Development.

Transport has been identified as the fastest growing source of greenhouse gas emissions, accounting for around 10,8% of National GHG emissions. Direct emissions from the transport sector from the road sector, account for 91,2%, mainly from the combustion of petrol and diesel.

Implementation of the Green Transport Strategy will enable the transport sector to contribute its fair share to the national effort to combat climate change in a balanced fashion, facilitating the sector's transition to a climate resilient and low carbon economy and society.

Organisational Environment

Following a sustained period of performance that saw major strides being made by the transport sector, the DoT aims to intensify its strategic interventions to address some of the major challenges facing the sector.

The internal challenge of alignment and optimal use of resources (human, financial, facilities and equipment) remains a prickly issue that the Department continues to deal with. The main intervention of modifying and purifying the organisational structure is on course and will be prioritised to ensure efficient and effective performance of the department and improve service delivery. The department remains focused on addressing the vacancy rate through the filling of critical positions only; and also ensuring that its oversight role on sector public entities is strengthened and stabilised.

The simplified structure of the DoT puts extensive emphasis on modes of transport. Complementing this modal emphasis are two programmes that seek to provide strategic support to key programmes of the DoT, namely Administration and Integrated Transport Planning.

Programme 1: Administration – This programme comprises the Ministry, Office of the Director-General (ODG), Chief Operations Officer (COO) and Chief Financial Officer (CFO)

Programme 2: Integrated Transport Planning

Programme 3: Rail Transport

Programme 4: Road Transport

Programme 5: Civil Aviation

Programme 6: Maritime Transport

Programme 7: Public Transport

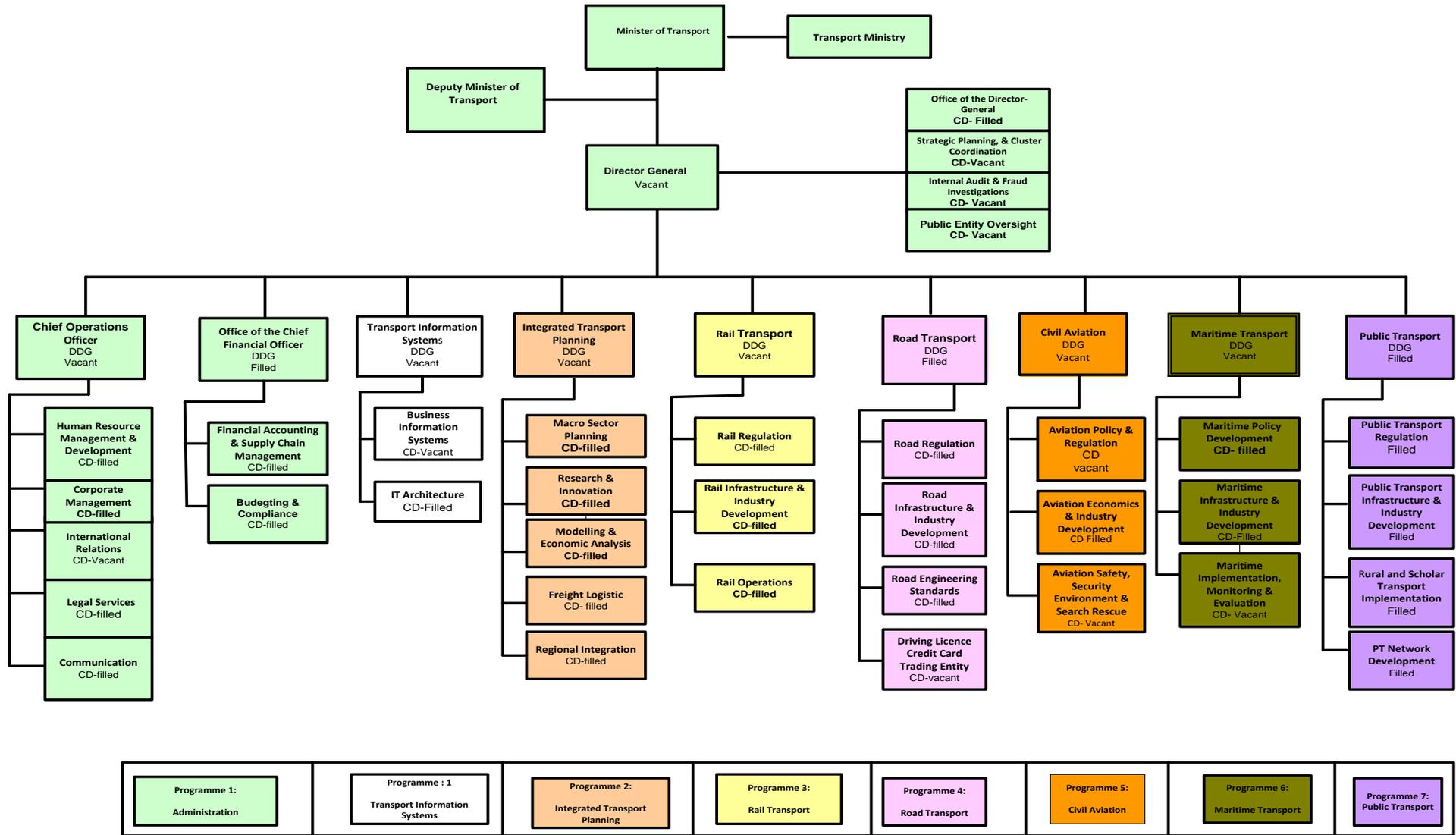
It is still the belief of the DoT that these internal programmes not only set the agenda for the DoT but for a collective, integrated and harmonised approach to addressing sector challenges. Key players in this collective include the DoT, transport entities, provincial departments, municipalities and key private sector stakeholders. A convergence of all these stakeholders will assist in fast-tracking the responsiveness of the sector to the realities on the ground.

Details of approved establishment and personnel numbers according to salary level as at 31 March 2018

Number of posts estimated for 31 March 2019		Number and cost ² of personnel posts filled/planned for on funded establishment															Number		
Number of funded posts	Number of posts additional to the establishment	Actual			Revised estimate			Medium-term expenditure estimate									Average growth rate (%)	Average: Salary level/Total (%)	
		2017/18			2018/19			2019/20			2020/21			2021/22					2018/19 - 2021/22
		Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost			
Transport																			
Salary level	817	7	697	427.2	0.6	793	483.6	0.6	819	534.7	0.7	819	574.8	0.7	816	612.2	0.8	1.0%	100.0%
1 – 6	176	1	146	43.3	0.3	158	45.4	0.3	176	54.8	0.3	176	59.3	0.3	176	63.9	0.4	3.7%	21.1%
7 – 10	313	1	272	135.3	0.5	311	158.2	0.5	313	170.9	0.5	313	184.3	0.6	312	197.3	0.6	0.1%	38.5%
11 – 12	145	1	134	113.9	0.9	145	132.6	0.9	146	142.8	1.0	146	153.1	1.0	145	162.2	1.1	–	17.9%
13 – 16	129	4	105	126.6	1.2	125	138.7	1.1	130	156.8	1.2	130	168.2	1.3	129	178.1	1.4	1.1%	15.8%
Other	54	–	40	8.1	0.2	54	8.7	0.2	54	9.4	0.2	54	10.0	0.2	54	10.7	0.2	–	6.7%
Programme	817	7	697	427.2	0.6	793	483.6	0.6	819	534.7	0.7	819	574.8	0.7	816	612.2	0.8	1.0%	100.0%
Programme 1	427	6	357	191.8	0.5	406	212.8	0.5	428	238.4	0.6	428	256.3	0.6	427	273.0	0.6	1.7%	52.0%
Programme 2	76	–	70	48.3	0.7	75	52.5	0.7	76	57.4	0.8	76	61.5	0.8	76	65.5	0.9	0.4%	9.3%
Programme 3	39	–	37	24.4	0.7	39	26.2	0.7	39	28.5	0.7	39	30.6	0.8	38	32.6	0.9	-0.9%	4.8%
Programme 4	92	–	85	55.9	0.7	92	70.5	0.8	92	75.6	0.8	92	81.0	0.9	92	86.3	0.9	–	11.3%
Programme 5	64	1	52	37.3	0.7	63	44.5	0.7	65	49.8	0.8	65	53.4	0.8	64	56.9	0.9	0.5%	7.9%
Programme 6	34	–	31	21.3	0.7	33	21.7	0.7	34	24.9	0.7	34	26.4	0.8	34	28.1	0.8	1.0%	4.2%
Programme 7	85	–	65	48.3	0.7	85	55.3	0.7	85	60.2	0.7	85	65.6	0.8	85	69.8	0.8	–	10.5%

1. Data has been provided by the department and may not necessarily reconcile with official government personnel data.
2. Rand million.

Organisational Structure for the Department of Transport June 2019



The DoT Strategic Planning Process

For the planning period 2019/20 – 2021/22, as per the statutory requirement of the Medium Term Expenditure Framework (MTEF), the DoT continued to reassess the relevance and appropriateness of strategic outcome-oriented goals and objectives to ensure that they respond to the key challenges faced by the sector. The purpose of the exercise was to highlight critical areas of the DoT's contribution to the changed agenda of Government, to re-prioritise its interventions in line with the new radical economic transformation stance, and set out defined performance measures to ensure that the accelerated speed of service delivery. The DoT also identified critical success areas and notable challenges in the previous financial year, which assisted in developing appropriate remedial strategies going forward.

Each DoT programme conducted planning sessions and the draft Annual Performance Plan 2019/20 was developed. This Annual Performance Plan 2019/20 was compiled in conjunction with internal programmes in an interactive process of inputs.

Monitoring and Reporting of the Annual Performance Plan 2019/20

The Annual Performance Plan 2019/20, which corresponds to year five (5) of the Revised DoT Strategic Plan 2015-2020, will be monitored and reported on, on a quarterly basis. Progress made on the achievements of the APP quarterly milestones will be analysed. Where programmes are unsuccessful in achieving predetermined quarterly milestones, corrective measures and revised timeframes will be discussed and approved by relevant programme managers.

Milestones not achieved in one quarter will be prioritised for achievement in the subsequent quarter following the quarter under review. Failure to achieve a quarterly milestone in two consecutive quarters will require intensive analysis and possible re-prioritisation by the relevant programme manager.

In the 2018/19 financial year, the DoT revised its internal guidelines for Planning, Monitoring and Reporting to improve management of red flags identified through its monitoring process. Clear steps were developed on how the process will be coordinated and also to assign responsibilities. The procedure will be piloted during the financial year.

DoT Risk Statement

In pursuit of its vision, the DoT faces risks to its business strategy, operations, protection of personnel, property and reputation. The department thus commits to a risk management process that ensures that all such risks are identified and assessed. Response plans are developed for each risk and implementation of these plans is monitored on a quarterly basis.

The effectiveness of risk management and control measures put in place will be reported to the Risk Management Committee, EXCO and the Audit Committee on a quarterly basis. Periodic independent assessments on the effectiveness of risk management will also be conducted by Internal Audit.

DoT Key Principles in Managing Risk

To achieve predetermined goals and objectives:

Risks will be considered on a department-wide basis;

Risk management will be integral to the strategic planning process, business decisions and daily operations;

Risks will be identified, analysed, responded to, monitored and reported on, in accordance with the DoT policies and procedures;

Risks will be identified per programme and response plans will be derived for each risks;

Management will regularly assess the status of each risk and response plans;

Compliance to the risk management process and control measures will be monitored and reported on.

Strategic Outcome-oriented Goals of the DoT

Strategic Outcome-oriented Goal 1: Efficient and integrated infrastructure network and operations that serve as a catalyst for social and economic development

Develop and implement policies and promulgate Acts that are set to drive investments for the maintenance and strategic expansion of the transport infrastructure network, and support the development of transport asset management systems in rural and provincial authorities. The definitive drive of these interventions is to improve the efficiency, capacity and competitiveness of transport operations in all modes.

The following Strategic Objectives (SOs) as pre-determined by the DoT will be geared towards achievement of the Strategic Outcome-oriented Goal as stated above:

SO 1.1 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance facilitation of integrated macro-transport systems planning to guide investments in the sector

SO 1.2 Develop and monitor implementation of legislations, policies, strategies and planning tools to promote national, regional and continental integration of transport infrastructure and operations

SO 1.3 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance socio-economic transformation of the transport sector

SO 1.4 Develop and monitor implementation of legislations, policies, strategies and planning tools to ensure a sustainable transport infrastructure network

SO 1.5 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance performance, efficiency and reliability of the transport sector

Strategic Outcome-oriented Goal 2: A transport sector that is safe and secure

Develop and implement policies and strategies that seek to reduce accidents and incidents in the road, rail, aviation and maritime environment.

The following Strategic Objectives (SOs) as pre-determined by the DoT will be geared towards achievement of the Strategic Outcome-oriented Goal as stated above:

SO 2.1 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance regulate and transport safety and security.

Strategic Outcome-oriented Goal 3: Improved rural access, infrastructure and mobility

Increase mobility and access in rural space by improving transport infrastructure and implementing integrated transport services.

The following Strategic Objectives (SOs) as pre-determined by the DoT will be geared towards achievement of the Strategic Outcome-oriented Goal as stated above:

SO 3.1 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance provision integrated rural transport infrastructure and services

Strategic Outcome-oriented Goal 4: Improved public transport services

Provide integrated public transport solutions through development and implementation of legislation, policies, strategies and regulations. The definitive drive of these solutions is to ensure safe, secure, reliable, cost-effective and sustainable public transport services.

The following Strategic Objectives (SOs) as pre-determined by the DoT will be geared towards achievement of the Strategic Outcome-oriented Goal as stated above:

SO 4.1 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance promotion of sustainable public transport

SO 4.2 Develop and monitor implementation of legislations, policies, strategies and planning tools to Improve public transport access and reliability

SO 4.3 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance regulation of public transport

Strategic Outcome-oriented Goal 5: Increased contribution to job creation

Create an enabling environment for employment opportunities in the transport sector through the implementation of labour-intensive interventions and off-takes of ancillary support programmes.

The following Strategic Objectives (SOs) as pre-determined by the DoT will be geared towards achievement of the Strategic Outcome-oriented Goal as stated above:

SO 5.1 Monitor off-takes of the implementation of the provincial road maintenance programme

SO 5.2 Develop and implement relevant charters and legislation

Strategic Outcome-oriented Goal 6: Increase contribution of transport to environmental protection

Develop and implement policies that aim to mitigate climate change and adaptation responses through reduction of greenhouse gas (GHG) emission, aviation noise and pollution at sea.

The following Strategic Objectives (SOs) as pre-determined by the DoT will be geared towards achievement of the Strategic Outcome-oriented Goal as stated above:

SO 6.1 Reduce GHG emissions

SO 6.2 Minimise aviation noise

SO 6.3 Reduce level of pollution at sea

Strategic Outcome-oriented Goal 7: Effective and efficient management and support

Improve departmental performance by strengthening internal support functions and ensuring good governance controls.

The following Strategic Objectives (SOs) as pre-determined by the DoT will be geared towards achievement of the Strategic Outcome-oriented Goal as stated above:

SO 7.1 Provide strategic support and corporate services

SO 7.2 Ensure good governance and a sound control environment

Annual Cost Containment Plan

Specific measures to be taken to improve cost efficiencies

1.1 Reducing unnecessary expenditure on consultants or professional service providers

- 1.1.1 Consultants will only be appointed where it is a cost-effective alternative to the utilisation of staff employed.
- 1.1.2 The Accounting Officer must approve a motivated business case setting out an analysis of the underlying skills gap and a diagnosis of requirements and specified deliverables for the appointment of consultants, which should form part of submissions to the Bid Adjudication Committee.
- 1.1.3 Bid documentation must include a clause that the rates of remuneration will be subject to negotiation, but may not exceed the prescribed rates.
- 1.1.4 Consultancy contracts will include overall cost ceilings.
- 1.1.5 Appropriate monitoring and reporting requirements will be set for all consultancy contracts.

1.2 Travel and accommodation expenditure

- 1.2.1 Delegations to the same event will be restricted to three unless otherwise approved by the Accounting Officer.
- 1.2.2 Discounted air fares will be utilised, and quotations will be obtained for air tickets, including from low cost airlines.
- 1.2.3 The use of business class tickets will be restricted.
- 1.2.4 Domestic accommodation will be sourced at the prescribed maximum allowable rates unless such accommodation is unavailable within a reasonable distance from the area to be visited.
- 1.2.5 The star grading of accommodation venues will be restricted based on the ranks of officials.
- 1.2.6 The car rental vehicle category will be restricted based on the ranks of officials.

1.3 Expenditure on catering, social events, entertainment allowances, corporate branded items, communication and advertising and the hiring of venues

- 1.3.1 Catering expenses will not be incurred for internal meetings lasting less than five hours unless approved by the Accounting Officer.
- 1.3.2 Expenses on social functions, team building exercises, year-end functions, sporting events, budget vote dinners and other functions that have a social element will not be financed from the budget of the Department or by any suppliers or sponsors.
- 1.3.3 Entertainment allowances will be restricted.

-
- 1.3.4 Expenditure will not be incurred on corporate branded items of clothing or goods for personal use of employees unless costs related thereto are recovered from those employees.
 - 1.3.5 Communication campaigns, publications and advertisements will be strictly controlled to ensure moderation and cost effectiveness.
 - 1.3.6 Government owned venues and facilities will be used as venues unless such venues are not available.

1.4 Effectiveness of supply chain management processes and procedures

- 1.4.1 All bids and quotations will be dealt with by Supply Chain Management.
- 1.4.2 Officials in Supply Chain Management will be sensitised to adhere to cost containment measures.
- 1.4.3 The provisions of the Public Finance Management Act, Preferential Procurement Regulations, Treasury Regulations, Treasury Instructions and Circulars and applicable legislation will be complied with.
- 1.4.5 Cases of irregular expenditure will be investigated where appropriate, disciplinary steps will be taken and losses to the State will be recovered if responsible persons are found to be liable in law.

1.5 Elimination of wasteful expenditure

- 1.5.1 Cases of fruitless and wasteful expenditure will be investigated where appropriate, disciplinary steps will be taken and losses to the State will be recovered if officials are found to be liable in law.
- 1.5.2 A Loss Control Committee shall deal with all cases of fruitless and wasteful expenditure within its powers and make recommendations regarding such expenditure.

1.6 Ensuring that value for money is achieved

- 1.6.1 The Department will not deviate from inviting competitive bids unless there is an emergency as defined or a supplier is a sole supplier, for which evidence that only the one supplier possesses the unique and singularly available capacity to meet the requirements.
- 1.6.2 Procurements via quotations will be sourced from the National Treasury Central Supplier's Database.

Expenditure Estimates: Vote 35 Transport

Table 35.3 Vote expenditure estimates by programme and economic classification

Programmes								
1. Administration								
2. Integrated Transport Planning								
3. Rail Transport								
4. Road Transport								
5. Civil Aviation								
6. Maritime Transport								
7. Public Transport								
Programme	Adjusted appropriation	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
R million	2018/19	2015/16 - 2018/19		2019/20	2020/21	2021/22	2018/19 - 2021/22	
Programme 1	430.1	3.3%	0.7%	463.0	493.3	523.2	6.8%	0.7%
Programme 2	90.0	0.3%	0.1%	169.2	104.9	108.2	6.3%	0.2%
Programme 3	15 887.3	-9.2%	29.5%	16 573.8	17 664.3	21 928.6	11.3%	26.5%
Programme 4	30 098.8	9.3%	47.4%	33 018.1	34 329.2	35 132.7	5.3%	50.2%
Programme 5	182.3	6.4%	0.3%	245.1	259.0	273.2	14.5%	0.4%
Programme 6	119.9	-0.7%	0.2%	136.8	144.5	152.8	8.4%	0.2%
Programme 7	13 023.0	3.3%	21.6%	13 588.1	15 092.7	16 383.2	8.0%	21.9%
Subtotal	59 831.3	2.2%	100.0%	64 194.2	68 087.9	74 501.9	7.6%	100.0%
Direct charge against the National Revenue Fund	10.2	-	0.0%	10.4	11.0	11.6	4.4%	0.0%
International Oil Pollution Compensation Fund	10.2	-	0.0%	10.4	11.0	11.6	4.4%	0.0%
Total	59 841.5	2.2%	100.0%	64 204.6	68 098.9	74 513.5	7.6%	100.0%
Change to 2018 Budget estimate	33.0			(1 662.9)	(1 472.5)	188.8		
Economic classification								
Current payments	1 234.8	4.5%	2.1%	1 448.2	1 471.8	1 555.4	8.0%	2.2%
Compensation of employees	496.7	7.4%	0.8%	534.7	574.8	612.2	7.2%	0.8%
Goods and services	738.1	2.8%	1.3%	913.5	896.9	943.2	8.5%	1.3%
Transfers and subsidies	58 601.9	2.2%	97.9%	62 751.4	66 621.9	72 952.5	7.6%	97.8%
Provinces and municipalities	23 420.2	4.0%	39.8%	24 289.6	26 458.4	28 636.0	6.9%	38.9%
Departmental agencies and accounts	18 926.0	12.9%	28.2%	21 496.8	22 087.0	21 953.4	5.1%	32.0%
Foreign governments and international organisations	28.6	38.8%	0.1%	29.5	31.1	32.9	4.7%	0.0%
Public corporations and private enterprises	15 779.0	-9.3%	29.4%	16 462.2	17 546.0	21 803.5	11.4%	26.3%
Non-profit institutions	25.3	5.4%	0.0%	26.8	28.2	29.8	5.5%	0.0%
Households	422.8	-37.6%	0.4%	446.5	471.1	497.0	5.5%	0.6%
Payments for capital assets	4.7	-6.0%	0.0%	5.0	5.3	5.6	5.5%	0.0%
Machinery and equipment	4.7	-6.0%	0.0%	5.0	5.3	5.6	5.5%	0.0%
Total	59 841.5	2.2%	100.0%	64 204.6	68 098.9	74 513.5	7.6%	100.0%

Expenditure Analysis

Chapter 4 of the National Development Plan calls for the development of economic infrastructure as the foundation of social and economic development. This call is given expression through outcome 6 (an efficient, competitive and responsive economic infrastructure network) of government's 2014-2019 medium-term strategic framework, with which the work of the Department of Transport is directly aligned. Over the medium term, the budget focuses on: maintaining national and provincial road networks, providing passenger rail infrastructure and services, and facilitating integrated public transport networks.

The department's expenditure is expected to increase at an average annual rate of 7.6 per cent, from R59.8 billion in 2018/19 to R74.5 billion by 2021/22. This is mainly driven by increases in transfers to the Passenger Rail Agency of South Africa for rail rehabilitation, maintenance operations and inventories.

The expenditure is driven by transfers to the South African National Roads Agency; the Passenger Rail Agency of South Africa; and provinces and municipalities for the construction, operations and maintenance of transport infrastructure and services. Total transfers account for 97.8 per cent of the department's total budget in 2019/20. Goods and services, the department's second largest spending area, accounts to R2.8 billion of the total budget over the medium term.

Spending on goods and services increases at an average annual rate of 8.5 per cent, from R738.1 million in 2018/19 to R943.2 million in 2021/22. This is mainly due to expected increases in spending in the *Civil Aviation* programme for costs related to watch-keeping services and investigations into aviation accidents and incidents. Spending on compensation of employees amounts to R1.7 billion of the department's total budget over the medium term, increasing at an average annual rate of 7.2 per cent, from R496.7 million in 2018/19 to R612.2 million in 2021/22. This increase is due to the implementation of job revaluation outcomes for upgrading salary levels 9 to 10 and 11 to 12, and the filling of critical posts.

Maintaining Provincial and National Road Networks

Roads are a crucial component of South Africa's transport system and economy. According to the land transport survey, which was released by Statistics South Africa in 2018, 77.3 per cent of freight categorised as land freight in South Africa is hauled on its roads, accounting for 73.8 per cent of total land freight income. This dependence on road infrastructure implies that the condition of roads has direct bearing on the ease of movement of goods and people across South Africa, which impacts overall economic growth. In this regard, the South African National Roads Agency carries out upgrades, maintenance and strengthening programmes of the non-toll and toll portfolios on national roads. Non-toll roads constitute approximately 85 per cent of the national roads portfolio and are funded through transfers to the agency in the department's *Road Transport* programme for capital-related investment and road maintenance.

To improve and preserve the non-toll road network, allocations to the agency over the MTEF period increase at an average annual rate of 25.5 per cent, from R6.9 billion in 2018/19 to R13.7 billion in 2021/22. The increase is due to the once-off reduction of R5.8 billion in 2018/19, which was effected to meet the agency's cash requirements for the Gauteng freeway improvement project. As a result, transfers for the Gauteng freeway improvement project are expected to decrease from R6.3 billion in 2018/19 to R633.1 million in 2021/22. As part of its non-toll road network projects, the agency plans to continue with the construction of the N2 Wild Coast highway and upgrading the R573 (Moloto Road). These projects will receive R3.2 billion and R3.3 billion, respectively, over the medium term.

About 49 000 kilometres of the South African paved road network remain under the control of provincial transport departments. The bulk of maintenance operations carried out on provincial roads are funded in the *Road Transport* programme through the *provincial roads maintenance grant*. The grant receives allocations amounting to R36.5 billion over the MTEF period. The condition of roads, weather patterns and traffic volumes are factors that guide funding allocations for the maintenance of provincial roads. In Mpumalanga, where coal mining for electricity generation is concentrated, R526.2 million is allocated through the grant in 2019/20 for the maintenance of coal haulage roads.

Over the MTEF period, the Department plans to carry out the following activities related to the maintenance of provincial roads: resealing 14 816 lane kilometres, rehabilitating 5 360 lane kilometres, and black top patching 2.8 million square kilometres. To carry out all Departmental activities related to the maintenance of South Africa's road network, R102.5 billion is allocated over the medium to the *Road Transport* programme.

Passenger Rail Infrastructure and Services

The department will continue its efforts to modernise South Africa's passenger rail services through the Passenger Rail Agency of South Africa. Over the medium term, the agency will focus on executing its capital programme, intensifying its repairs and maintenance regime, and improving security on the rail network. This is in order to improve the reliability of services and increase passenger ridership. To this end, total transfers to the agency are expected to increase at an average annual rate of 11.4 per cent, from R15.8 billion in 2018/19 to R21.8 billion in 2021/22. These transfers are made in the *Rail Transport* programme and account for R55.8 billion of the department's total budget over the medium term.

Cabinet has approved a baseline reduction amounting to R8.7 billion over the medium on capital transfers to the agency. Despite this reduction, overall capital transfers are expected to increase at an average annual rate of 20.7 per cent, from R8.4 billion in 2018/19 to R14.7 billion in 2021/22. This includes transfers for the rolling stock fleet renewal programme, which increase at an average annual rate of 22.7 per cent, from R4.7 billion in 2018/19 to R8.6 billion in 2021/22. Capital transfers to the agency

over the medium term are expected to fund the acquisition of 163 new trainsets, 8 new locomotives, the refurbishment of 1 140 train coaches, and upgrades and improvements to 24 train stations. Current transfers are expected to subsidise 438 million passenger trips on Metrorail and 644 000 passengers on the long-distance mainline passenger services over the period ahead.

Integrated Public Transport Networks

South Africa's urban areas are hubs of economic activity, therefore, it is crucial that they maintain optimal functionality and remain engines of socioeconomic growth. An integrated public transport network is central to the functioning of these hubs as they provide sustainable, affordable and functional transport solutions to urban commuters. To this end, the department makes allocations in the *Public Transport* programme for the *public transport network grant*, which funds the infrastructure and operations of integrated public transport networks in 13 cities across South Africa.

The programme also focuses on integrated public transport planning and construction in the 13 cities; and funds the indirect operating costs of services in 5 cities (Johannesburg, Tshwane, Cape Town, George and Nelson Mandela Bay) that operate bus rapid transit services. In these 5 cities, the grant is expected to support 182 264 weekday passenger trips in 2018/19, increasing to 296 240 weekday passenger trips by 2021/22. Allocations to the grant over the medium term are expected to increase at an average annual rate of 10 per cent, from R6.3 billion in 2018/19 to R8.4 billion in 2021/22.

PART B: PROGRAMME AND SUB-PROGRAMME PLANS

Programme 1: Administration

Purpose: The programme exists to provide leadership, strategic management and administrative support to the department. This is achieved through continuous refinement of organisational strategy and structure in line with appropriate legislation and best practice.

Programme Strategic Objectives

Strategic Goal 1: An efficient and integrated infrastructure network that serves as a catalyst for social and economic development								
Goal Statement: Develop and implement policies and promulgate Acts that are set to drive investments for the maintenance and strategic expansion of the transport infrastructure network, and support the development of transport asset management systems in rural and provincial authorities. The definitive drive of these interventions is to improve the efficiency, capacity and competitiveness of transport operations in all modes.								
Strategic Objective	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets			
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22	2022/23
1.3 Enhance socio-economic transformation of the transport sector	-	Seven (7) GDYC Community Outreach Campaigns	Nine (9) GDYC Community Outreach Campaigns	Ten (10) GDYC Community Outreach Campaigns				

Strategic Goal 7: Effective and efficient management and support								
Goal Statement: Improve departmental performance by strengthening internal support functions and ensuring good governance controls.								
Strategic Objective	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets			
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22	2022/23
7.1 Provide strategic support and corporate services	Implementation of Human Resource Development Framework	Implement Human Resource Development Framework						

Strategic Goal 7: Effective and efficient management and support								
Goal Statement: Improve departmental performance by strengthening internal support functions and ensuring good governance controls.								
Strategic Objective	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets			
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22	2022/23
7.2 Ensure good governance and a sound internal control environment	Implementation of action plans to address audit findings	Implementation of action plans to address audit findings	Implementation of action plans to address audit findings	Implementation of action plans to address audit findings	Implement action plans to address audit findings			
	Development of Risk Strategy	Implementation of Risk Strategy	Implementation of Risk Strategy	Implementation of Risk Strategy	Implement Risk Management Strategy	Implement Risk Management Strategy	Implement Risk Management Strategy	Implement Risk Management Strategy

Programme performance indicators and targets for 2019/20

Strategic Objective 1.3: Enhance socio-economic transformation of the transport sector							
Objective Statement: To promote equality and equity within the sector through the coordination of empowerment initiatives for disadvantaged population groups (Women, Disabled, Youth and Children)							
Programme performance indicator	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets		
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22
1.3.1.2 Number of Community Outreach Campaigns conducted on Gender, Disability, Youth and Children (GDYC)	-	Conduct seven (7) GDYC Community Outreach Campaigns	Conduct nine (9) GDYC Community Outreach Campaigns	Conduct ten (10) GDYC Community Outreach Campaigns			

Strategic Objective 7.1: Provide strategic support and corporate services							
Objective Statement: To coordinate functions of human resource management and development, communications, information technology, legal and strategic planning in support of DoT programmes							
Programme performance indicator	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets		
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22
7.1.1.1 DoT Human Resources Development (HRD) Strategy Framework implemented annually	Human resource development framework implemented	Implement the human resource development framework					

Strategic Objective 7.2: Ensure good governance and a sound internal control environment							
Objective Statement: To render financial administration, supply chain management, risk management, internal audit, budgeting and management accounting services to the DoT							
Programme performance indicator	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets		
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22
7.2.1.1 Financial governance compliance and control improved	Action plans to address audit findings developed and monitored	Develop and monitor action plans to address audit findings	Develop and monitor action plans to address audit findings	Develop and monitor action plans to address audit findings	Develop and monitor action plans to address audit findings	Develop and monitor action plans to address audit findings	Develop and monitor action plans to address audit findings
7.2.1.2 Implementation of the DoT Risk Management Strategy	Risk strategy developed and the implementation	Develop and monitor DoT Risk Management	Monitor implementation of risk management strategy	Monitor implementation of risk management	Monitor implementation of risk management	Monitor implementation of risk strategy	Monitor implementation of risk strategy

Strategic Objective 7.2: Ensure good governance and a sound internal control environment							
Objective Statement: To render financial administration, supply chain management, risk management, internal audit, budgeting and management accounting services to the DoT							
Programme performance indicator	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets		
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22
monitored	monitored	Strategy		strategy	strategy		

Quarterly targets for 2019/20

Strategic Objective 1.3: Enhance socio-economic transformation of the transport sector							
Objective Statement: To promote equality and equity within the sector through the coordination of empowerment initiatives for disadvantaged population groups (Women, Disabled, Youth and Children)							
Programme performance indicator	Reporting period	Annual target 2019/20	Allocated budget '000	Quarterly targets			
				1 st	2 nd	3 rd	4 th
1.3.1.2 Number of Community Outreach Campaigns conducted on Gender, Disability, Youth and Children (GDYC)	Quarterly	Ten (10) Community Outreach Campaigns conducted		Conduct two (2) Community Outreach Campaigns with a focus on: <ul style="list-style-type: none"> • Children's Month (May); • Youth Month (June) 	Conduct three (3) Community Outreach Campaigns with focus on: <ul style="list-style-type: none"> • Men's Month (July); • Women's Month (August); • Casual Day (September) 	Conduct three (3) Community Outreach Campaigns with focus on: <ul style="list-style-type: none"> • Disability Rights Awareness Month (November); • Sixteen (16) Days of Activism for No Violence against Women and Children (November / December) 	Conduct two (2) Community Outreach Campaigns

Strategic Objective 7.1: Provide strategic support and corporate services							
Objective Statement: To coordinate functions of human resource management and development, communications, information technology, legal and strategic planning in support of DoT programmes							
Programme performance indicator	Reporting period	Annual target 2018/19	Allocated budget '000	Quarterly targets			
				1 st	2 nd	3 rd	4 th
7.1.1.1 DoT Human Resources Development (HRD) Strategy Framework implemented annually	Quarterly	Human Resource Development Framework implemented	Operational Budget	Compile a Monitoring Report on the Implementation of the 2018/19 Human Resource Development Framework	-	-	-

Strategic Objective 7.1: Provide strategic support and corporate services							
Objective Statement: To coordinate functions of human resource management and development, communications, information technology, legal and strategic planning in support of DoT programmes							
Programme performance indicator	Reporting period	Annual target 2018/19	Allocated budget '000	Quarterly targets			
				1 st	2 nd	3 rd	4 th
				Develop and ensure approval of the 2019/20 Human Resource Development Plan	Monitor and ensure 50% implementation of the 2019/20 HRD Plan	Monitor and ensure 80% implementation of the 2019/20 HRD Plan	Monitor and ensure 100% implementation of the 2019/20 HRD Plan

Strategic Objective 7.2: Ensure good governance and a sound internal control environment							
Objective Statement: To render financial administration, supply chain management, risk management, internal audit, budgeting and management accounting services to the DoT							
Programme performance indicator	Reporting period	Annual target 2019/20	Allocated budget '000	Quarterly targets			
				1 st	2 nd	3 rd	4 th
7.2.1.1 Financial governance compliance and control improved	Quarterly	Action plans to address audit findings developed and monitored	Operational Budget	-	Develop draft action plans to address audit findings and monitor progress	Monitor progress on the implementation of action plans	Develop the annual monitoring report on the implementation of action plans
7.2.1.2 Implementation of the DoT Risk Management Strategy monitored	Quarterly	Annual Monitoring Report on the implementation of the Risk Management Strategy developed	Operational Budget	Monitor implementation of the Risk Management Strategy	Monitor implementation of the Risk Management Strategy	Monitor implementation of the Risk Management Strategy	Develop the Annual Monitoring Report on the implementation of the Risk Management Strategy

Expenditure Estimates

Table 35.9 Administration expenditure trends and estimates by subprogramme and economic classification

Subprogramme	Audited outcome			Adjusted appropriation	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
	2015/16	2016/17	2017/18				2018/19	2019/20	2020/21		
R thousand					2015/16 - 2018/19					2018/19 - 2021/22	
Ministry	45 776.0	44 466.0	48 433.0	35 207.0	-8.4%	10.7%	37 504.0	39 944.0	42 357.0	6.4%	8.1%
Management	53 190.0	44 695.0	46 562.0	75 752.0	12.5%	13.6%	84 054.0	89 826.0	95 404.0	8.0%	18.1%
Corporate Services	227 432.0	197 549.0	209 011.0	227 585.0	-	53.1%	244 573.0	261 047.0	277 048.0	6.8%	52.9%
Communications	30 142.0	28 033.0	24 644.0	35 642.0	5.7%	7.3%	37 886.0	40 262.0	42 651.0	6.2%	8.2%
Office Accommodation	64 284.0	50 393.0	78 816.0	55 891.0	-4.6%	15.4%	59 021.0	62 267.0	65 736.0	5.6%	12.7%
Total	420 824.0	365 136.0	407 466.0	430 077.0	0.7%	100.0%	463 038.0	493 346.0	523 196.0	6.8%	100.0%
Change to 2018 Budget estimate				-			3 000.0	3 164.0	3 339.0		

Economic classification

Current payments	399 983.0	347 374.0	381 914.0	414 939.0	1.2%	95.1%	447 059.0	476 488.0	505 411.0	6.8%	96.6%
Compensation of employees	174 354.0	175 270.0	191 815.0	220 672.0	8.2%	46.9%	238 357.0	256 309.0	272 968.0	7.3%	51.8%
Goods and services ¹ of which:	225 629.0	172 104.0	190 099.0	194 267.0	-4.9%	48.2%	208 702.0	220 179.0	232 443.0	6.2%	44.8%
Advertising	15 606.0	10 574.0	8 357.0	20 259.0	9.1%	3.4%	21 498.0	22 691.0	23 956.0	5.7%	4.6%
Audit costs:	5 465.0	5 787.0	7 130.0	10 996.0	26.2%	1.8%	11 412.0	12 029.0	12 687.0	4.9%	2.5%
External Computer services	11 451.0	10 532.0	14 335.0	11 967.0	1.5%	3.0%	12 675.0	13 371.0	14 164.0	5.8%	2.7%
Consultants: Business and advisory services	2 958.0	1 922.0	2 469.0	8 314.0	41.1%	1.0%	11 753.0	12 458.0	13 168.0	16.6%	2.4%
Operating leases	64 504.0	50 400.0	78 805.0	55 891.0	-4.7%	15.4%	59 021.0	62 267.0	65 736.0	5.6%	12.7%
Travel and subsistence	39 854.0	33 757.0	33 291.0	35 450.0	-3.8%	8.8%	38 874.0	41 009.0	43 264.0	6.9%	8.3%
Transfers and subsidies¹	10 894.0	11 199.0	13 615.0	12 466.0	4.6%	3.0%	13 166.0	13 890.0	14 654.0	5.5%	2.8%
Departmental agencies and accounts	881.0	1 054.0	1 161.0	1 228.0	11.7%	0.3%	1 297.0	1 368.0	1 443.0	5.5%	0.3%
Households	10 013.0	10 145.0	12 454.0	11 238.0	3.9%	2.7%	11 869.0	12 522.0	13 211.0	5.5%	2.6%
Payments for capital assets	9 427.0	6 522.0	11 922.0	2 672.0	-34.3%	1.9%	2 813.0	2 968.0	3 131.0	5.4%	0.6%
Machinery and equipment	6 073.0	6 522.0	11 508.0	2 672.0	-23.9%	1.6%	2 813.0	2 968.0	3 131.0	5.4%	0.6%
Software and other intangible assets	3 354.0	-	414.0	-	-100.0%	0.2%	-	-	-	-	-
Payments for financial assets	520.0	41.0	15.0	-	-100.0%	-	-	-	-	-	-
Total	420 824.0	365 136.0	407 466.0	430 077.0	0.7%	100.0%	463 038.0	493 346.0	523 196.0	6.8%	100.0%
Proportion of total programme expenditure to vote expenditure	0.8%	0.6%	0.7%	0.7%	-	-	0.7%	0.7%	0.7%	-	-

Details of transfers and subsidies

Households											
Social benefits											
Current	0	0.2	2.8	0.2	-1.2%	-	0.2	0.2	0.2	5.7%	-

	2										
Employee social benefits	0	0.2	2.8	0.2	-1.2%	-	0.2	0.2	0.2	5.7%	-
Departmental agencies and accounts											
Departmental agencies (non-business entities)											
Current	0.9	1.1	1.2	1.2	11.7%	-	1.3	1.4	1.4	5.5%	-
Transport Education and Training Authority	0.9	1.1	1.2	1.2	11.7%	-	1.3	1.4	1.4	5.5%	-
Households											
Other transfers to households											
Current	9.8	9.9	9.7	11.0	4.0%	-	11.7	12.3	13.0	5.5%	-
Bursaries for non-employees	9.8	9.9	9.7	11.0	4.0%	-	11.7	12.3	13.0	5.5%	-

Expenditure Trends and Estimates

Expenditure in the Administration programme increased at an average annual rate of 6.8 per cent, from R430.1 million in 2018/19 to R523 million in 2021/21. The spending focus over the medium term will be on the Corporate Services and Management sub-programmes, which provide operational and administrative support to the Department. A significant proportion of this programme's budget is therefore allocated to spending on compensation of employees, mostly in the Corporate Services and Management sub-programmes which increased at an average rate of 7.3 per cent, from R221 million in 2018/19 to R272 million in 2021/22. The increase was mainly due to the implementation of job evaluations outcomes for the upgrading of the salary levels 9 to 10 and 11 to 12 as well as the filling of critical posts.

Spending on consultants has increased at an average of 16.6 per cent over the medium term. This is mainly due to the increases in spending for the consultants to assist the internal auditors with the audit for the provincial roads maintenance grants. Advertising, travel and subsistence, and operating leases are the large spending items in the programme over the medium term. Expenditure on advertising is also expected to increase over the medium term in support of October Transport Month and Arrive Alive awareness campaigns in the Subprogramme: Communication. Office Accommodation is responsible for the municipal services as well as lease accommodation and grew at an average of 5.6 per cent.

The programme had 375 funded posts on establishment as at September 2018 as well as 52 internship which totals to 427 as at September 2018.

Programme 2: Integrated Transport Planning

Purpose: To integrate and harmonise key transport sector strategic interventions through continuous development and refining of macro-transport sector policies, strategies and legislation; coordination of development of sector-related policies, coordination of sector research activities; coordination of regional and inter-sphere relations; facilitation of sector transformation; and provision of sector economic modelling and analysis.

Programme Strategic Objectives

Strategic Goal 1: An efficient and integrated infrastructure network that serves as a catalyst for social and economic development								
Goal Statement: Develop and implement policies and promulgate Acts that are set to drive investments for the maintenance and strategic expansion of the transport infrastructure network, and support the development of transport asset management systems in rural and provincial authorities. The definitive drive of these interventions is to improve the efficiency, capacity and competitiveness of transport operations in all modes.								
Strategic Objective	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets			
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22	2022/23
1.1 Facilitate integrated macro-transport systems planning to guide investments in the sector	-	-	-	-	Conduct research and benchmarking on the Transport sector ICT Strategy	Develop draft Transport sector ICT Strategy	Submit the final draft Transport sector ICT Strategy for approval	- Implement the Transport sector ICT Strategy

Strategic Goal 1: An efficient and integrated infrastructure network that serves as a catalyst for social and economic development								
Goal Statement: Develop and implement policies and promulgate Acts that are set to drive investments for the maintenance and strategic expansion of the transport infrastructure network, and support the development of transport asset management systems in rural and provincial authorities. The definitive drive of these interventions is to improve the efficiency, capacity and competitiveness of transport operations in all modes.								
Strategic Objective	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets			
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22	2022/23
1.2 Promote national, regional and continental integration of transport infrastructure and operations	-	-	-	-	Develop Framework on Regional Integration	Develop Draft Regional Integration Strategy	Submit Regional Integration Strategy to Cabinet	Implement the Regional Integration Strategy

Strategic Goal 1: An efficient and integrated infrastructure network that serves as a catalyst for social and economic development								
Goal Statement: Develop and implement policies and promulgate Acts that are set to drive investments for the maintenance and strategic expansion of the transport infrastructure network, and support the development of transport asset management systems in rural and provincial authorities. The definitive drive of these interventions is to improve the efficiency, capacity and competitiveness of transport operations in all modes.								
Strategic Objective	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets			
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22	2022/23
1.3 Enhance socio-economic transformation of the transport sector	-	-	-	-	Conduct literature review on pathway for Autonomous Vehicle Technology implementation in South Africa	Produce an assessment report of the working committee on various technology aspects	Conduct a detailed analysis of the likely impact of adapting the Autonomous Vehicles Technology in South Africa	-
	-	-	Gazetting process and public consultations	Single Transport Economic Regulator Bill submitted to Cabinet	- (Cabinet Process)	Submit the STER Bill to Parliament	- (Parliament Process)	Establish the Single Transport Economic Regulator

Programme performance indicators and targets for 2019/20

Strategic Objective 1.1: Facilitate integrated macro-transport systems planning to guide investments in the sector							
Objective Statement: To formulate and implement national transport macro-planning legislation, policies and strategies							
Programme performance indicator	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets		
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22
1.1.2.1 Transport sector ICT Strategy approved by March 2022	-	-	-	-	Conduct Research and benchmark Transport sector ICT Strategy	Develop draft Transport sector ICT Strategy	Submit the final draft Transport sector ICT Strategy to the Minister

Strategic Objective 1.2: Promote national, regional and continental integration of transport infrastructure and operations							
Objective Statement : To develop and implement strategies to enhance seamless movement of freight and passengers across all modes of transport							
Programme performance indicator	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets		
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22
1.2.2.1 Regional Integration Strategy submitted to Cabinet by March 2022	-	-	-	-	Develop Framework on Regional Integration	Develop Draft Regional Integration Strategy	Submit Regional Integration Strategy to Cabinet

Strategic Objective 1.3: Enhance socio-economic transformation of the transport sector

Objective Statement: To standardise economic regulations and enhance participation and inclusion of key stakeholders in mainstream sector interventions.

Programme performance indicator	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets		
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22
1.3.2.1 Literature Review on the Pathway for Autonomous Vehicle Technology Implementation conducted by March 2020	-	-	-	-	Conduct literature review on pathway for Autonomous Vehicle Technology implementation in South Africa	Produce an assessment report of the working committee on various technology aspects	Conduct a detailed analysis of the likely impact of adapting the Autonomous Vehicles Technology in South Africa
1.3.2.2 Single Transport Economic Regulator (STER) Bill submitted to Parliament by March 2021	-	-	Gazetting process and public consultations	Single Transport Economic Regulator Bill submitted to Cabinet	- (Cabinet Process)	Submit the STER Bill to Parliament	- (Parliament Process)

Quarterly targets for 2019/20

Strategic Objective 1.1: Facilitate integrated macro-transport systems planning to guide investments in the sector							
Objective Statement: To formulate and implement national transport macro-planning legislation, policies and strategies.							
Performance indicator	Reporting period	Annual target 2019/20	Allocated budget '000	Quarterly targets			
				1 st	2 nd	3 rd	4 th
1.1.2.1 Transport sector ICT Strategy approved by March 2022	Quarterly	Benchmark exercise conducted on the Transport sector ICT Strategy	Operational Budget	Create stakeholder database for the benchmarking exercise	Conduct benchmarking exercise with existing sector ICT Strategies	Conduct study tour to benchmark existing sector ICT Strategies	Develop benchmark report on existing sector ICT Strategies

Strategic Objective 1.2: Promote national, regional and continental integration of transport infrastructure and operations							
Objective Statement: To develop and implement strategies to enhance seamless movement of freight and passengers across all modes of transport							
Performance indicator	Reporting period	Annual target 2019/20	Allocated budget '000	Quarterly targets			
				1 st	2 nd	3 rd	4 th
1.2.2.1 Regional Integration Strategy submitted to Cabinet by March 2022	Quarterly	Regional Integration Framework developed	Operational Budget	-	Produce Inception Report on the development of the Regional Integration Framework	Conduct stakeholder consultations on the Regional Integration Framework Inception Report	Consider stakeholder inputs and develop a draft Regional Integration Framework

Strategic Objective 1.3: Enhance socio-economic transformation of the transport sector							
Objective Statement: To standardise economic regulations and enhance participation and inclusion of key stakeholders in mainstream sector interventions.							
Performance indicator	Reporting period	Annual target 2019/20	Allocated budget	Quarterly targets			
				1st	2nd	3rd	4th
1.3.2.1 Literature Review on the Pathway for Autonomous Vehicle Technology Implementation conducted by March 2020	Quarterly	Literature Review conducted on the Pathway for Autonomous Vehicle Technology Implementation in South Africa	R0	Conduct literature review of the concept of Autonomous Vehicles Technology - (Benefits and Barriers to implementation)	Conduct literature review of the detailed preparation process conducted across countries towards Autonomous Technology Vehicle implementation	Conduct literature review of roles and players of institutions involved in implementation of Autonomous Vehicles Technology	Conduct literature review of analysis of the pathway for implementing Autonomous Vehicles Technology in South Africa
1.3.2.2 Single Transport Economic Regulator (STER) Bill submitted to Parliament by March 2021	Quarterly	- (STER Bill submitted to Cabinet)	R0	-	- (Progress update on the STER Cabinet process)	- (Progress update on the STER Cabinet process)	- (Progress update on the STER Cabinet process)

Expenditure Estimates

Table 35.11 Integrated Transport Planning expenditure trends and estimates by subprogramme and economic classification

Subprogramme	Audited outcome			Adjusted appropriation	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)	
	2015/16	2016/17	2017/18				2018/19	2019/20	2020/21			2021/22
	R thousand							2018/19 - 2021/22				
Macro Sector Planning	12 716.0	12 414.0	13 873.0	15 930.0	7.8%	16.5%	17 040.0	18 226.0	19 373.0	6.7%	14.9%	
Freight Logistics	23 024.0	13 597.0	12 052.0	18 988.0	-6.2%	20.4%	20 240.0	21 637.0	22 947.0	6.5%	17.7%	
Modelling and Economic Analysis	25 784.0	23 994.0	19 967.0	19 286.0	-9.2%	26.8%	93 711.0	24 288.0	22 711.0	5.6%	33.9%	
Regional Integration	8 243.0	6 056.0	10 661.0	12 737.0	15.6%	11.3%	13 538.0	14 386.0	15 243.0	6.2%	11.8%	
Research and Innovation	13 374.0	12 674.0	13 254.0	15 345.0	4.7%	16.4%	16 381.0	17 478.0	18 557.0	6.5%	14.3%	
Integrated Transport Planning Administration Support	5 621.0	8 319.0	6 853.0	7 696.0	11.0%	8.6%	8 316.0	8 864.0	9 400.0	6.9%	7.3%	
Total	88 762.0	77 054.0	76 660.0	89 982.0	0.5%	100.0%	169 226.0	104 879.0	108 231.0	6.3%	100.0%	
Change to 2018 Budget estimate				-			73 566.0	2 900.0	-			

Economic classification

Current payments	87 554.0	76 006.0	75 796.0	89 782.0	0.8%	99.0%	169 015.0	104 656.0	107 996.0	6.4%	99.8%
Compensation of employees	43 053.0	44 692.0	48 256.0	53 778.0	7.7%	57.1%	57 355.0	61 496.0	65 494.0	6.8%	50.4%
Goods and services ¹	44 501.0	31 314.0	27 540.0	36 004.0	-6.8%	41.9%	111 660.0	43 160.0	42 502.0	5.7%	49.4%
<i>of which:</i>											
Advertising	3 811.0	4 613.0	3 954.0	1 082.0	-34.3%	4.0%	582.0	646.0	681.0	-14.3%	0.6%
Communication	723.0	605.0	564.0	813.0	4.0%	0.8%	813.0	872.0	920.0	4.2%	0.7%
Consultants: Business and advisory services	24 577.0	10 252.0	10 336.0	27 967.0	4.4%	22.0%	104 265.0	35 394.0	34 329.0	7.1%	42.8%
Travel and subsistence	7 451.0	6 923.0	6 310.0	3 650.0	-21.2%	7.3%	4 154.0	4 279.0	4 509.0	7.3%	3.5%
Training and development	720.0	280.0	406.0	425.0	-16.1%	0.6%	425.0	453.0	479.0	4.1%	0.4%
Venues and facilities	4 841.0	7 063.0	2 129.0	1 202.0	-37.1%	4.6%	736.0	762.0	794.0	-12.9%	0.7%
Transfers and subsidies¹	54.0	174.0	4.0	-	-100.0%	0.1%	-	-	-	-	-
Households	54.0	174.0	4.0	-	-100.0%	0.1%	-	-	-	-	-
Payments for capital assets	1 132.0	870.0	712.0	200.0	-43.9%	0.9%	211.0	223.0	235.0	5.5%	0.2%
Machinery and equipment	1 132.0	870.0	712.0	200.0	-43.9%	0.9%	211.0	223.0	235.0	5.5%	0.2%
Payments for financial assets	22.0	4.0	148.0	-	-100.0%	0.1%	-	-	-	-	-
Total	88 762.0	77 054.0	76 660.0	89 982.0	0.5%	100.0%	169 226.0	104 879.0	108 231.0	6.3%	100.0%
Proportion of total programme expenditure to vote expenditure	0.2%	0.1%	0.1%	0.2%	-	-	0.3%	0.2%	0.1%	-	-

Details of transfers and subsidies

Households											
Social benefits											
Current	0.0	0.2	-	-	-100.0%	-	-	-	-	-	-
Employee social benefits	0.0	0.2	-	-	-100.0%	-	-	-	-	-	-

Expenditure Trends and Estimates

The bulk spending in the programme is concentrated in the Modelling and Economic Analysis and the Freight Logistics sub-programmes. The programme's expenditure is expected to increase sharply from R90 million in 2018/19 to R169 million in 2019/20 and then decreases to R108 million in 2021/22 mainly due to a once off allocation of R73.6 million in 2019/20 in the Modelling and Economic Analysis sub programme to fund the National Household Travel survey which is the collection of data on travel patterns of households in South Africa. The Department of Transport has a memorandum of understanding in place with Statistics South Africa (Stats SA) to assist with matters relating to the collection of data and the survey is conducted at five year interval.

Over the MTEF period, the programme will continue with the following projects; develop and review macro systems and multimodal planning frameworks, develop a framework for regional integration, monitor the implementation of Road Freight Strategy, and submit the Single Transport Economic Regulator (STER) Bill to Parliament, as well as the draft Regional Transport Market Access Strategy to Cabinet.

The increases in expenditure on travel and subsistence, and venues and facilities in 2015/16 and 2016/17 were due to workshops held in provinces on the Integrated Transport Sector Broad-Based Black Economic Empowerment Charter, the expenditure is expected to decrease over the medium term due to implementation of cost containment measures.

The programme had 76 funded posts on establishment as at September 2018.

Programme 3: Rail Transport

Purpose: The programme exists to facilitate and coordinate the development of sustainable rail transport policies, rail economic and safety regulation, infrastructure development strategies; and systems that reduce system costs and improve customer service; and to monitor and oversee the Railway Safety Regulator and the Passenger Rail Agency of South Africa; and the implementation of integrated rail services planned through the lowest competent sphere of government.

Strategic Goal 1: An efficient and integrated infrastructure network that serves as a catalyst for social and economic development								
Goal Statement: Develop and implement policies and promulgate Acts that are set to drive investments for the maintenance and strategic expansion of the transport infrastructure network, and support the development of transport asset management systems in rural and provincial authorities. The definitive drive of these interventions is to improve the efficiency, capacity and competitiveness of transport operations in all modes.								
Strategic Objective	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets			
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22	2022/23
1.5 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance performance, efficiency and reliability of the transport sector				Research on proposed access arrangements and pricing approaches	Develop draft Guidelines on Rail Access Regime	Implement Economic Regulations for the rail sector within the STER	Implement Economic Regulations for the rail sector within the STER	Implement Economic Regulations for the rail sector within the STER
	Branchline Strategy to ESEID Cluster	Branchline model for Private Sector Participation (PSP)	Draft Memorandum of Understanding (MoU) between the DoT and DPE for the implementation of the PSP Framework on the Pilot Branchline	Implementation Plan for the PSP Framework	Monitor the Implementation of the Private Sector Participation (PSP) Framework	Monitor the Implementation of the Private Sector Participation (PSP) Framework	Monitor the Implementation of the Private Sector Participation (PSP) Framework	Monitor the Implementation of the Private Sector Participation (PSP) Framework

Strategic Goal 2: A transport sector that is safe and secure

Goal Statement: Develop and implement policies and strategies that seek to reduce accidents and incidents in the road, rail, aviation and maritime environment.

Strategic Objective	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets			
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22	2022/23
2.1 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance regulation and transport safety and security	Draft Railway Safety Bill developed National Railway Safety Strategy	Draft Railway Safety Bill to Cabinet	Draft Railway Safety Bill to the ESEID Cluster	Draft Railway Safety Bill to Cabinet	Draft Railway Safety Bill submitted to Cabinet	Draft Railway Safety Bill submitted to Parliament	Develop Draft Regulations for the Railway Safety Act	Implement the Railway Safety Act

Programme performance indicators and targets for 2019/20

Strategic Objective 1.5: Enhance performance, efficiency and reliability of the rail transport sector							
Objective Statement: To develop and implement interventions aimed at improving transport operations. Key during the MTSF is to finalise and implement the National Rail Policy and National Rail Act by 2019. The Policy will aim to guide development of the rail sector; and to align and revitalise the industry in line with rail's global development trajectory.							
Programme performance indicator	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets		
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22
1.5.3.1 Draft Guidelines on Rail Access Regime developed by March 2020	Guidelines for submission of rail economic regulatory information to the Ministerial Task Team submitted for approval	Develop Draft Economic Regulations for the Rail sector	Develop Migration Plan to migrate Interim Rail Economic Regulatory Capacity to STER	Conduct research on proposed access arrangements and pricing approaches	Develop draft Guidelines on Rail Access Regime	Implement Economic Regulations for the rail sector within the STER	Implement Economic Regulations for the rail sector within the STER
1.5.3.2 Implementation of the Branchline Model for Private Sector Participation (PSP) monitored	Branchline Strategy submitted to ESEID Cluster for approval	Develop the Branchline model for Private Sector Participation (PSP)	Develop draft Memorandum of Understanding (MoU) between the DoT and DPE for the implementation of the PSP Framework on the Pilot Branchline	Develop implementation plan for the PSP Framework	Monitor the Implementation of the Private Sector Participation (PSP) Framework	Monitor the Implementation of the Private Sector Participation (PSP) Framework	Monitor the Implementation of the Private Sector Participation (PSP) Framework

Strategic Objective 2.1: Regulate and enhance transport safety and security							
Objective Statement: To develop and implement interventions aimed at enhancing transport safety and security. Critical over the MTSF is to have the National Railway Safety Regulator Act completed, approved and implemented by 2019.							
Programme performance indicator	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets		
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22
2.1.3.1 Railway Safety Bill submitted to Cabinet by March 2020	Draft Railway Safety Bill developed National Railway Safety Strategy developed	Submit the draft Railway Safety Bill to Cabinet	Submit the draft Railway Safety Bill to the ESEID Cluster	Submit the draft Railway Safety Bill to Cabinet	Submit the Draft Railway Safety Bill to Cabinet	Submit the Draft Railway Safety Bill to Parliament	Develop Draft Regulations for the Railway Safety Act

Quarterly targets for 2019/20

Strategic Objective 1.5: Enhance performance, efficiency and reliability of the rail transport sector							
Objective Statement: To develop and implement interventions aimed at improving transport operations. Key during the MTSF is to finalise and implement the National Rail Policy and National Rail Act by 2019. The Policy will aim to guide development of the rail sector; and to align and revitalise the industry in line with rail's global development trajectory.							
Programme performance indicator	Reporting period	Annual target 2019/20	Allocated budget '000	Quarterly targets			
				1 st	2 nd	3 rd	4 th
1.5.3.1 Draft Guidelines on Rail Access Regime developed by March 2020	Quarterly	Draft Guidelines on Rail Access Regime developed		Conduct international benchmarking on Rail Access Regime Guidelines	Develop a concept document on areas to be covered in Rail Access Regime Guidelines	Develop the first Draft of Rail Access Regime Guidelines	Produce the Final Draft Rail Access Regime Guidelines
1.5.3.2 Implementation of the Branchline Model for Private Sector Participation (PSP) monitored	Quarterly	Implementation of the Private Sector Participation (PSP) Framework monitored	Operational	Monitor implementation of the PSP Framework on Branchlines	Monitor implementation of the PSP Framework on Branchlines	Monitor implementation of the PSP Framework on Branchlines	Monitor implementation of the PSP Framework on Branchlines
Strategic Objective 2.1: Regulate and enhance transport safety and security							
Objective Statement: To develop and implement interventions aimed at enhancing transport safety and security. Critical over the MTSF is to have the National Railway Safety Regulator Act completed and implemented by 2019.							
Programme performance indicator	Reporting period	Annual target 2019/20	Allocated budget '000	Quarterly targets			
				1 st	2 nd	3 rd	4 th
2.1.3.1 Ministerial approval to submit the Railway Safety Bill to Cabinet secured by March 2020	Quarterly	Draft Railway Safety Bill approved for submission to Cabinet	Operational	- (Cabinet processes)	- (Cabinet processes)	- (Cabinet processes)	Secure approval to re-submit the Draft Railway Safety Bill to Cabinet

Expenditure Estimates

Table 35.13 Rail Transport expenditure trends and estimates by subprogramme and economic classification

Subprogramme	Audited outcome			Adjusted appropriation	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
	2015/16	2016/17	2017/18				2018/19	2015/16 - 2018/19	2019/20		
R thousand											
Rail Regulation	11 688.0	15 389.0	12 996.0	19 835.0	19.3%	0.1%	21 086.0	22 456.0	23 799.0	6.3%	0.1%
Rail Infrastructure and Industry Development	7 641.0	9 577.0	6 185.0	9 469.0	7.4%	–	10 105.0	10 833.0	11 500.0	6.7%	0.1%
Rail Operations	4 890.0	7 682.0	12 670.0	10 596.0	29.4%	0.1%	10 811.0	11 476.0	12 193.0	4.8%	0.1%
Rail Oversight	18 278 160.0	18 956 254.0	14 479 824.0	15 841 986.0	-4.7%	99.8%	16 525 735.0	17 613 045.0	21 874 213.0	11.4%	99.7%
Rail Administration Support	2 895.0	3 103.0	3 483.0	5 393.0	23.0%	–	6 045.0	6 481.0	6 893.0	8.5%	–
Total	18 305 274.0	18 992 005.0	14 515 158.0	15 887 279.0	-4.6%	100.0%	16 573 782.0	17 664 291.0	21 928 598.0	11.3%	100.0%
Change to 2018 Budget estimate				–			(3 919 483.0)	(3 925 776.0)	(1 143 551.0)		
Economic classification											
Current payments	29 563.0	35 489.0	35 111.0	45 182.0	15.2%	0.2%	47 930.0	51 123.0	54 255.0	6.3%	0.3%
Compensation of employees	19 933.0	21 634.0	24 401.0	26 767.0	10.3%	0.1%	28 541.0	30 611.0	32 602.0	6.8%	0.2%
Goods and services ¹	9 630.0	13 855.0	10 710.0	18 415.0	24.1%	0.1%	19 389.0	20 512.0	21 653.0	5.5%	0.1%
<i>of which:</i>											
Advertising	424.0	31.0	156.0	20.0	-63.9%	–	50.0	53.0	57.0	41.8%	–
Catering: Departmental activities	24.0	11.0	48.0	35.0	13.4%	–	55.0	64.0	68.0	24.8%	–
Communication	691.0	355.0	353.0	355.0	-19.9%	–	361.0	376.0	396.0	3.7%	–
Consultants: Business and advisory services	5 029.0	11 628.0	7 956.0	14 594.0	42.6%	0.1%	17 181.0	18 119.0	19 177.0	9.5%	0.1%
Consumables: Stationery, printing and office supplies	419.0	85.0	137.0	200.0	-21.8%	–	212.0	216.0	227.0	4.3%	–
Travel and subsistence	1 892.0	1 421.0	1 631.0	1 382.0	-9.9%	–	1 455.0	1 538.0	1 620.0	5.4%	–
Transfers and subsidies¹	18 275 460.0	18 956 254.0	14 479 824.0	15 841 986.0	-4.7%	99.8%	16 525 735.0	17 613 045.0	21 874 213.0	11.4%	99.7%
Departmental agencies and accounts	53 379.0	65 987.0	73 864.0	63 018.0	5.7%	0.4%	63 522.0	67 017.0	70 702.0	3.9%	0.4%
Public corporations and private enterprises	18 222 047.0	18 890 267.0	14 405 960.0	15 778 968.0	-4.7%	99.4%	16 462 213.0	17 546 028.0	21 803 511.0	11.4%	99.4%
Households	34.0	–	–	–	-100.0%	–	–	–	–	–	–
Payments for capital assets	251.0	262.0	218.0	111.0	-23.8%	–	117.0	123.0	130.0	5.4%	–
Machinery and equipment	251.0	262.0	218.0	111.0	-23.8%	–	117.0	123.0	130.0	5.4%	–
Payments for financial assets	–	–	5.0	–	–	–	–	–	–	–	–
Total	18 305 274.0	18 992 005.0	14 515 158.0	15 887 279.0	-4.6%	100.0%	16 573 782.0	17 664 291.0	21 928 598.0	11.3%	100.0%
Proportion of total programme expenditure to vote expenditure	34.3%	33.7%	26.6%	26.6%	–	–	25.8%	25.9%	29.4%	–	–

Details of transfers and subsidies

Departmental agencies and accounts											
Departmental agencies (non-business entities)											
Current	53.4	66.0	73.9	63.0	5.7%	-	63.5	67.0	70.7	3.9%	-
Railway Safety Regulator	53.4	66.0	73.9	63.0	5.7%	0.1%	63.5	67.0	70.7	3.9%	0.1%
Public corporations and private enterprises											
Public corporations											
Public corporations (subsidiaries on products and production)											
Current	4 066.16	4 281.67	5 037.77	7 416.74	22.2%	-	6 252.6	6 694.3	7 096.1	-1.5%	-
Passenger Rail Agency of South Africa: Rail maintenance operations and inventories	-	-	-	1 202.26	-	0.5%	811.0	912.9	963.3	-7.1%	1.5%
Passenger Rail Agency of South Africa: Metrorail (operations)	3 618.04	3 809.77	3 666.84	4 565.54	8.1%	7.1%	4 376.6	4 617.2	4 862.5	2.1%	7.1%
Passenger Rail Agency of South Africa: Mainline passenger services (operations)	448.12	471.90	1 370.93	1 648.94	54.4%	1.8%	1 065.0	1 164.2	1 270.4	-8.3%	2.0%
Capital	14 155.89	14 608.60	9 368.19	8 362.23	-16.1%	0.1%	10 209.6	10 851.7	14 707.4	20.7%	0.1%
Passenger Rail Agency of South Africa: Capital	8 234.60	7 206.88	3 446.55	91.94	-77.6%	8.6%	600.0	671.9	1 775.4	168.3%	1.2%
Passenger Rail Agency of South Africa: Rolling stock fleet renewal programme	2 560.51	4 170.27	3 457.22	4 676.87	22.2%	6.8%	5 823.3	6 193.1	8 646.2	22.7%	9.7%
Passenger Rail Agency of South Africa: Signalling	1 875.97	1 844.18	1 437.53	2 023.78	2.6%	3.3%	2 137.1	2 254.7	2 423.8	6.2%	3.4%
Passenger Rail Agency of South Africa: Metrorail (refurbishment of coaches)	1 267.47	1 283.52	956.56	1 409.45	3.6%	2.2%	1 480.1	1 553.7	1 670.2	5.8%	2.3%
Passenger Rail Agency of South Africa: Mainline passenger service (refurbishment of coaches)	217.33	103.75	70.34	160.20	-9.7%	0.3%	169.2	178.5	191.9	6.2%	0.3%

Expenditure Trends and Estimates

The total spending in the Rail Transport programme is expected to increase at an average annual rate of 11.3 per cent from R15.9 billion in 2018/19 to R21.9 billion in 2021/22. This below inflationary increase is due to the Cabinet approved a baseline reduction amounting to R8.7 billion over the medium on capital transfers to the Passenger Rail Agency of South Africa (PRASA). Despite this reduction, overall capital transfers are expected to increase at an average annual rate of 20.7 per cent, from R8.4 billion in 2018/19 to R14.7 billion in 2021/22. This includes transfers for the rolling stock fleet renewal programme, which increase at an average annual rate of 22.7 per cent, from R4.7 billion in 2018/19 to R8.6 billion in 2021/22.

The programme expenditure is driven by the transfers to Passenger Rail Agency of South Africa (PRASA) and Railway Safety Regulator for operations, maintenance and upgrades of outdated infrastructure. PRASA will focus on executing its capital programme, intensifying its repairs and maintenance regime, and improving security on the rail network. This is in order to improve the reliability of services and increase passenger ridership. The transfer to the Passenger Rail Agency of South Africa accounts for R55.8 billion of the department's total budget over the medium term.

Capital transfers to the agency over the medium term are expected to fund the acquisition of 163 new trainsets, 8 new locomotives, the refurbishment of 1 140 train coaches, and upgrades and improvements to 24 train stations. Current transfers are expected to subsidise 438 million passenger trips on Metrorail and 644 000 passengers on the long-distance mainline passenger services over the period ahead.

Spending focus in this programme over the medium term will be on submission of the National Rail bill to cabinet, developing the national rail strategy and the draft guidelines on the rail access regime, implementation plan for the branch line framework model for private sector participation as well as regulate and enhance rail safety and security by submitting the draft Railway Safety Bill to Cabinet.

The programme had an approved establishment of 39 funded posts as at September 2018.

Programme 4: Road Transport

Purpose: The programme exists to develop and manage an integrated road infrastructure network, regulate road transport, ensure safer roads, and oversee road agencies.

Programme Strategic Objectives

Strategic Goal 1: An efficient and integrated infrastructure network that serves as a catalyst for social and economic development								
Goal Statement: Develop and implement policies and promulgate Acts that are set to drive investments for the maintenance and strategic expansion of the transport infrastructure network, and support the development of transport asset management systems in rural and provincial authorities. The definitive drive of these interventions is to improve the efficiency, capacity and competitiveness of transport operations in all modes.								
Strategic Objective	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets			
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22	2022/23
1.4 Develop and monitor implementation of legislations, policies, strategies and planning tools to ensure a sustainable transport infrastructure network	Monitoring of construction and maintenance of national and provincial roads in line with the budget	Monitoring of construction and maintenance of national and provincial roads in line with the budget	Monitoring of construction and maintenance of national and provincial roads in line with the budget	Implementation of the SSP in line with the PRMG budget	Monitor the overall implementation of the SSP in line with the PRMG budget	Monitor the overall implementation of the SSP in line with the PRMG budget	Monitor the overall implementation of the SSP in line with the PRMG budget	Monitor the overall implementation of the SSP in line with the PRMG budget

Strategic Goal 2: A transport sector that is safe and secure								
Goal Statement: Develop and implement policies and strategies that seek to reduce accidents and incidents in the road, rail, aviation and maritime environment.								
Strategic Objective	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets			
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22	2022/23
2.1 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance regulation and transport safety and security	-	Inception Report for the review of Founding Legislations of Road Entities	Review of Founding Legislations of Road Entities	Draft Bill on Founding Legislations of Road Entities	Develop Due Diligence Report for the review of Founding Legislations of Road Entities	Submit the Draft Bill for Founding Legislations of Road Entities to Cabinet	Submit the Draft Bill for Founding Legislations of Road Entities to Parliament	Implementation of the Founding Legislations Amendment Act
	-	Submit Road Safety Strategy to Cabinet	Monitor implementation of the 2016-2030 National Road Safety Strategy	Monitor implementation of the 2016-2030 National Road Safety Strategy	Monitor implementation of the 2016-2030 National Road Safety Strategy	Monitor implementation of the 2016-2030 National Road Safety Strategy	Monitor implementation of the 2016-2030 National Road Safety Strategy	Monitor implementation of the 2016-2030 National Road Safety Strategy
	-	-	Draft Anti-Fraud and Corruption Strategy for Driving Licence Testing Centres (DLTCs), Vehicle Testing Centres (VTCs) and Registration Authorities	Stakeholder consultations on the draft Anti-Fraud and Corruption Strategy	Develop final draft of the National Anti-Fraud and Corruption Strategy for the Road Traffic Environment	Submit the final draft of the National Anti-Fraud and Corruption Strategy for the Road Traffic Environment to Cabinet	Monitor implementation of the National Anti-Fraud and Corruption Strategy for the Road Traffic Environment	Monitor implementation of the National Anti-Fraud and Corruption Strategy for the Road Traffic Environment
	-	-	-	-	Submit the Draft National Road Traffic Amendment Bill to Cabinet	- (Cabinet Process)	- (Parliamentary Process)	Implement the National Road Traffic Amendment Bill

Programme performance indicators and targets for 2019/20

Strategic Objective 1.4: Ensure a sustainable transport infrastructure network							
Objective Statement: To develop and monitor implementation of policies aimed at ensuring construction and maintenance of transport infrastructure. Critical in the MTSF is to have the Roads Policy approved and implemented by 2019. The Policy will aim to provide a common purpose with respect to the management of roads in South Africa and also address fragmentation of the historical road management approach at various spheres of government; while aligning roads delivery with socio-economic priorities of the country.							
Programme performance indicator	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets		
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22
1.4.4.1 Construction and maintenance of provincial roads monitored in line with the approved budget	Construction and maintenance of national and provincial roads monitored in line with the budget	Construction and maintenance of national and provincial roads monitored in line with the budget	Monitor the overall implementation of the SSP in line with the PRMG budget	Monitor the overall implementation of the SSP in line with the PRMG budget	Monitor the overall implementation of the SSP in line with the PRMG budget	Monitor the overall implementation of the SSP in line with the PRMG budget	Monitor the overall implementation of the SSP in line with the PRMG budget

Strategic Objective 2.1 Regulate and enhance transport safety and security							
Objective Statement: To develop and implement interventions aimed at enhancing transport safety and security. Critical within the MTSF is to have the National Road Safety Strategy approved and implemented by 2019. The Strategy will serve as a blueprint for all road safety interventions that need to be implemented to create safer roads.							
Programme performance indicator	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets		
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22
2.1.4.1 Ministerial approval to submit the Draft Bill for Founding Legislations of Road Entities to Cabinet secured by March 2021	-	Develop Inception Report for the review of Founding Legislations of Road Entities	Conduct the review of Founding Legislations of Road Entities	Develop draft Bill on Founding Legislations of Road Entities	Develop Due Diligence Report for the review of Founding Legislations of Road Entities	Submit the Draft Bill for Founding Legislations of Road Entities to Cabinet	Submit the Draft Bill for Founding Legislations of Road Entities to Parliament
2.1.4.2 Implementation of the 2016-2030 National Road Safety Strategy monitored	-	Submit Road Safety Strategy to Cabinet	Monitor implementation of the 2016-2030 National Road Safety Strategy	Monitor implementation of the 2016-2030 National Road Safety Strategy	Monitor implementation of the 2016-2030 National Road Safety Strategy	Monitor implementation of the 2016-2030 National Road Safety Strategy	Monitor implementation of the 2016-2030 National Road Safety Strategy
2.1.4.3 Ministerial approval to submit the National Anti-Fraud and Corruption Strategy for Road	-	-	Develop the draft Anti-Fraud and Corruption Strategy for Driving Licence	Conduct stakeholder consultations on the draft Anti-Fraud and Corruption Strategy	Develop final draft of the National Anti-Fraud and Corruption Strategy	Submit the final draft of the National Anti-Fraud and Corruption Strategy to Cabinet	Monitor implementation of the Anti-Fraud and Corruption Strategy

Strategic Objective 2.1 Regulate and enhance transport safety and security							
Objective Statement: To develop and implement interventions aimed at enhancing transport safety and security. Critical within the MTSF is to have the National Road Safety Strategy approved and implemented by 2019. The Strategy will serve as a blueprint for all road safety interventions that need to be implemented to create safer roads.							
Programme performance indicator	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets		
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22
Traffic Environment to Cabinet secured by March 2021			Testing Centres (DLTCs), Vehicle Testing Centres (VTCs) and Registration Authorities				
2.1.4.4 Ministerial approval to submit the Draft National Road Traffic Amendment Bill to Cabinet secured by March 2020	-	-	-	-	Submit the Draft National Road Traffic Amendment Bill to Cabinet	- (Cabinet Process)	- (Parliamentary Process)

Quarterly targets for 2019/20

Strategic Objective 1.4: Ensure a sustainable transport infrastructure network							
Objective Statement: To develop and monitor implementation of policies aimed at ensuring construction and maintenance of transport infrastructure. Critical in the MTSF is to have the Roads Policy approved and implemented by 2019. The Policy will aim to provide a common purpose with respect to the management of roads in South Africa and also address fragmentation of the historical road management approach at various spheres of government; while aligning roads delivery with socio-economic priorities of the country.							
Performance indicator	Reporting period	Annual target 2019/20	Allocated budget '000	Quarterly targets			
				1 st	2 nd	3 rd	4 th
1.4.4.1 Construction and maintenance of provincial roads monitored in line with the approved budget	Quarterly	Overall implementation of the SSP monitored in line with the PRMG budget	R 10 986	Monitor implementation of the SSP through site inspections, bilateral consultations and compile progress report	Monitor implementation of the SSP through site inspections, bilateral consultations and compile progress report	Monitor implementation of the SSP through site inspections, bilateral consultations and compile progress report	Monitor implementation of the SSP through site inspections, bilateral consultations and compile progress report

Strategic Objective 2.1 Regulate and enhance transport safety and security							
Objective Statement: To develop and implement interventions aimed at enhancing transport safety and security. Critical within the MTSF is to have the National Road Safety Strategy approved and implemented by 2019. The Strategy will serve as a blueprint for all road safety interventions that need to be implemented to create safer roads.							
Performance indicator	Reporting period	Annual target 2019/20	Allocated budget '000	Quarterly targets			
				1 st	2 nd	3 rd	4 th
2.1.4.1 Ministerial approval to submit the Draft Bill for Founding Legislations of Road Entities to Cabinet secured by March 2021	Quarterly	Final Due Diligence Report developed on the review of Founding Legislations of Road Entities	R 1 000	Conduct due diligence on the review of Founding Legislations of Road Entities	Conduct due diligence on the review of Founding Legislations of Road Entities	Conduct due diligence on the review of Founding Legislations of Road Entities	Develop final draft due diligence report on the review of Founding Legislations of Road Entities
2.1.4.2 Implementation of the 2016-2030 National Road Safety Strategy monitored	Quarterly	Implementation of the National Road Safety Strategy (NRSS) monitored	R 4 974	Conduct road safety community-based involvement in public education and awareness programs	Conduct road safety community-based involvement in public education and awareness programs	Conduct road safety community-based involvement in public education and awareness programs	Conduct road safety community-based involvement in public education and awareness programs
2.1.4.3 Ministerial approval to submit the National Anti-Fraud	Quarterly	Final draft National Anti-Fraud and Corruption Strategy developed	In-House	Conduct stakeholder consultations in the broader scope of Road	Establish Terms of Reference for the identified Focus	-	Update the Final Draft National Anti-Fraud and Corruption

Strategic Objective 2.1 Regulate and enhance transport safety and security							
Objective Statement: To develop and implement interventions aimed at enhancing transport safety and security. Critical within the MTSF is to have the National Road Safety Strategy approved and implemented by 2019. The Strategy will serve as a blueprint for all road safety interventions that need to be implemented to create safer roads.							
Performance indicator	Reporting period	Annual target 2019/20	Allocated budget '000	Quarterly targets			
				1 st	2 nd	3 rd	4 th
and Corruption Strategy for Road Traffic Environment to Cabinet secured by March 2021				Traffic / Transport Management Environment (First Bi-annual meeting of the National Anti-Fraud and Corruption Forum (NAFCF))	Groups	(Second Bi-annual NAFCF meeting Meet with targeted Focus Groups)	Strategy
2.1.4.4 Ministerial approval to submit the Draft National Road Traffic Amendment Bill to Cabinet secured by March 2020	Quarterly	Draft National Road Traffic Amendment Bill approved for submission to Cabinet	In-House	-	Submit the draft National Road Traffic Amendment Bill to the JCPS Development Committee	Consider JCPS Development Committee inputs and update the draft National Road Traffic Amendment Bill	Secure Ministerial approval to submit the draft National Road Traffic Amendment Bill to Cabinet

Expenditure Estimates

Table 35.15 Road Transport expenditure trends and estimates by subprogramme and economic classification

Subprogramme											
R thousand	Audited outcome			Adjusted appropriation	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
	2015/16	2016/17	2017/18				2018/19	2019/20	2020/21		
Road Regulation	157 988.0	309 630.0	59 899.0	42 346.0	-35.5%	0.5%	45 027.0	47 962.0	50 940.0	6.4%	0.1%
Road Infrastructure and Industry Development	39 104.0	24 924.0	18 437.0	33 875.0	-4.7%	0.1%	36 103.0	38 573.0	40 917.0	6.5%	0.1%
Road Oversight	22 669 040.0	24 699 696.0	27 018 377.0	29 988 198.0	9.8%	99.3%	32 900 311.0	34 203 648.0	34 999 406.0	5.3%	99.6%
Road Administration Support	10 642.0	7 111.0	7 547.0	8 283.0	-8.0%	-	8 988.0	9 590.0	10 178.0	7.1%	-
Road Engineering Standards	12 424.0	14 073.0	14 109.0	26 058.0	28.0%	0.1%	27 719.0	29 465.0	31 221.0	6.2%	0.1%
Total	22 889 198.0	25 055 434.0	27 118 369.0	30 098 760.0	9.6%	100.0%	33 018 148.0	34 329 238.0	35 132 662.0	5.3%	100.0%
Change to 2018 Budget estimate				-			1 771 718.0	1 345 475.0	(163 252.0)		
Economic classification											
Current payments	217 492.0	355 446.0	98 926.0	118 719.0	-18.3%	0.8%	126 608.0	135 008.0	143 283.0	6.5%	0.4%
Compensation of employees	45 343.0	50 124.0	55 886.0	70 487.0	15.8%	0.2%	75 563.0	81 044.0	86 310.0	7.0%	0.2%
Goods and services ¹	172 149.0	305 322.0	43 040.0	48 232.0	-34.6%	0.5%	51 045.0	53 964.0	56 973.0	5.7%	0.2%
<i>of which:</i>											
Advertising	2 117.0	1 853.0	5 395.0	1 528.0	-10.3%	-	2 027.0	2 138.0	2 266.0	14.0%	-
Catering: Departmental activities	914.0	936.0	1 948.0	1 950.0	28.7%	-	2 186.0	2 322.0	2 450.0	7.9%	-
Computer services	1 586.0	1 615.0	1 634.0	883.0	-17.7%	-	1 230.0	1 295.0	1 372.0	15.8%	-
Consultants: Business and advisory services	149 917.0	284 361.0	13 958.0	26 463.0	-43.9%	0.5%	27 570.0	29 223.0	30 854.0	5.3%	0.1%
Consumables: Stationery, printing and office supplies	916.0	912.0	524.0	710.0	-8.1%	-	1 218.0	1 273.0	1 347.0	23.8%	-
Travel and subsistence	12 870.0	11 913.0	12 360.0	13 351.0	1.2%	-	13 602.0	14 352.0	15 134.0	4.3%	-
Transfers and subsidies¹	22 667 814.0	24 699 372.0	27 018 141.0	29 979 319.0	9.8%	99.2%	32 890 778.0	34 193 425.0	34 988 531.0	5.3%	99.6%
Provinces and municipalities	9 628 586.0	10 579 708.0	10 860 972.0	11 143 201.0	5.0%	40.1%	11 495 556.0	12 213 659.0	13 148 218.0	5.7%	36.2%
Departmental agencies and accounts	13 039 089.0	14 119 540.0	16 157 048.0	18 836 118.0	13.0%	59.1%	21 395 222.0	21 979 766.0	21 840 313.0	5.1%	63.4%
Households	139.0	124.0	121.0	-	-100.0%	-	-	-	-	-	-
Payments for capital assets	1 117.0	615.0	855.0	722.0	-13.5%	-	762.0	805.0	848.0	5.5%	-
Machinery and equipment	1 117.0	615.0	855.0	722.0	-13.5%	-	762.0	805.0	848.0	5.5%	-
Payments for financial assets	2 775.0	1.0	447.0	-	-100.0%	-	-	-	-	-	-
Total	22 889 198.0	25 055 434.0	27 118 369.0	30 098 760.0	9.6%	100.0%	33 018 148.0	34 329 238.0	35 132 662.0	5.3%	100.0%
Proportion of total programme expenditure to vote expenditure	42.9%	44.4%	49.6%	50.3%	-	-	51.4%	50.4%	47.2%	-	-
Details of transfers and subsidies											
Households											
Social benefits											
Current	0.1	0.1	0.1	-	-100.0%	-	-	-	-	-	-

Employee social benefits	0.1	0.1	0.1	-	-100.0%	-	-	-	-	-	-
Departmental agencies and accounts											
Departmental agencies (non-business entities)											
Current	4 448.22	4 790.11	5 044.70	11 903.84	38.8%	-	6 364.3	7 732.7	8 137.2	-11.9%	-
Road Traffic Management Corporation	184.10	193.86	194.53	200.24	2.8%	0.4%	210.2	220.5	232.7	5.1%	0.3%
South African National Roads Agency: Gauteng freeway improvement project	301.00	425.10	463.36	6 255.06	174.9%	3.4%	550.5	600.1	633.1	-53.4%	3.1%
South African National Roads Agency	3 951.62	4 161.06	4 369.11	5 436.82	11.2%	8.2%	5 595.8	6 903.9	7 262.8	10.1%	9.7%
Road Traffic Infringement Agency	11.50	10.09	17.70	11.72	0.6%	-	7.8	8.2	8.6	-9.6%	-
Capital	8 590.87	9 329.43	11 112.35	6 932.28	-6.9%	-	15 030.9	14 247.1	13 703.1	25.5%	-
South African National Roads Agency: Non-toll network	7 721.05	7 935.59	9 063.67	5 125.47	-12.8%	13.6%	12 338.9	12 407.0	11 725.1	31.8%	15.9%
South African National Roads Agency: Coal haulage road network	696.11	733.01	769.66	-	-100.0%	1.0%	-	-	-	-	-
South African National Roads Agency: Moloto Road upgrade	155.50	660.83	1 279.03	1 806.81	126.5%	1.8%	1 692.0	785.0	843.9	-22.4%	2.0%
South African National Roads Agency: Botswana river crossing	18.20	-	-	-	-	-	-	-	-	-	-
South African National Roads Agency: N2 wild coast project	-	-	-	-	-	-	1 000.0	1 055.0	1 134.1	-	1.2%
Provinces and municipalities	-	-	-	-	-	-	-	-	-	-	-
Municipalities	-	-	-	-	-	-	-	-	-	-	-
Municipal bank accounts	-	-	-	-	-	-	-	-	-	-	-
Current	96.84	101.51	107.31	107.53	3.6%	0.2%	113.9	120.5	127.1	5.7%	0.2%
Rural roads asset management systems grant	96.84	101.51	107.31	107.53	3.6%	0.2%	113.9	120.5	127.1	5.7%	0.2%
Provinces and municipalities	-	-	-	-	-	-	-	-	-	-	-
Provinces	-	-	-	-	-	-	-	-	-	-	-
Provincial revenue funds	-	-	-	-	-	-	-	-	-	-	-
Capital	9 531.74	10 478.19	10 753.66	11 035.67	5.0%	19.0%	11 381.7	12 093.2	13 021.1		
Provincial roads maintenance grant: Roads maintenance component	8 221.15	9 379.07	10 001.66	10 324.58	7.9%	17.3%	10 649.3	12 093.2	13 021.1	5.7%	18.2%
Provincial roads maintenance grant: Disaster relief component	480.59	298.12	270.00	210.00	-24.1%	0.6%	206.2	-	-	8.0%	17.7%
Provincial roads maintenance grant: Mpumalanga coal haulage roads maintenance	830.00	801.00	482.00	501.09	-15.5%	1.2%	526.2	-	-	-100.0%	0.2%

Expenditure Trends and Estimates

The total spending in the Road Transport programme is expected to increase at an average annual rate of 5.3 per cent from R30.1 billion in 2018/19 to R35.1 billion in 2021/22. Roads are a crucial component of the South Africa's transport system and economy. The dependence on roads infrastructure implies that the condition of roads has direct bearing on the ease of movement of goods and people across South Africa which impacts on overall economic growth. In this regard, the South African National Roads Agency carries out upgrades, maintenance and strengthening programmes of the non-toll and toll portfolios on national roads. Non-toll roads constitute approximately 85 per cent of the national roads portfolio and funded through transfers to the agency in this programme.

To improve and preserve the non-toll road network, allocations to the agency over the MTEF period increase from R6.9 billion in 2018/19 to R13.7 billion in 2021/22. A once off reduction in 2018/19 was effected on the non toll network allocations to the Gauteng Freeway Improvement project to meet the agency's cash requirements. As a result, the transfer for the Gauteng Freeway improvement projects is expected to decrease from R6.3 billion in 2018/19 to R633 million in 2021/22. As part of its non-toll road network projects, the agency plans to continue with the construction of the N2 wild Coast highway and the upgrading the R573 (Moloto Road). These projects will receive R3.2 billion and R3.3 billion, respectively, over the medium term. The cabinet approved the reduction of R427 million on SANRAL operations over the medium term.

The bulk of maintenance operations are carried out on provincial road that are funded through the Provincial roads maintenance grant in this programme. The grant received an allocations amounting to R36.5 billion over the MTEF period. The condition of roads, weather patterns and traffic volumes are factors that guide funding allocations for the maintenance of provincial roads. In Mpumalanga, where coal haulage for electricity generation is concentrated, R526.2 million is allocated through the grant in 2019/20 for the maintenance of coal haulage roads.

Over the medium term, the department plans to carry out the following activities related to the maintenance of provincial roads, resealing 5 360 kilometres, rehabilitating 14 816 lane kilometres, 18 600 kilometres of road regravel; 2.8 million square kilometres black top patching.

The programme will focus on ensuring a sustainable road infrastructure network by: submitting the access road development plan to Cabinet. The programme will continue to monitor the overall implementation of the S'hamba Sonke programme as well as regulate and enhance road transport safety and security by monitoring the implementation of the 2016-2030 national road safety strategy and submitting the draft National Road Traffic Amendment Bill to Cabinet.

The programme had an approved establishment of 92 funded posts as at September 2018.

Programme 5: Civil Aviation

Purpose: The primary purpose of the programme is to facilitate the development of an economically viable air transport industry that is safe, secure, efficient, environmentally friendly and compliant with international standards through regulations and investigations; and to oversee aviation public entities.

Programme Strategic Objectives

Strategic Outcome-oriented Goal 1: Efficient and integrated infrastructure network and operations that serve as a catalyst for social and economic development								
Goal Statement: Develop and implement policies and promulgate Acts that are set to drive investments for the maintenance and strategic expansion of the transport infrastructure network, and support the development of transport asset management systems in rural and provincial authorities. The definitive drive of these interventions is to improve the efficiency, capacity and competitiveness of transport operations in all modes.								
Strategic Objective	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets			
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22	2022/23
1.5 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance performance, efficiency and reliability of the transport sector	-	Draft Bills for the Air Services Licencing Act and the International Air Services Act	Draft Air Services Licencing and International Air Services Amendment Bill for SEIAS assessment	Air Services Bill to Cabinet	Submit Air Services Bill to SEIAS for approval	Submit Air Services Bill to Cabinet	Submit Air Services Bill to Parliament	Implementation of the Air Services Act

Strategic Goal 2: A transport sector that is safe and secure								
Goal Statement: Develop and implement policies and strategies that seek to reduce accidents and incidents in the road, rail, aviation and maritime environment.								
Strategic Objective	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets			
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22	2022/23
2.1 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance regulations and transport sector that is safe and secure	-	-	-	-	Submit draft South African Maritime and Aeronautical Search and Rescue Amendment Bill to the SASAR Executive Committee for endorsement	Submit the draft South African Maritime and Aeronautical Search and Rescue Amendment Bill to Cabinet	Submit draft South African Maritime and Aeronautical Search and Rescue Amendment Bill to Parliament	Implementation of the South African Maritime and Aeronautical Search and Rescue Amendment Bill.

Strategic Goal 5: Increased contribution to job creation								
Objective Statement: Create an enabling environment for employment opportunities in the transport sector through the implementation of labour-intensive interventions and off-takes of ancillary support programmes								
Strategic Objective	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets			
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22	2022/23
5.2 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance employment through sector initiatives	-	-	-	Consultative meetings conducted with strategic partner organisations	Develop Business Case for a Government-owned Aviation Academy National Aviation	Business Case for the Government-owned Aviation Academy submitted to Cabinet	Monitor implementation of the National Aviation Transformation Strategy	Monitor implementation of the National Aviation Transformation Strategy

Programme performance indicators and targets for 2019/20

Strategic Objective 1.5: Enhance performance, efficiency and reliability of the transport sector							
Objective Statement: Develop and implement policies and promulgate Acts that are set to drive investments for the maintenance and strategic expansion of the transport infrastructure network, and support the development of transport asset management systems in rural and provincial authorities. The definitive drive of these interventions is to improve the efficiency, capacity and competitiveness of transport operations in all modes.							
Programme performance indicator	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets		
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22
1.5.5.3 Ministerial approval to submit the Air Services Bill to Cabinet secured by March 2021	-	Develop Draft Bills for the Air Services Licencing Act and the International Air Services Act	Submit draft Air Services Licencing and International Air Services Amendment Bill to DPME for SEIAS assessment	Submit Air Services Licencing Bill to Cabinet	Submit Air Services Bill to SEIAS for approval	Submit Air Services Bill to Cabinet	Submit Air Services Bill to Parliament

Strategic Objective 2.1: Regulate and enhance transport sector that is safe and secure							
Objective Statement: Develop and implement policies and strategies that seek to reduce accidents and incidents in the road, rail, aviation and maritime environment.							
Programme performance indicator	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets		
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22
2.1.5.1 Ministerial approval to submit the South African Maritime and Aeronautical Search and Rescue Amendment Bill to Cabinet secured by March 2021	-	-	-	-	Submit draft South African Maritime and Aeronautical Search and Rescue Amendment Bill to the SASAR Executive Committee for endorsement	Submit the draft South African Maritime and Aeronautical Search and Rescue Amendment Bill to Cabinet	Submit draft South African Maritime and Aeronautical Search and Rescue Amendment Bill to Parliament

Strategic Objective 5: Increased contribute to job creation							
Objective Statement: Create an enabling environment for employment opportunities in the transport sector through the implementation of labour-intensive interventions and off-takes of ancillary support programmes							
Programme performance indicator	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets		
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22
5.1.5.1 Ministerial approval to submit the Business Case for a Government-owned Aviation Academy to Cabinet secured by March 2021	-	-	-	Consultative meetings conducted with strategic partner organisations	Develop Business Case for a Government-owned National Aviation Academy	Business Case for a Government-owned Aviation Academy submitted to Cabinet	Monitor implementation of the National Aviation Transformation Strategy

Quarterly targets for 2019/20

Strategic Objective 1.5: Enhance performance, efficiency and reliability of the transport sector							
Objective Statement: Develop and implement policies and promulgate Acts that are set to drive investments for the maintenance and strategic expansion of the transport infrastructure network, and support the development of transport asset management systems in rural and provincial authorities. The definitive drive of these interventions is to improve the efficiency, capacity and competitiveness of transport operations in all modes.							
Performance indicator	Reporting period	Annual target 2019/20	Allocated budget '000	Quarterly targets			
				1 st	2 nd	3 rd	4 th
1.5.5.3 Ministerial approval to submit the Air Services Bill to Cabinet secured by March 2021	Quarterly	Air Services Bill submitted to DPME for Socio Economic Impact Assessment (SEIAs)	Operational Budget	-	Conduct stakeholder consultations on the Air Services Bill	Consider stakeholder inputs on the Air Services Bill	Submit Air Services Bill to DPME for SEIAs

Strategic Objective 2.1: Regulate and enhance transport sector that is safe and secure							
Objective Statement: Develop and implement policies and strategies that seek to reduce accidents and incidents in the road, rail, aviation and maritime environment.							
Performance indicator	Reporting period	Annual target 2019/20	Allocated budget '000	Quarterly targets			
				1 st	2 nd	3 rd	4 th
2.1.5.1 Ministerial approval to submit the South African Maritime and Aeronautical Search and Rescue Amendment Bill to Cabinet secured by March 2021	Quarterly	Draft South African Maritime and Aeronautical Search and Rescue Amendment Bill submitted to the SASAR Executive Committee	Operational Budget	Conduct gap analysis on the South African Maritime and Aeronautical Search and Rescue Act	Develop the draft of the South African Maritime and Aeronautical Search and Rescue Amendment Bill	Conduct stakeholder consultations on the draft South African Maritime and Aeronautical Search and Rescue Amendment Bill	Submit draft South African Maritime and Aeronautical Search and Rescue Amendment Bill to the SASAR Executive Committee

Strategic Objective 5: Increased contribute to job creation							
Objective Statement: Create an enabling environment for employment opportunities in the transport sector through the implementation of labour-intensive interventions and off-takes of ancillary support programmes							
Performance indicator	Performance indicator	Annual Target 2019/20	Allocated budget	Performance indicator			
				1 st	2 nd	3 rd	4 th
5.1.5.1 Ministerial approval to submit the Business Case for a Government-owned Aviation Academy to Cabinet secured by March 2021	Quarterly	Business Case for a Government-owned Aviation Academy developed		Develop the concept paper on the aviation training landscape in South Africa	Develop draft Business Case for the Government-owned Aviation Academy	Conduct stakeholder consultations on the Business Case for the Government-owned Aviation Academy with relevant Aviation entities	Consider stakeholder inputs and update the Business Case for Government-owned Aviation Academy

Expenditure Estimates

Table 35.17 Civil Aviation expenditure trends and estimates by subprogramme and economic classification

Subprogramme	Audited outcome			Adjusted appropriation 2018/19	Average growth rate (%) 2015/16 - 2018/19	Average: Expenditure/ Total (%) 2015/16 - 2018/19	Medium-term expenditure estimate			Average growth rate (%) 2018/19 - 2021/22	Average: Expenditure/ Total (%) 2018/19 - 2021/22
	2015/16	2016/17	2017/18				2019/20	2020/21	2021/22		
	R thousand										
Aviation Policy and Regulations	26 618.0	27 457.0	29 885.0	28 013.0	1.7%	15.9%	27 840.0	29 819.0	31 689.0	4.2%	12.2%
Aviation Economic Analysis and Industry Development	9 808.0	7 351.0	8 203.0	13 109.0	10.2%	5.5%	15 042.0	15 944.0	16 927.0	8.9%	6.4%
Aviation Safety, Security, Environment and Search and Rescue	57 737.0	73 218.0	66 807.0	75 887.0	9.5%	38.9%	123 454.0	130 467.0	137 815.0	22.0%	48.7%
Aviation Oversight	40 610.0	96 277.0	57 166.0	59 900.0	13.8%	36.1%	72 976.0	76 501.0	80 193.0	10.2%	30.2%
Aviation Administration Support	6 374.0	6 124.0	4 088.0	5 344.0	-5.7%	3.1%	5 812.0	6 228.0	6 624.0	7.4%	2.5%
Mthatha Airport	4 137.0	-	-	-	-100.0%	0.6%	-	-	-	-	-
Total	145 284.0	210 427.0	166 149.0	182 253.0	7.8%	100.0%	245 124.0	258 959.0	273 248.0	14.5%	100.0%
Change to 2018 Budget estimate				-			52 250.0	54 572.0	57 024.0		
Economic classification											
Current payments	132 648.0	142 955.0	144 274.0	162 567.0	7.0%	82.7%	224 670.0	237 381.0	250 481.0	15.5%	91.2%
Compensation of employees	35 711.0	37 150.0	37 344.0	46 429.0	9.1%	22.2%	49 779.0	53 422.0	56 893.0	7.0%	21.5%
Goods and services ¹	96 937.0	105 805.0	106 930.0	116 138.0	6.2%	60.5%	174 891.0	183 959.0	193 588.0	18.6%	69.7%
<i>of which:</i>											
<i>Communication</i>	44 787.0	60 478.0	57 749.0	60 840.0	10.8%	31.8%	106 408.0	112 340.0	118 517.0	24.9%	41.5%
<i>Consultants: Business and advisory services</i>	38 073.0	34 377.0	40 758.0	45 112.0	5.8%	22.5%	55 072.0	57 374.0	59 964.0	10.0%	22.7%
<i>Consumables: Stationery, printing and office supplies</i>	439.0	785.0	819.0	954.0	29.5%	0.4%	775.0	817.0	861.0	-3.4%	0.4%
<i>Travel and subsistence</i>	8 924.0	5 969.0	5 337.0	7 425.0	-5.9%	3.9%	9 136.0	9 719.0	10 319.0	11.6%	3.8%
<i>Training and development</i>	131.0	140.0	89.0	368.0	41.1%	0.1%	555.0	585.0	616.0	18.7%	0.2%
<i>Venues and facilities</i>	1 066.0	197.0	585.0	196.0	-43.1%	0.3%	1 431.0	1 514.0	1 600.0	101.4%	0.5%
Transfers and subsidies¹	11 855.0	66 843.0	21 273.0	19 241.0	17.5%	16.9%	19 983.0	21 080.0	22 241.0	4.9%	8.6%
Departmental agencies and accounts	-	52 160.0	-	-	-	7.4%	-	-	-	-	-
Foreign governments and international organisations	9 300.0	11 082.0	17 688.0	16 418.0	20.9%	7.7%	17 002.0	17 937.0	18 923.0	4.8%	7.3%
Non-profit institutions	2 415.0	2 541.0	2 668.0	2 823.0	5.3%	1.5%	2 981.0	3 143.0	3 318.0	5.5%	1.3%
Households	140.0	1 060.0	917.0	-	-100.0%	0.3%	-	-	-	-	-
Payments for capital assets	779.0	626.0	596.0	445.0	-17.0%	0.3%	471.0	498.0	526.0	5.7%	0.2%
Machinery and equipment	779.0	626.0	596.0	445.0	-17.0%	0.3%	471.0	498.0	526.0	5.7%	0.2%
Payments for financial assets	2.0	3.0	6.0	-	-100.0%	-	-	-	-	-	-
Total	145 284.0	210 427.0	166 149.0	182 253.0	7.8%	100.0%	245 124.0	258 959.0	273 248.0	14.5%	100.0%
Proportion of total programme expenditure to vote expenditure	0.3%	0.4%	0.3%	0.3%	-	-	0.4%	0.4%	0.4%	-	-

Details of transfers and subsidies

Households											
Social benefits											
Current	0.1	1.1	0.9	-	-100.0%	-	-	-	-	-	-
Employee social benefits	0.1	1.1	0.9	-	-100.0%	-	-	-	-	-	-
Departmental agencies and accounts											
Departmental agencies (non-business entities)											
Current	-	52.16	-	-	-	-	-	-	-	-	-
Air Traffic and Navigation Services Company	-	52.16	-	-	-	-	-	-	-	-	-
Non-profit institutions											
Current	2.42	2.54	2.67	2.82	5.3%	-	3.0	3.1	3.3	5.5%	-
National Sea Rescue Institute	2.10	2.21	2.32	2.45	5.4%	-	2.6	2.7	2.9	5.5%	-
Mountain Club of South Africa	0.08	0.08	0.09	0.09	5.1%	-	0.1	0.1	0.1	5.4%	-
Off Road Rescue Unit	0.08	0.08	0.09	0.09	5.1%	-	0.1	0.1	0.1	5.4%	-
K9 Search and Rescue Association of South Africa	0.08	0.08	0.09	0.09	5.1%	-	0.1	0.1	0.1	5.4%	-
South African Radio League: National emergency communications division	0.08	0.08	0.09	0.09	5.1%	-	0.1	0.1	0.1	5.4%	-
Foreign governments and international organisations											
Current	9.30	11.08	17.69	16.42	20.9%	7.7%	17.0	17.9	18.9	4.8%	-
African Civil Aviation Commission	4.86	5.84	5.19	5.27	2.7%	3.0%	5.6	5.9	6.2	5.5%	-
International Civil Aviation Organisation	4.03	4.69	3.83	4.55	4.2%	2.4%	4.8	5.1	5.4	5.5%	-
COSPAS-SARSAT search and rescue satellite programme	0.41	0.48	0.40	0.54	9.3%	0.3%	0.6	0.6	0.6	5.5%	-
Southern African Development Community: International Civil Aviation Organisation mission	-	0.08	0.13	0.06	-	-	0.1	0.1	0.1	6.3%	-
Southern African Development Community Aviation Safety Organisation	-	-	8.13	6.00	-	2.0%	6.0	6.3	6.7	3.6%	-

Expenditure Trends and Estimates

Over the medium term, the expenditure for the programme increases at an average annual rate of 14.5 per cent from R182.3 million in 2018/19 to R273.2 million in 2021/22. The increase was mainly on communication due to cost related to watch keeping services for rendering maritime safety information (MSI), distress, urgency, safety, and Cospas-Sarsat services in terms of the Safety of Life at Sea (SOLAS) convention and the International Ship and Port Facility Security (ISPS) Code. Expenditure on consultants also increased due to the reclassification of funds from transfers and subsidies to goods and services in the South African Civil Aviation Authority (SACAA) for accidents and incidents investigations as well as the South African Maritime Safety Authority (SAMSA) for running the Maritime Rescue Coordination Centre.

Over the medium term, the spending focus will be on enhancing the performance, efficiency and reliability of the aviation sector by submitting the Air Services Bill to Cabinet, enhancing employment through sector initiatives by implementing the national aviation transformation strategy as well as enhancing regulation and transport safety and security by developing the South African Maritime and Aeronautical Search and Rescue Amendment Bill for submission to Cabinet.

Spending in the Aviation Safety, Security, Environment, and Search and Rescue and Aviation Oversight sub-programmes accounts for the majority of the programme's budget over the medium term as the programme is responsible for transfers to the international aviation organisations as well as management of investigations with regards to aviation accidents.

The programme had an approved establishment of 64 posts as at end of September 2018.

Programme 6: Maritime Transport

Purpose: The programme exists to implement the Comprehensive Maritime Transport Policy (CMTP) to ensure promotion and coordination; as well as Infrastructure and Industry development and achieve compliance through monitoring, evaluation and oversight and collaboration with maritime related public entities namely The Ports Regulator (PRSA), National Ports Authority; South African Maritime Safety Authority (SAMSA) industry and international bodies.

There are three **sub-programmes** within the programme namely Maritime Policy and Legislation, Maritime Infrastructure and Industry Development and Maritime Implementation, Monitoring and Evaluation. The sub-programs will be aligned with the CMTP.

Programme Strategic Objectives

Strategic Goal 1: An efficient and integrated infrastructure network that serves as a catalyst for social and economic development								
Goal Statement: Develop and implement policies and promulgate Acts that are set to drive investments for the maintenance and strategic expansion of the transport infrastructure network, and support the development of transport asset management systems in rural and provincial authorities. The definitive drive of these interventions is to improve the efficiency, capacity and competitiveness of transport operations in all modes.								
Strategic Objective	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets			
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22	2022/23
1.5 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance performance, efficiency and reliability of the transport sector	-	-	-	-	Conduct an assessment of the state of the Public Maritime Education and Training Institutions	Develop a Programme on Maritime Education and Training Improvement	Implement a Programme on Maritime Education and Training Improvement	Implement a Programme on Maritime Education and Training Improvement
	-	-	-	-	Conduct situational analysis on SADC coastal shipping	Develop draft Agreement on Coastal Shipping	Finalise SADC Agreement on coastal shipping	Implementation of the SADC Agreement on Coastal Shipping
Strategic Goal 2: A transport sector that is safe and secure								
Goal Statement: Develop and implement policies and strategies that seek to reduce accidents and incidents in the road, rail, aviation and maritime environment.								
Strategic Objective	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets			
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22	2022/23
2.1 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance regulations and	-	-	-	Submit the Merchant Shipping Bill to Cabinet	Submit the Merchant Shipping Bill to Cabinet	Submit the Merchant Shipping Bill to Parliament	Monitor the Implementation of the Merchant Shipping Bill	Monitor the Implementation of the Merchant Shipping Bill
	-	-	-	-	Develop a report on the state of readiness for IMO Mandatory audits	Mandatory IMO audits	Signed off Mandatory IMO audit report	Implementation of IMO audits findings

Strategic Goal 2: A transport sector that is safe and secure								
Goal Statement: Develop and implement policies and strategies that seek to reduce accidents and incidents in the road, rail, aviation and maritime environment.								
Strategic Objective	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets			
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22	2022/23
transport safety and security								

Strategic Goal 6: Increased contribution of transport to environmental protection								
Goal Statement: Develop and implement policies and strategies that seek to reduce accidents and incidents in the road, rail, aviation and maritime environment.								
Strategic Objective	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets			
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22	2022/23
6.3 Reduce level of pollution at sea	-	-	-	-	Submit the Marine Pollution Prevention Amendment Bill to Cabinet	Submit the Marine Pollution Prevention Amendment Bill to Parliament	Implement the Marine Pollution Prevention Amendment Act	Implement the Marine Pollution Prevention Amendment Act
	-	-	-	-	Develop the Maritime Energy Efficiency Programme	Implement the Maritime Energy Efficiency Programme	Implement the Maritime Energy Efficiency Programme	Implement the Maritime Energy Efficiency Programme

Programme performance indicators and targets for 2019/20

Strategic Objective 1.5: Enhance performance, efficiency and reliability of the transport sector							
Objective Statement: To develop and implement interventions aimed at improving transport operations. Critical within the current MTSF is to ensure approval and implementation of the Maritime Transport Policy by 2019.							
Programme performance indicator	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets		
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22
1.5.6.1 Programme on Maritime Education and Training Improvement developed by March 2021	-	-	-	-	Conduct an assessment of the state of the Public Maritime Education and Training Institutions	Develop a Programme on Maritime Education and Training Improvement	Implement a Programme on Maritime Education and Training Improvement
1.5.6.2 Draft SADC Agreement on Coastal Shipping developed by March 2021	-	-	-	-	Conduct situational analysis on SADC coastal shipping	Develop draft Agreement on Coastal Shipping	Finalise SADC Agreement on coastal shipping
Strategic Objective 2.1: Regulate and enhance transport safety and security							
Objective Statement: To develop and implement interventions aimed at enhancing transport safety and security in line with international standards. Critical within the MTSF is to ensure the approval and implementation of the Merchant Shipping Bill.							
Programme performance indicator	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets		
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22
2.1.6.1 Ministerial approval to submit the Merchant Shipping Bill to Cabinet secured by March 2020	Situational Analysis on Maritime Security	Ammended Maritime Security Regulations published	Submit the Merchant Shipping Bill to Cabinet	Submit the Mechant Shipping Bill to Cabinet	Submit the Mechant Shipping Bill to Cabinet	Submit the Mechant Shipping Bill to Parliament	Monitor Implementation of the Merchant Shipping Bill
2.1.6.2 State of readiness analysis for mandatory IMO audits conducted by March 2020	-	-	-	-	Develop a report on the State of Readiness for IMO mandatory Audits	- (Mandatory IMO audits)	- (Signed off Mandatory IMO audit report)

Strategic Objective 6.3 Reduce the level of pollution at sea							
Objective Statement: To reduce level of pollution at sea through implementation of conventions and legislation							
Programme performance indicator	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets		
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22
6.3.6.1 Ministerial approval to submit the Marine Pollution Prevention Amendment Bill to Cabinet secured by March 2020	-	-	-	-	Submit the Marine Pollution Prevention Amendment Bill to Cabinet	Submit the Marine Pollution Prevention Amendment Bill to Parliament	Monitor implementation of the Marine Pollution Prevention Amendment Act
6.3.6.2 Maritime Energy Efficiency Programme developed by March 2020	-	-	-	-	Develop the Maritime Energy Efficiency Programme	Implement the Maritime Energy Efficiency Programme	Implement the Maritime Energy Efficiency Programme

Quarterly Targets for 2019/20

Strategic Objective 1.5: Enhance performance, efficiency and reliability of the transport sector							
Objective Statement: To develop and implement interventions aimed at improving transport operations. Critical within the current MTSF is to ensure approval and implementation of the Maritime Transport Policy by 2019.							
Performance indicator	Reporting period	Annual target 2018/19	Allocated budget '000	Quarterly targets			
				1 st	2 nd	3 rd	4 th
1.5.6.1 Programme on Maritime Education and Training Improvement developed by March 2021	Quarterly	Assessment of the state of the Public Maritime Education and Training Institutions conducted	Operational Budget	Conduct desktop analysis report on the state of Public Maritime Education and Training Institutions	Conduct desktop analysis report on the state of Public Maritime Education and Training Institutions	Conduct stakeholder consultations on the state of Public Maritime Education and Training Institutions	Develop draft report on the state of Public Maritime Education and Training Institutions
1.5.6.2 Draft SADC Agreement on Coastal Shipping developed by March 2020	Quarterly	SADC Coastal Shipping Agreement (SADC-SA) developed	739	Conduct situational analysis on SADC Coastal Shipping	Conduct situational analysis on SADC Coastal Shipping	Conduct stakeholder consultation on the draft SADC Coastal Shipping situational analysis report	Produce a draft SADC Coastal Shipping Agreement

Strategic Objective 2.1: Regulate and enhance transport safety and security							
Objective Statement: To develop and implement interventions aimed at enhancing transport safety and security in line with international standards. Critical within the MTSF is to ensure the approval and implementation of the Merchant Shipping Bill.							
Performance indicator	Reporting period	Annual target 2018/19	Allocated budget '000	Quarterly targets			
				1 st	2 nd	3 rd	4 th
2.1.6.1 Ministerial approval to submit the Merchant Shipping Bill to Cabinet secured by March 2020	Quarterly	Merchant Shipping Bill approved for submission to Cabinet	629	-	-	Publish the Merchant Shipping for public consultations	Secure Ministerial approval to submit the Merchant Shipping Bill to Cabinet
2.1.6.2 State of readiness analysis for mandatory IMO audits conducted by March 2020	Quarterly	State of Readiness Analysis for mandatory IMO Audits conducted	Operational Budget	Develop the Terms of Reference (ToRs) for the trial audits	Conduct training of Audit Team for trial audits	Develop trial audit schedule and questionnaire	Undertake trial audits to assess the state of readiness for mandatory IMO audits

Strategic Objective 6.3 Reduce the level of pollution at sea							
Objective Statement: To reduce level of pollution at sea through implementation of conventions and legislation							
Performance indicator	Reporting period	Annual target 2019/20	Allocated budget '000	Quarterly targets			
				1st	2nd	3rd	4th
6.3.6.1 Ministerial approval to submit the Marine Pollution Prevention Amendment Bill to Cabinet secured by March 2020	Quarterly	Marine Pollution Prevention Amendment Bill approved for submission to Cabinet	800	Develop Draft Marine Pollution Amendment Bill	Submit Draft Marine Pollution Amendment Bill to NEDLAC	Submit Draft Marine Pollution Amendment Bill to FOSAD Cluster	Secure Ministerial approval to submit the Draft Marine Pollution Amendment Bill to Cabinet
6.3.6.2 Maritime Energy Efficiency Programme developed by March 2020	Quarterly	Maritime Energy Efficiency Programme developed	500	Develop concept document on Maritime Energy Efficiency Programme	Conduct stakeholder Consultations on the concept document on Maritime Energy Efficiency Programme	Consider stakeholder inputs and update Maritime Energy Efficiency Programme	Develop Maritime Energy Efficiency Programme

Expenditure Estimates

Table 35.19 Maritime Transport expenditure trends and estimates by subprogramme and economic classification

Subprogramme	Audited outcome			Adjusted appropriation	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
	2015/16	2016/17	2017/18				2018/19	2019/20	2020/21		
R thousand											
Maritime Policy Development	11 668.0	9 467.0	10 331.0	11 606.0	-0.2%	8.2%	12 331.0	13 040.0	13 820.0	6.0%	9.2%
Maritime Infrastructure and Industry Development	6 461.0	8 662.0	11 359.0	12 435.0	24.4%	7.4%	12 892.0	13 933.0	14 772.0	5.9%	9.8%
Implementation, Monitoring and Evaluations	53 708.0	77 069.0	53 759.0	61 667.0	4.7%	46.8%	65 499.0	68 899.0	72 810.0	5.7%	48.5%
Maritime Oversight	67 520.0	54 051.0	29 355.0	29 994.0	-23.7%	34.4%	41 461.0	43 785.0	46 230.0	15.5%	29.1%
Maritime Administration Support	3 517.0	4 312.0	4 523.0	4 223.0	6.3%	3.2%	4 588.0	4 858.0	5 158.0	6.9%	3.4%
Total	142 874.0	153 561.0	109 327.0	119 925.0	-5.7%	100.0%	136 771.0	144 515.0	152 790.0	8.4%	100.0%
Change to 2018 Budget estimate				-			5 000.0	5 298.0	5 602.0		
Economic classification											
Current payments	77 164.0	101 439.0	85 573.0	91 981.0	6.0%	67.8%	97 543.0	103 103.0	109 091.0	5.9%	72.5%
Compensation of employees	20 122.0	19 904.0	21 278.0	23 238.0	4.9%	16.1%	24 893.0	26 400.0	28 116.0	6.6%	18.5%
Goods and services ¹	57 042.0	81 535.0	64 295.0	68 743.0	6.4%	51.7%	72 650.0	76 703.0	80 975.0	5.6%	54.0%
<i>of which:</i>											
Communication	348.0	251.0	235.0	240.0	-11.6%	0.2%	410.0	439.0	467.0	24.8%	0.3%
Consultants: Business and advisory services	45 611.0	7 441.0	7 136.0	16 976.0	-28.1%	14.7%	9 727.0	10 588.0	11 158.0	-13.1%	8.7%
Infrastructure and planning services	-	64 201.0	46 827.0	43 718.0	-	29.4%	55 364.0	58 050.0	61 303.0	11.9%	39.4%
Operating leases	1 085.0	1 312.0	845.0	1 656.0	15.1%	0.9%	1 747.0	1 847.0	1 948.0	5.6%	1.3%
Travel and subsistence	6 122.0	5 315.0	5 811.0	4 239.0	-11.5%	4.1%	4 511.0	4 838.0	5 107.0	6.4%	3.4%
Venues and facilities	845.0	1 203.0	698.0	326.0	-27.2%	0.6%	400.0	421.0	445.0	10.9%	0.3%
Transfers and subsidies¹	65 190.0	29 600.0	23 489.0	27 597.0	-24.9%	27.7%	38 862.0	41 026.0	43 291.0	16.2%	27.2%
Departmental agencies and accounts	27 627.0	28 561.0	22 489.0	25 619.0	-2.5%	19.8%	36 774.0	38 822.0	40 966.0	16.9%	25.7%
Foreign governments and international organisations	37 524.0	942.0	946.0	1 978.0	-62.5%	7.9%	2 088.0	2 204.0	2 325.0	5.5%	1.6%
Households	39.0	97.0	54.0	-	-100.0%	-	-	-	-	-	-
Payments for capital assets	518.0	348.0	265.0	347.0	-12.5%	0.3%	366.0	386.0	408.0	5.5%	0.3%
Machinery and equipment	518.0	348.0	265.0	347.0	-12.5%	0.3%	366.0	386.0	408.0	5.5%	0.3%
Payments for financial assets	2.0	22 174.0	-	-	-100.0%	4.2%	-	-	-	-	-
Total	142 874.0	153 561.0	109 327.0	119 925.0	-5.7%	100.0%	136 771.0	144 515.0	152 790.0	8.4%	100.0%
Proportion of total programme expenditure to vote expenditure	0.3%	0.3%	0.2%	0.2%	-	-	0.2%	0.2%	0.2%	-	-

Details of transfers and subsidies

Households											
Social benefits											
Current	-	0.1	-	-	-	-	-	-	-	-	-
Employee social benefits	-	0.1	-	-	-	-	-	-	-	-	-
Departmental agencies and accounts											
Departmental agencies (non-business entities)											
Current	27.63	28.56	22.49	25.62	-2.5%	-	36.8	38.8	41.0	16.9%	-
Ports Regulator of South Africa	27.63	28.56	22.49	25.62	-2.5%	-	36.8	38.8	41.0	16.9%	-
Foreign governments and international organisations											
Current	37.52	0.94	0.95	1.98	-62.5%	-	2.1	2.2	2.3	5.5%	-
International Maritime Organisation	0.57	0.55	0.60	1.62	41.8%	-	1.7	1.8	1.9	5.5%	-
Indian Ocean memorandum of understanding	0.32	0.39	0.35	0.36	3.8%	-	0.4	0.4	0.4	5.6%	-
International Oil Pollution Compensation Funds	36.64	-	-	-	-100.0%	-	-	-	-	-	-

Expenditure Trends and Estimates

Expenditure in the Maritime programme is expected to increase at an average annual rate of 8.4 per cent from R119.9 million 2018/19 to R152.8 million in 2021/22. The spending focus over the medium term will be on enhancing performance, efficiency and reliability of the maritime transport sector by submitting draft Maritime Transport Sector Development Council Bill to cabinet and enhancing regulation and transport safety and security by conducting a state of readiness assessment for mandatory International Maritime Organisation audit.

The spending focus is mainly in the sub-programmes Implementation, Monitoring and Evaluations and Maritime oversight which are responsible for transferring funds to departmental agencies such as the Ports Regulator of South Africa. Over the medium term allocations to the Ports Regulator increased by R15.9 million in order for the regulator to continue to focus on strengthening the economic regulation of ports infrastructure and strengthening compliance with the ports regulatory framework among industry stakeholders.

In 2019/20 the regulator aims to finalise the asset valuation of the National Ports Authority to inform its work in developing a methodology for the valuation of the regulated asset base in the port tariff assessment process.

The programme had an approved establishment of 34 total funded posts as at September 2018.

Programme 7: Public Transport

Purpose: To ensure the provision and regulation of safe, secure, reliable, cost-effective and sustainable public transport services in South Africa through legislation, policies and strategies.

Programme Strategic Objectives

Strategic Goal 3: Improved rural access, infrastructure and mobility								
Goal Statement: Increase mobility and access in rural space by improving transport infrastructure and implementing integrated transport services including learner transport services in district municipalities								
Strategic Objective	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets			
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22	2022/23
3.1 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance provision of integrated rural transport infrastructure and services	Integrated Public Transport (IPTN) Plan in one (1) district municipality: <i>OR Tambo District Municipality</i>	Integrated Public Transport (IPTN) Plan in one (1) district municipality: <i>Thabo Mofutsanyana District Municipality</i>	Detailed Integrated Public Transport Network (IPTN) Plans in 2 district municipalities: <i>Bojanala and OR Tambo DM's</i>	Develop detailed Integrated Public Transport Network (IPTN) plans in 2 district municipalities: <i>Vhembe and Nkangala DM's</i>	Develop detailed Integrated Public Transport Network (IPTN) plans in 2 district municipalities: <i>Amathole and Capricorn DM's</i>	Develop detailed Integrated Public Transport Network (IPTN) plans in 2 district municipalities: <i>Mopani and Chris Hani DM's</i>	Detailed Integrated Public Transport Network (IPTN) plans in 2 district municipalities:	Detailed Integrated Public Transport Network (IPTN) plans in 2 district municipalities:

Strategic Goal 4: Improved public transport services								
Goal Statement: Provide integrated public transport solutions through development and implementation of legislation, policies, strategies and regulations. The definitive drive of these solutions is to ensure safe, secure, reliable, cost-effective and sustainable public transport services.								
Strategic Objective	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets			
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22	2022/23
4.1 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance promotion of sustainable public transport	3226 vehicles scrapped, Internal TRP Review Report	Taxi Recapitalisation Programme Review Report to Cabinet	Implementation of the new Taxi Recapitalisation Programme	Implementation of the new Taxi Recapitalisation Programme Implementation of the RTRP- taxi scrapping allowance increased & scholar/cross border transport included	Monitor implementation of the reviewed Taxi Recapitalisation Programme	Monitor implementation of the reviewed Taxi Recapitalisation Programme	Monitor implementation of the reviewed Taxi Recapitalisation Programme	Monitor implementation of the reviewed Taxi Recapitalisation Programme

Strategic Goal 4: Improved public transport services								
Goal Statement: Provide integrated public transport solutions through development and implementation of legislation, policies, strategies and regulations. The definitive drive of these solutions is to ensure safe, secure, reliable, cost-effective and sustainable public transport services.								
Strategic Objective	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets			
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22	2022/23
4.2 Develop and monitor implementation of legislations, policies, strategies and planning tools to improve public transport access and reliability	<u>Rea Vaya</u> Phase 1a and 1b (Jhb), <u>My CiTi</u> full Phase 1 and N2 Express(Cape Town), Go George Phase 1,2 and 3 (George)	Rea Vaya Phase 1a and 1b (Johannesburg), My CiTi full Phase 1 and N2 Express (Cape Town), Go George Phase 4 (George) and A Re Yeng Line 2a and 1a (Tshwane)	Funding and monitoring of implementation of Integrated Public Transport Networks (IPTNs) in selected cities	Funding and monitoring of implementation of Integrated Public Transport Networks (IPTNs) in thirteen (13) cities	Fund and monitor implementation of Integrated Public Transport Networks (IPTNs) in thirteen (13) cities	Fund and monitor implementation of Integrated Public Transport Networks (IPTNs) in thirteen (13) cities	Fund and monitor implementation of Integrated Public Transport Networks (IPTNs) in thirteen (13) cities	Fund and monitor implementation of Integrated Public Transport Networks (IPTNs) in thirteen (13) cities

Strategic Goal 4: Improved public transport services								
Goal Statement: Provide integrated public transport solutions through development and implementation of legislation, policies, strategies and regulations. The definitive drive of these solutions is to ensure safe, secure, reliable, cost-effective and sustainable public transport services.								
Strategic Objective	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets			
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22	2022/23
4.3 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance regulation of public transport	-	-	Draft Transport Appeal Tribunal (TAT) Amendment Bill	Transport Appeal Tribunal (TAT) Amendment Bill to Cabinet	Submit the Transport Appeal Tribunal (TAT) Amendment Bill to Parliament	Develop Regulations for the Transport Appeal Tribunal (TAT) Amendment Act	Monitor implementation of the Transport Appeal Tribunal (TAT) Amendment Act	Monitor implementation of the Transport Appeal Tribunal (TAT) Amendment Act

Programme performance indicators and targets for 2019/20

Strategic Objective 3.1: Provide integrated rural transport infrastructure and services							
Objective Statement: To develop and implement policies and strategies geared at improving provision of quality public transport infrastructure and services in rural areas. Critical within the MTSF is approval and implementation of the Rural Transport Strategy and the Learner Transport Policy by 2019.							
Programme performance indicator	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets		
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22
3.1.7.1 Integrated Public Transport Network (IPTN) plans developed in district municipalities annually	Integrated Public Transport (IPTN) plan developed in one (1) district municipality: <i>OR Tambo District Municipality</i>	Develop Integrated Public Transport (IPTN) plan in one (1) district municipality: <i>Thabo Mofutsanyana District Municipality</i>	Develop detailed Integrated Public Transport Network (IPTN) in 2 district municipalities: <i>Bojanala and OR Tambo District municipalities</i>	Develop detailed Integrated Public Transport Network (IPTN) plans in 2 district municipalities: <i>Vhembe and Nkangala DM's</i>	Develop detailed Integrated Public Transport Network (IPTN) plans in 2 district municipalities: <i>Amathole and Capricorn DM's</i>	Develop detailed Integrated Public Transport Network (IPTN) plans in 2 district municipalities: <i>Mopani and Chris Hani DM's</i>	Detailed Integrated Public Transport Network (IPTN) plans in 2 district municipalities:

Strategic Objective 4.1: Promote sustainable public transport							
Objective Statement: To facilitate and promote the provision of sustainable public transport, through the use of safe and compliant vehicles and developing empowerment systems for the sector. Critical within the current MTSF is approval and implementation of the Integrated Public Transport Turnaround Plan and the Taxi Recapitalisation Programme							
Programme performance indicator	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets		
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22
4.1.7.1 Implementation of the new Taxi Recapitalisation Programme monitored	3226 vehicles scrapped, Internal TRP Review Report finalised	Submit the Taxi Recapitalisation Programme Review Report to Cabinet	Monitor implementation of the new Taxi Recapitalisation Programme	Monitor implementation of the new Taxi Recapitalisation Programme	Monitor implementation of the reviewed Taxi Recapitalisation Programme	Monitor implementation of the reviewed Taxi Recapitalisation Programme	Monitor implementation of the reviewed Taxi Recapitalisation Programme

Strategic Objective 4.2: Improve public transport access and reliability							
Objective Statement: To facilitate the development and implementation of Integrated Public Transport Networks (IPTNs) in identified municipalities by 2019.							
Programme performance indicator	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets		
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22
4.2.7.1 Integrated Public Transport Networks (IPTNs) funded and monitored in selected cities	<p>Rea Vaya Phase 1a and 1b_ (Jhb),</p> <p>My CiTi full Phase 1 and N2 Express(Cape Town),</p> <p>Go George Phase 1,2 and 3 (George)</p> <p>A Re Yeng Line1a inception phase (Tshwane) funded and monitored</p> <p>Ekurhuleni launched its IPTN name "Harehambee"</p> <p>Rustenburg RRT launched its IPTN name "Ya Rona"</p>	<p>Rea Vaya Phase 1a and 1b (Johannesburg), My CiTi full Phase 1 and N2 Express (Cape Town), Go George Phase 4 (George) and A Re Yeng Line 2a and 1a (Tshwane)</p>	<p>Fund and monitor implementation of: Rea Vaya Phase 1a and 1b (Johannesburg), My CiTi full Phase 1 and N2 Express (Cape Town), Go George Phase 4 (George) and A Re Yeng Line 2a and 1a (Tshwane) Harambee (Ekurhuleni)</p>	<p>Fund and monitor implementation of:</p> <ul style="list-style-type: none"> Harambee (Ekurhuleni) Ya Rona (Rustenburg) Go Durban (eThekwini) Polokwane's (Leeto La Polokwane) A Re Yeng (Tshwane) Go George (George) My CiTi (Cape Town) Rea Vaya (Johannesburg) Libhongo Lethu (Nelson Mandela Bay) Mangaung IPTN Mbombela's IPTN Msunduzi's IPTN Buffalo City IPTN 	<p>Fund and monitor implementation of:</p> <ul style="list-style-type: none"> Harambee (Ekurhuleni) Ya Rona (Rustenburg) Go Durban (eThekwini) Polokwane's (Leeto La Polokwane) A Re Yeng (Tshwane) Go George (George) My CiTi (Cape Town) Rea Vaya (Johannesburg) Libhongo Lethu (Nelson Mandela Bay) Mangaung IPTN Mbombela's IPTN Msunduzi's IPTN Buffalo City IPTN 	<p>Fund and monitor implementation of:</p> <ul style="list-style-type: none"> Harambee (Ekurhuleni) Ya Rona (Rustenburg) Go Durban (eThekwini) Polokwane's (Leeto La Polokwane) A Re Yeng (Tshwane) Go George (George) My CiTi (Cape Town) Rea Vaya (Johannesburg) Libhongo Lethu (Nelson Mandela Bay) Mangaung IPTN Mbombela's IPTN Msunduzi's IPTN Buffalo City IPTN 	<p>Fund and monitor implementation of:</p> <ul style="list-style-type: none"> Harambee (Ekurhuleni) Ya Rona (Rustenburg) Go Durban (eThekwini) Polokwane's (Leeto La Polokwane) A Re Yeng (Tshwane) Go George (George) My CiTi (Cape Town) Rea Vaya (Johannesburg) Libhongo Lethu (Nelson Mandela Bay) Mangaung IPTN Mbombela's IPTN Msunduzi's IPTN Buffalo City IPTN

Strategic Objective 4.3: Regulate Public Transport

Objective Statement: To transform land transport systems through development and implementation of legislation, institutional building and planning. Critical over the current MTSF is the approval and implementation of the National Land Transport Amendment Act by 2019.

Programme performance indicator	Audited/Actual performance			Estimated performance 2018/19	Medium-term targets		
	2015/16	2016/17	2017/18		2019/20	2020/21	2021/22
4.3.7.1 Transport Appeal Tribunal (TAT) Amendment Bill submitted to Parliament by March 2020	-	-	Finalise draft Transport Appeal Tribunal (TAT) Amendment Bill	Submit the Transport Appeal Tribunal (TAT) Amendment Bill to Cabinet	Transport Appeal Tribunal (TAT) Amendment Bill submitted to Parliament	Implementation of the Transport Appeal Tribunal (TAT) Amendment Act	Implementation of the Transport Appeal Tribunal (TAT) Amendment Act

Quarterly Targets for 2019/20

Strategic Objective 3.1: Provide integrated rural transport infrastructure and services							
Objective Statement: To develop and implement policies and strategies geared at improving provision of quality public transport infrastructure and services in rural areas. Critical within the MTSF is approval and implementation of the Rural Transport Strategy and the Learner Transport Policy by 2019.							
Performance indicator	Reporting period	Annual target 2019/20	Allocated budget '000	Quarterly targets			
				1 st	2 nd	3 rd	4 th
3.1.7.1 Integrated Public Transport Network (IPTN) plans developed in district municipalities annually	Quarterly	Detailed Integrated Public Transport Network (IPTN) plans developed in two (2) district municipalities: <i>Amathole and Capricorn DM's</i>	Operational Budget	Conduct stakeholder consultations on the development of IPTN plans	Develop technical specifications for the development of IPTN plans	Develop a draft concept document for detailed IPTN plans	Develop detailed IPTN plans in two (2) district municipalities
Strategic Objective 4.1: Promote sustainable public transport							
Objective Statement: To facilitate and promote the provision of sustainable public transport, through the use of safe and compliant vehicles and developing empowerment systems for the sector. Critical within the current MTSF is approval and implementation of the Integrated Public Transport Turnaround Plan and the Taxi Recapitalisation Programme							
Performance indicator	Reporting period	Annual target 2019/20	Allocated budget '000	Quarterly targets			
				1 st	2 nd	3 rd	4 th
4.1.7.1 Implementation of the Reviewed Taxi Recapitalisation Programme (RTRP) monitored	Quarterly	Survey conducted on the extent of illegal taxi operations in South Africa	Operational Budget	Conduct survey on extent of illegal taxi operations in South Africa	Conduct survey on extent of illegal taxi operations in South Africa	Consolidate survey findings and recommendations	Develop draft survey report
Strategic Objective 4.2: Improve public transport access and reliability							
Objective Statement: To facilitate the development and implementation of Integrated Public Transport Networks (IPTNs) in identified municipalities by 2019.							
Performance indicator	Reporting period	Annual target 2019/20	Allocated budget '000	Quarterly targets			
				1 st	2 nd	3 rd	4 th
4.2.7.1 Integrated Public Transport Networks (IPTNs) funded and monitored in selected	Quarterly	IPTN's monitored in thirteen (13) cities (Ekurhuleni, Mbombela, Nelson Mandela Bay, Johannesburg, Cape Town, George, Durban,	Operational Budget	Conduct bilateral progress engagements with selected municipalities			

Strategic Objective 4.2: Improve public transport access and reliability							
Objective Statement: Objective Statement: To facilitate the development and implementation of Integrated Public Transport Networks (IPTNs) in identified municipalities by 2019.							
Performance indicator	Reporting period	Annual target 2019/20	Allocated budget '000	Quarterly targets			
				1 st	2 nd	3 rd	4 th
cities		Polokwane, Msunduzi, Mangaung, Rustenburg, Buffalo City and Tshwane IPTNs)					

Strategic Objective 4.3: Regulate Public Transport							
Objective Statement: To transform land transport systems through development and implementation of legislation, institutional building and planning. Critical over the current MTSF is the approval and implementation of the National Land Transport Amendment Act by 2019.							
Performance indicator	Reporting period	Annual target 2019/20	Allocated budget '000	Quarterly targets			
				1 st	2 nd	3 rd	4 th
4.3.7.1 Transport Appeal Tribunal (TAT) Amendment Bill submitted to Parliament by March 2020	Quarterly	Transport Appeal Tribunal (TAT) Amendment Bill submitted to Parliament	Operational Budget	-	- (Cabinet process)	- (Cabinet process)	Introduce the Transport Appeal Tribunal (TAT) Amendment Bill to Parliament

Expenditure Estimates

Table 35.21 Public Transport expenditure trends and estimates by subprogramme and economic classification

Subprogramme	Audited outcome			Adjusted appropriation	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
	2015/16	2016/17	2017/18				2018/19	2019/20	2020/21		
R thousand					2015/16 - 2018/19		2019/20	2020/21	2021/22	2018/19 - 2021/22	
Public Transport Regulation	15 189.0	15 387.0	19 508.0	54 474.0	53.1%	0.2%	57 824.0	62 273.0	65 960.0	6.6%	0.4%
Rural and Scholar Transport	8 591.0	14 585.0	21 071.0	40 385.0	67.5%	0.2%	42 795.0	45 453.0	48 087.0	6.0%	0.3%
Public Transport Industry Development	123 136.0	129 863.0	135 814.0	187 127.0	15.0%	1.2%	203 175.0	222 559.0	235 110.0	7.9%	1.5%
Public Transport Oversight	11 160 194.0	11 372 616.0	12 084 790.0	12 711 096.0	4.4%	98.2%	13 252 443.0	14 728 405.0	15 997 996.0	8.0%	97.6%
Public Transport Administration Support	14 224.0	9 629.0	7 719.0	11 065.0	-8.0%	0.1%	11 777.0	12 655.0	13 412.0	6.6%	0.1%
Public Transport Network Development	7 237.0	7 962.0	8 670.0	18 871.0	37.6%	0.1%	20 074.0	21 349.0	22 625.0	6.2%	0.1%
Total	11 328 571.0	11 550 042.0	12 277 572.0	13 023 018.0	4.8%	100.0%	13 588 088.0	15 092 694.0	16 383 190.0	8.0%	100.0%
Change to 2018 Budget estimate				33 000.0			351 000.0	1 041 839.0	1 429 660.0		
Economic classification											
Current payments	167 142.0	177 012.0	192 146.0	311 676.0	23.1%	1.8%	335 385.0	364 015.0	384 905.0	7.3%	2.4%
Compensation of employees	44 350.0	44 017.0	48 253.0	55 340.0	7.7%	0.4%	60 221.0	65 566.0	69 829.0	8.1%	0.4%
Goods and services ¹ <i>of which:</i>	122 792.0	132 995.0	143 893.0	256 336.0	27.8%	1.4%	275 164.0	298 449.0	315 076.0	7.1%	2.0%
<i>Minor assets</i>	84.0	4 721.0	36.0	1 160.0	139.9%	–	1 160.0	3 347.0	3 529.0	44.9%	–
<i>Consultants: Business and advisory services</i>	115 243.0	122 403.0	126 668.0	241 757.0	28.0%	1.3%	238 136.0	260 964.0	275 693.0	4.5%	1.8%
<i>Inventory: Other supplies</i>	–	–	10 399.0	–	–	–	21 421.0	22 599.0	23 842.0	–	0.1%
<i>Consumables: Stationery, printing and office supplies</i>	310.0	369.0	292.0	480.0	15.7%	–	850.0	905.0	924.0	24.4%	–
<i>Travel and subsistence</i>	5 138.0	3 522.0	4 572.0	9 903.0	24.4%	–	10 277.0	8 948.0	9 332.0	-2.0%	0.1%
<i>Training and development</i>	106.0	380.0	199.0	1 031.0	113.5%	–	1 031.0	937.0	988.0	-1.4%	–
Transfers and subsidies¹	11 160 783.0	11 372 708.0	12 084 972.0	12 711 096.0	4.4%	98.2%	13 252 443.0	14 728 405.0	15 997 996.0	8.0%	97.6%
Provinces and municipalities	10 892 538.0	10 992 983.0	11 829 928.0	12 276 967.0	4.1%	95.5%	12 794 003.0	14 244 753.0	15 487 743.0	8.1%	94.3%
Non-profit institutions	19 254.0	20 275.0	21 289.0	22 524.0	5.4%	0.2%	23 785.0	25 093.0	26 473.0	5.5%	0.2%
Households	248 991.0	359 450.0	233 755.0	411 605.0	18.2%	2.6%	434 655.0	458 559.0	483 780.0	5.5%	3.1%
Payments for capital assets	642.0	305.0	447.0	246.0	-27.4%	–	260.0	274.0	289.0	5.5%	–
Machinery and equipment	642.0	305.0	447.0	246.0	-27.4%	–	260.0	274.0	289.0	5.5%	–
Payments for financial assets	4.0	17.0	7.0	–	-100.0%	–	–	–	–	–	–
Total	11 328 571	11 550 042	12 277 572	13 023 018.0	4.8%	100.0%	13 588 088	15 092 694	16 383 190	8.0%	100.0%
Proportion of total programme expenditure to vote expenditure	21.2%	20.5%	22.5%	21.8%	–	–	21.2%	22.2%	22.0%	–	–

Details of transfers and subsidies

Households											
Social benefits											
Current	0.6	0.1	0.2	-	-100.0%	-	-	-	-	-	-
Employee social benefits	0.6	0.1	0.2	-	-100.0%	-	-	-	-	-	-
Households											
Other transfers to households											
Current	248.40	359.35	233.54	411.61	18.3%	-	434.7	458.6	483.8	5.5%	-
Taxi recapitalisation	248.40	359.35	233.54	411.61	18.3%	-	434.7	458.6	483.8	5.5%	-
Non-profit institutions											
Current	19.25	20.28	21.29	22.52	5.4%	-	23.8	25.1	26.5	5.5%	-
South African National Taxi Council	19.25	20.28	21.29	22.52	5.4%	-	23.8	25.1	26.5	5.5%	-
Provinces and municipalities											
Municipalities											
Municipal bank accounts											
Capital	5 953.09	5 592.69	6 107.06	6 286.67	1.8%	-	6 468.2	7 495.2	8 366.9	10.0%	-
Public transport network grant	5 953.09	5 592.69	6 107.06	6 286.67	1.8%	49.7%	6 468.2	7 495.2	8 366.9	10.0%	49.3%
Provinces and municipalities											
Provinces											
Provincial revenue funds											
Current	4 939.45	5 400.29	5 722.87	5 990.30	6.6%	45.8%	6 325.8	6 749.6	7 120.8	5.9%	45.1%
Public transport operations grant	4 939.45	5 400.29	5 722.87	5 990.30	6.6%	45.8%	6 325.8	6 749.6	7 120.8	5.9%	45.1%

Expenditure Trends and Estimates

Over the medium term the programme is expected to increase at an average annual rate of 8 per cent from R13 billion in 2018/19 to R16.4 billion in 2021/22. An integrated public transport network is central to the functioning of the South Africa's urban areas hubs of economic activity as they provide sustainable, affordable and functional transport solutions to urban commuters. The public transport network grant, which is funded through the Public Transport programme, funds the infrastructure and operations of integrated public transport networks in 13 cities across South Africa.

The programme also focuses on integrated public transport planning and construction in the 13 cities and funds the indirect operating costs of services in 5 cities (Johannesburg, Tshwane, Cape Town, George and Nelson Mandela Bay) that operate bus rapid transit services. In these 5 cities the grant is expected to support 193 441 weekday passenger trips in 2019/20, increasing to 296 240 weekday passenger trips by 2021/22. Allocations to the grant over the medium term is expected to increase from R6.3 billion in 2018/19 to R8.4 billion in 2021/22.

The programme transfer payments to the bus operators through the Public Transport Operations Grant which is expected to increase at an annual average rate of 5.9% from R5.9 billion in 2019/20 to

R7.1 billion in 2021/22. Consultants in the programme are used for policy development and the verification of subsidies and payments made to bus operators funded through the PTOG. Over the medium term R143 million has been allocated for capacity monitoring of public transport grants in this programme.

The programme will also focus on enhancing the provision of integrated rural transport infrastructure and services by developing the detailed integrated public transport network plans in 2 district municipalities, promote sustainable public transport and improve access and reliability through the following: implementing recommendation of the taxi recapitalisation programme and monitoring the implementation of an integrated public transport network in 13 municipalities as well as enhancing the regulation of public transport by facilitating the submission of the Transport Appeal Tribunal Amendment Bill to Cabinet.

The programme had an approved establishment of 85 funded posts as at September 2018.

PART C: LINKS TO OTHER PLANS

Links to Long-Term Infrastructure And Other Capital Plans

Project name	Programme	Municipality	Project description	Outputs	Estimated Project Cost	Expenditure to date	Project duration	
							Start	Finish
Moloto Development Corridor	3 & 4 (SIP1 and SIP7)	Nkangala District Municipality Sekhukhune District Municipality and City of Tshwane Metropolitan Municipality Thembisile Hani Local Municipality Dr J S Moroka Local Municipality	The project will consist of a rapid rail service between Mthabothini (Siyabuswa) in Mpumalanga and Tshwane, with feeder services to and from stations. There are also traffic-induced and safety related road upgrades in the rural villages and along the R573 Moloto Road.	Reduced travel times; reduced peak period (from 4 hours to 2 hours); improved safety; reduction in road accidents, fatalities, injuries and damage to property; and reduction of traffic congestion in the Tshwane urban area.	R18,9 billion capital expenditure R1,6 billion land acquisition	R11,9 million PPP TA1- Feasibility Study	Detailed Design 2016/17 Construction 2018/19	2017/18 2022/23 (60 months)

Conditional Grants

Name of grant	Public Transport Operations Grant (PTOG)
Purpose	To provide supplementary funding towards public transport services provided by provincial departments
Performance indicator	Number of passengers benefiting from the subsidised services provided through the PTOG
Continuation	The PTOG continues over the MTSF
Motivation	Continuation of the PTOG is necessary as it subsidises public transport services in poor communities thus making these services accessible and affordable
Transfer amount	R6 325 755 000

Name of grant	Public Transport Network Grant (PTNG)
Purpose	To provide funding for accelerated construction, improvement of public and non-motorised transport infrastructure that form part of a municipal integrated public transport network and to support the planning, regulation, control, management and operations of financially sustainable municipal public transport network services
Performance indicator	Number of average weekday passenger trips carried on PTN Grant funded networks
	Number and percentage of municipal households within a 500m walk to an Integrated Public Transport Network (IPTN) station or stop that has a minimum peak period frequency of 15 minutes or better
	Percentage uptime for network operating systems
	Passengers per network vehicle per average weekday
	Public transport network infrastructure including dedicated lanes, routes and stops/shelters, stations, depots, signage and information displays, control centres and related information technology, fare systems and vehicles (if DoT approves use of grant funds to purchase vehicles)Non-motorised transport (NMT) infrastructure that supports network integration (e.g. sidewalks, cycleways, cycle storage at stations, etc.
	Plans and detailed design related to Integrated Public Transport Network(IPTN) infrastructure and operations

Name of grant	Public Transport Network Grant (PTNG)
Continuation	The PTN Grant continues over the MTSF
Motivation	Continuation of the PTN Grant is necessary support IPTNs as envisaged in the NLTA and Public Transport Strategy of 2007, this promotes the provision of accessible, reliable and affordable integrated municipal public transport network service
Transfer amount	R6 468 248 000

Name of grant	Provincial Road Maintenance Grant (PRMG)
Purpose	To supplement provincial roads investments, maintain road asset management systems and ensure labour-intensive methods on all projects for the creation of work opportunities
Performance indicator	Number of kilometres/square metres of roads maintained
Continuation	The PRMG continues over the MTSF
Motivation	The PRMG serves as a mechanism to improve conditions of secondary road network and to address maintenance of road infrastructure in provinces
Transfer amount	R11 381 665 000

Name of grant	Rural Road Asset Management System (RRAMS)
Purpose	To assist rural district municipalities to set up rural RAMS and collect road and traffic data on municipal road networks in line with the Road Infrastructure Strategic Framework for South Africa (RISFSA)
Performance indicator	Road inventory data collected Road traffic data collected
Continuation	The RRAMS continues over the MTSF
Motivation	The grant will ensure improved data on municipal rural roads to guide infrastructure maintenance and investments
Transfer amount	R113 891 000

Public Entities

Name of Public Entity	Mandate	Outputs	2018/19 Transfer ('000)	Date of next evaluation
Passenger Rail Agency of South Africa (PRASA)	The primary focus of the Passenger Rail Agency of South Africa (PRASA), as an arm of the National Department of Transport (the shareholder) is on the mandate as contained in the Legal Succession to the South African Transport Services ("SATS") Act, 1989 (Act No. 9 of 1989) as amended in November 2008, and listed as Schedule 3B of the PFMA	<ul style="list-style-type: none"> • Deliver on the requirements of Government Transport Policy and the Legal Succession Act (operational effectiveness) • Implement a financial turnaround plan to ensure the building of a commercially viable and sustainable entity • Invest in new capacity through the acquisition of new capacity through the acquisition of new, modern trains, signalling and operating systems to address service imbalances inherited from the past 	R16 462 213 000	
Rail Safety Regulator (RSR)	Established in terms of the National Railway Safety Regulator Act, 2002 (Act No. 16 of 2002) (as amended), and listed as Schedule 3B of the PFMA The mandate of the RSR is to oversee and	<ul style="list-style-type: none"> • A conducive regulatory environment • Improved levels of safety and security in the railway industry • Sustainable institutional effectiveness • Improved levels of safety and security in the railway industry 	R63 522 000	

Name of Public Entity	Mandate	Outputs	2018/19 Transfer ('000)	Date of next evaluation
	promote safe railway operations through appropriate support, monitoring and enforcement, guided by an enabling regulatory framework, including regulations			
Road Traffic Management Corporation (RTMC)	The Road Traffic Management Corporation Act, 1999 (Act No. 20 of 1999) was approved by Parliament in 1999. The Act is aimed at establishing the corporation to pool powers and resources and to eliminate the fragmentation of responsibilities for all aspects of road traffic management across the various levels of government. More so to oversee coordination of traffic law enforcement and the implementation of road safety interventions	<ul style="list-style-type: none"> • Harmonised law enforcement strategies and systematic law enforcement across the three tiers of government 	R210 228 000	
Road Traffic Infringement Agency (RTIA)	To promote road traffic quality by providing for a scheme to discourage road traffic contraventions, to facilitate the adjudication of traffic infringements, to support the prosecution of offences in terms of the	<ul style="list-style-type: none"> • Amended AARTO Act and Regulations • Increased Agency revenue share of outstanding infringement penalties • Five communication programmes for various road users implemented 	R7 770 00	

Name of Public Entity	Mandate	Outputs	2018/19 Transfer ('000)	Date of next evaluation
	national and provincial laws relating to road traffic, and implement a point demerit system	<ul style="list-style-type: none"> • Reduced backlogs within 60 days of adjudication 		
Road Accident Fund (RAF)	The Road Accident Fund Act, 1996 (Act No. 56 of 1996) (the RAF Act) provides for the establishment of the RAF whose legal mandate is to compensate users of South African roads for loss or damage caused by the negligent driving of motor vehicles within the borders of the Republic	<ul style="list-style-type: none"> • Legislative enablement Change fundamentals business model through changes in legislation • Operational efficiency and effectiveness Change operational model in line with changes in the business model of the RAF • Financial sustainability Credible plan to eradicate deficit 	No transfer from the DoT RAF funded through the fuel levy	
South African National Roads Agency Limited (SANRAL)	To maintain, upgrade, manage, administer and finance the national road network	<ul style="list-style-type: none"> • Maintain roads on a routine basis • Carry out periodic and special maintenance of road infrastructure • Develop new facilities and strengthen road networks 	R21 177 224 000	
Cross-Border Road Transport Agency (C-BRTA)	The strategic intent of the C-BRTA is clearly stipulated in the Cross-Border Road Transport Agency Act, 1998 (Act No. 4 of 1998) as amended, and listed as Schedule	<ul style="list-style-type: none"> • Market access regulated, i.e. permits issued • SMMEs in the cross-border market • Operator compliance improved as reflected by the decrease in prosecutions and increased 	No transfer from the DoT C-BRTA	

Name of Public Entity	Mandate	Outputs	2018/19 Transfer ('000)	Date of next evaluation
	<p>3B of the PFMA</p> <p>The mandate of the C-BRTA is to regulate access to the market by the road transport freight and passenger industry in respect of cross-border road transport by issuing of permits, and to facilitate the unimpeded flow of passenger and freight movements by road across the borders of South Africa to contribute to the social and economic development initiatives as announced by Government</p> <p>The C-BRTA promotes regional integration through progressive market freight liberalisation; the establishment of cooperative and consultative relationships and structures; improving safety, security, reliability, quality of cross-border road transport; ensuring informed decision-</p>	<p>visibility</p> <ul style="list-style-type: none"> • Strategic reports released (advisory) • SADC standards and procedures harmonised as a result of consultations • Participation in collaborative border management operations increased resulting in regional integration, economic integration and increased trade. 	<p>collect permit fees from operators</p>	

Name of Public Entity	Mandate	Outputs	2018/19 Transfer ('000)	Date of next evaluation
	making and policy development and enhancing the capacity of the public sector in its strategic planning and monitoring functions			
South African Civil Aviation Authority (SACAA)	<p>The SACAA was established in 1998 following the enactment of the South African Civil Aviation Authority Act, 1998 (Act No. 40 of 1998), and listed as Schedule 3B of the PFMA. The Act has since 2009 been replaced by the Civil Aviation Act, 2009 (Act 13 of 2009)</p> <p>The Act provided for the establishment of a civil aviation authority charged with promoting, regulating and enforcing civil aviation safety and security standards throughout the aviation industry</p>	<ul style="list-style-type: none"> • Contribute to the development of an Airfreight Strategy • Contribute to the development of a National Airports Development Plan • Contribute to continental and regional aviation development • Regulate, promote and oversee civil aviation safety and security • Equitably and successfully implement BBBEE plan • Implement employment equity targets • Minimise aviation emissions • Optimise revenue streams and management systems • Embed principles of corporate governance in the work of every SACAA team member and 	Funds to be paid to SACCA for services rendered R34 889 000	

Name of Public Entity	Mandate	Outputs	2018/19 Transfer ('000)	Date of next evaluation
		service <ul style="list-style-type: none"> • Build a resilient organisation with adequate capacity, capabilities and a high performance culture 		
Air Traffic and Navigation Services (ATNS)	<p>ATNS was established by the Air Traffic and Navigation Services Company Act, 1993 (Act No. 45 of 1993), and listed in Schedule 2 of the PFMA</p> <p>Section 4 of the ATNS Company Act mandates ATNS to provide safe, efficient and cost-effective air traffic management solutions and associated services on behalf of the State in accordance with International Civil Aviation (ICAO) standards and recommended practices, as well as the South African Civil Aviation Regulations and Technical Standards</p>	<ul style="list-style-type: none"> • Deliver continuous improvement of our safety performance • Become a transformative organisation that invests in its people • Provide efficient air traffic management solutions and associated services which meet the needs and expectations of the ATM community • Maintain long-term financial sustainability • Play a leading role in the development of air traffic management in Africa and selected international markets • Deploy and use leading technologies to the benefit of the ATM community 	No Transfer from the DoT	
Airports Company South Africa (ACSA)	<p>ACSA was established by the Airports Company Act of 1993 as a public company</p>	<ul style="list-style-type: none"> • Develop a platform to enable the further creation of value for ACSA and its 	No transfer from the DoT	

Name of Public Entity	Mandate	Outputs	2018/19 Transfer ('000)	Date of next evaluation
	under the Companies Act of 1973, as amended, and listed as a major public entity in terms of Schedule 2 of the PFMA	stakeholders <ul style="list-style-type: none"> • Develop and implement detailed project plans for identified affirmative action measures • Incorporate the overall needs and benefits of stakeholders • Improve operational efficiencies to meet best practice for both users and ACSA • Consider the impact of the regulated base • Manage the financial position and credit metrics 		
South African Maritime Safety Authority (SAMSA)	<p>The South Africa Maritime Safety Authority (SAMSA) is established in terms of the SAMSA Act, 1998 (Act No. 5 of 1998), a Schedule 3A public entity in terms of the PFMA. Its mandate is derived from the SAMSA Act, 1998, as well as international maritime conventions to which South Africa is a signatory</p> <p>The objectives of the Authority are:</p>	<ul style="list-style-type: none"> • Improve service delivery, strengthen corporate performance and governance and combat corruption • Ensure service excellence in maritime safety, security, health and environmental sustainability • Promote the development of South Africa's maritime economy, maritime skills and social transformation • Advance and protect South Africa's regional 	No transfer from the DoT for MTEF period. Funds to be paid to SAMSA: MRCC for services rendered	

Name of Public Entity	Mandate	Outputs	2018/19 Transfer ('000)	Date of next evaluation
	<p>a) To ensure safety of life and property at sea</p> <p>b) To prevent and combat pollution of the marine environment by ships</p> <p>c) To promote the Republic's maritime interests</p>	<p>and international maritime interests</p> <ul style="list-style-type: none"> • Facilitate maritime stakeholder engagement and leverage strategic partnerships 	R14 485 000	
<p>Ports Regulator (PR) of South Africa</p>	<p>The Ports Regulator is a public entity established in terms of section 29 of the National Ports Act, 2005 (Act No. 12 of 2005)</p> <p>The role of the PR is to regulate the activities of the ports industry in accordance with the policy and legislative mandate of the state</p>	<ul style="list-style-type: none"> • Consideration of user and other stakeholder needs and views • Participants in the market should be treated equally and fairly • Regulation should be kept to a minimum, without compromising national aspirations, health, security, efficiency and environmental sustainability • The principle of use pay or cost recovery, benchmarked against international best practice to ensure that the costs are globally competitive 	R36 774 000	

Public-Private Partnerships

Name of PPP	Purpose	Outputs	Current Value of Agreement (R '000)	Date when agreement expires
Moloto Development Corridor	To provide a transport solution to the problems being experienced by commuters along the Moloto Corridor	Reduced travel times; reduced peak period (from 4 hours to 2 hours); improved safety; reduction in road accidents, fatalities, injuries and damage to property; and reduction of traffic congestion in the Tshwane urban area.	Registered PPP – currently in TA1 phase	N/A

Notable Material Amendments / Revisions effected on the DoT Annual Performance Plan

Programme 1: Administration

Indicator	Status	Additional Comments
Status report on the transport sector socio-economic empowerment programmes for GDYC developed	Achieved	Development of the Status Report on the transport sector economic empowerment programmes for GDYC will be monitored through internal business processes and the Sector Transformation Forum.

Programme 2: Integrated Transport Planning

Indicator	Status	Additional Comments
Roll-out of 10 NATMAP 2050 interventions by March 2019	Achieved	Ten (10) NATMAP priority interventions were rolled out as targeted. Priority will be put on other NATMAP focus areas going forward.
White Paper on the National Transport Policy submitted to Cabinet by September 2018	Achieved	The White Paper on the National Transport Policy was duly finalised and approved for submission to Cabinet. Once approved by Cabinet, implementation of the Policy will be monitored through internal business processes.
Green Transport Strategy Implemented	Achieved	The Green Transport Strategy was approved by Cabinet and public awareness campaigns were successfully conducted in nine provinces. Implementation of the Strategy will be monitored through internal business processes.
Single Transport Economic Regulator (STER)	Not Achieved	The STER Bill was approved for submission to Cabinet in April

Indicator	Status	Additional Comments
Bill submitted to Parliament by March 2020		2018. Due to prolonged consultations with NEDLAC and the Department of Public Enterprises, the submission of the STER Bill to Parliament was moved to the 2020/21 financial year.
Transport sector ICT Strategy approved by March 2022	New Indicator	-
Regional Integration Strategy submitted to Cabinet by March 2022	New Indicator	-
Literature review on the pathway for Autonomous Vehicle Technology Implementation conducted by March 2020	New Indicator	-

Programme 3: Rail Transport

Indicator	Status	Additional Comments
National Rail Bill submitted to Parliament by March 2020	Not Achieved	Finalisation of the National Rail Bill is dependent on the approval of the National Rail Policy. Due to uncertainties resulting from the approval of the National Rail Policy by Cabinet, the development and finalisation of the National Rail Bill will be monitored through internal business processes.

Indicator	Status	Additional Comments
Research on proposed access arrangements and pricing approaches conducted by March 2019	Achieved	<u>New Indicator</u> : Draft Guidelines on Rail Access Regime developed by March 2020
Rail Safety Bill submitted to Parliament by March 2020	Achieved	Rail Safety Bill will be re-submitted to Cabinet in the 2019/20 financial year
		Submission of the Rail Safety Bill to Parliament has been moved to the 2020/21 financial year

Programme 4: Road Transport

Indicator	Status	Additional Comments
Roads Policy submitted to Cabinet by March 2019	Achieved	Roads Policy approved for submission to Cabinet in the 2017/18 financial year. Once approved by Cabinet, implementation of the Policy will monitored through internal business processes.
Access Road Development Plan submitted to Cabinet by December 2018	Achieved	Submission of the Access Road Development Plan to Cabinet has been approved. Once the Plan has been approved by Cabinet, implementation of the Plan will then be monitored through internal business processes.
Draft National Road Traffic Amendment Bill submitted to Cabinet by March 2020	New Indicator	-

Programme 5: Civil Aviation

Indicator	Status	Additional Comments
Implementation of the Airports Company Amendment Act monitored	Not Achieved	Approval process of the Airports Company Amendment Bill not yet complete. Bill currently on Parliamentary programme. Implementation will be monitored once the Amendment Bill has been approved
Implementation of the ATNS Amendment Act monitored	Not Achieved	Approval process of the ATNS Amendment Bill not yet complete. Bill currently on Parliamentary programme. Implementation will be monitored once the Amendment Bill has been approved
Air Services Bill submitted to Cabinet by March 2019	Not Achieved	The development and finalisation of the Bill was delayed due to amendments in scope of the process and prolonged stakeholder consultations. Submission of the Air Services Bill to Cabinet has thus been moved to the 2020/21 financial year.
Civil Aviation Amendment Bill submitted to Parliament by September 2018	Achieved	Civil Aviation Amendment Bill submitted to Parliament as targeted. Implementation of the Amendment Act will be monitored through internal processes once Bill is promulgated.
National Aviation Transformation Strategy (NATS) implemented	Achieved	Draft Curriculum on Civil Aviation developed as targeted. <u>New Indicator</u> : Business Case for the government-owned Aviation Academy submitted to Cabinet by March 2020
South African Maritime and Aeronautical Search and Rescue Amendment Bill submitted to	New Indicator	-

Indicator	Status	Additional Comments
SASAR Executive Committee for endorsement		
Report on the launch of the SADC SAR Working Group submitted to the Civil Aviation Committee (CAC)	New Indicator	-

Programme 6: Maritime Transport

Indicator	Status	Additional Comments
Operation Phakisa Marine Transport and Manufacturing Delivery Unit monitored	Achieved	Monitoring of the Operation Phakisa Marine Transport and Manufacturing Delivery Unit will continue to be monitored through internal processes.
Merchant Shipping Bill submitted to Parliament by March 2020	Not Achieved	Submission of the Merchant Shipping Bill to Cabinet, for gazetting for public inputs, has been granted. Once inputs have been incorporated, the Bill will then undergo consultation processes towards re-submission to Cabinet. Submission of the Bill to Parliament has been moved to the 2020/21 financial year.
Approved 2020 World Maritime Day Project Implementation Plan implemented	Not Achieved	Implementation of the approved 2020 World Maritime Day Project Implementation Plan will be monitored through internal processes.
Maritime Transport Sector Development Council Draft Bill submitted to Cabinet by March 2020	New Indicator	-
Programme on Maritime Education and Training Improvement and Enhancement developed by	New Indicator	-

Indicator	Status	Additional Comments
March 2021		
State of readiness analysis for mandatory IMO audits conducted by March 2020	New Indicator	-
Draft SADC Agreement on Coastal Shipping developed by March 2020	New Indicator	-
Marine Pollution Prevention Amendment Bill submitted to Parliament by March 2021	New Indicator	-
Maritime Energy Efficiency Programme developed by March 2020	New Indicator	-

Programme 7: Public Transport

- No material amendments and/or revisions were effected on the indicators and medium term targets for Programme 7: Public Transport.

Annexure A: Glossary of Frequently Used Acronyms by the DoT

A

AARTO	Administrative Adjudication of Road Traffic Offences Act
AASA	Airlines Association of South Africa
ABS	Anti-lock Braking System
ACSA	Airports Company of South Africa
AFCAC	African Civil Aviation Commission
AFI	African Indian Ocean
AG	Auditor-General
AGM	Annual General Meeting
AISC	International Air Services Council
AMO	Approved Maintenance Organisations
AO	Accounting Officer
APP	Annual Performance Plan
ARDP	Access Road Development Plan
ASLC	Air Services Licensing Council
ATM	Air Traffic Management
ATNS	Air Traffic and Navigation Services
AU	African Union
AVSEC	Aviation Security

B

BAS	Basic Accounting System
BARSA	Board of Airline Representatives of South Africa
B-BBEE	Broad-Based Black Economic Empowerment
BEE	Black Economic Empowerment
BRT	Bus Rapid Transit System

C

CAASA	Commercial Airlines Association of Southern Africa
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CARCOM	Civil Aviation Regulation Committee
CAUAMC	Civil Aviation Upper Airspace Management Centre
C-BRTA	Cross-Border Road Transport Agency
CEO	Chief Executive Officer
CFO	Chief Financial Officer
CI	Corporate Identity
CIO	Chief Information Officer
CLC	Civil Liability Convention
COLTO	Committee of Land Transport Officials
COO	Chief Operations Officer
COP17	17th Conference of Parties to the United Nations Framework Convention on Climate Change (UNFCCC)
COTO	Committee of Transport Officials
CSIR	Council for Scientific and Industrial Research
CSSS	Comprehensive Social Security System
CNG	Compressed Natural Gas

D

DBSA	Development Bank of Southern Africa
DEA	Department of Environmental Affairs
DG	Director-General
DLCA	Driver's Licence Card Account
DLCPF	Driver's Licence Card Production Facility
DLTC	Driving Licence Testing Centre
DM	District Municipality
DPSA	Department of Public Service and Administration
DORA	Division of Revenue Act
DoT	Department of Transport
DPME	Department of Monitoring and Evaluation

E

EC	Eastern Cape
e-NATIS	Electronic National Administration Traffic Information System
EPM	Enterprise Portfolio Management

EPMS	Electronic Performance Management System
EPWP	Expanded Public Works Programme
ESB	Enterprise Service Bus
ETV	Emergency Towing Vehicle
EXCO	Executive Committee

F

FIFA	Federation Internationale de Football Association
FS	Free State

G

GDYC	Gender, Disability, Youth and Children
GFIP	Gauteng Freeway Improvement Project
GHG	Greenhouse Gases
GP	Gauteng Province
GTS	Greenhouse Transport Strategy

H

HOD	Head of Department
HRD	Human Resources Development
HR	Human Resources

I

IAAIB	Independent Aircraft Accident and Incident Investigation Body
ICAD	International Civil Aviation Day
ICAO	International Civil Aviation Organization
ICT	Information and Communication Technology
IDP	Integrated Development Plan
IFMS	Integrated Financial Management System
ILO	International Labour Organisation
IMO	International Maritime Organisation
IOPC	International Oil Pollution Compensation

IPAP II	Industrial Policy Action Plan
IPTNs	Integrated Public Transport Networks
IR	International Relations
IRERC	Interim Economic Rail Economic Regulator Capacity
IRPTNs	Integrated Rapid Public Transport Networks
ISPS	International Ship and Port Security
IT HUB	Information Technology HUB
IT	Information Technology
ITP	Integrated Transport Planning

K

KSD IRTP	King Sabatha Dalindyebo Integrated Rural Transport Plan
KZN	KwaZulu-Natal

L

LCU	Live Capture Unit
LoS	Level of Service
LP	Limpopo Province
LPG	Liquified Petroleum Gas
LRIT	Long Range Identification and Tracking

M

M&E	Monitoring and Evaluation
MARPOL	International Convention for the Prevention of Pollution from Ships
MBMs	Market Based Measures
MEC	Member of the Executive Council
MEOSAR	Medium Orbit Search and Rescue
MEPC	Marine Environment Protection Committee
MINMEC	Ministers and Members of Executive Council
MoU	Memorandum of Understanding
MP	Member of Parliament
MRCC	Maritime Rescue Coordination Centre
MRO	Maintenance, Repairs and Overhaul

MSAC	Marine Safety Advisory Council
MTEF	Medium Term Expenditure Framework
MTSF	Medium Term Strategic Framework

N

NADP	National Airports Development Plan
NAMAs	Nationally Appropriate Mitigation Actions
NASP	National Security Programme
NATFC	National Air Transport Facilitation Committee
NATMAP	National Transport Master Plan
NATS	National Aviation Transformation Strategy
NCCRS	National Climate Change Response Strategy
NDP	National Development Plan
NDoT	National Department of Transport
NC	Northern Cape
NEDLAC	National Economic Development Labour Council
NEPAD	New Partnership for African Development
NGP	New Growth Path Framework
NHTS	National Household Travel Survey
NLTA	National Land Transport Act
NLTIS	National Land Transport Information System
NLTIS	National Land Transport System
NMT	Non-motorised Transport
NPTR	National Public Transport Regulatory Entity
NREP	National Rolling Enforcement Plan
NRSS	National Road Safety Strategy
NTIP	National Traffic Intervention Police Unit
NTVs	New Taxi Vehicles

O

ODG	Office of the Director-General
OL	Operating Licence
OTV	Old Taxi Vehicle

P

PCCs	Ports Coordinating Committee
PDI	Previously Disadvantaged Individuals
PEPFRA	Ports Economic Participation Framework
PFMA	Public Finance Management Act (Act No. 01 of 1999)
PFU	Project Finance Unit
PIDA	Programme for Infrastructure Development
PLTF	Provincial Land Transport Framework
PMU	Project Management Unit
POA	Programme of Action
PPP	Public-Private Partnership
PRASA	Passenger Rail Agency of South Africa
PRE	Provincial Regulatory Entity
PRMG	Provincial Road Maintenance Grant
PRSA	Ports Regulator of South Africa
PTIS	Public Transport Infrastructure and Systems
PTOG	Public Transport Operations Grant
PTS	Public Transport Strategy

R

RABS	Road Accident Benefit Scheme
RAF	Road Accident Fund
RER	Rail Economic Regulator
RFP	Request for Proposals
RIFSA	Road Infrastructure Strategic Framework for South Africa
RISFSA	Road Infrastructure Strategic Framework for South Africa
RMC	Risk Management Committee
ROI	Return on Investment
RSR	Railway Safety Regulator
RTIA	Road Traffic Infringement Agency
RTMC	Road Traffic Management Corporation
RTSSA	Rural Transport Strategy for South Africa

S

SABOA	Southern African Bus Operators Association
SA	South Africa
SABS	South African Bureau of Standards
SACAA	South African Civil Aviation Authority
SACU	South African Customs Union
SADC	Southern African Development Community
SAMSA	South African Maritime Safety Authority
SANRAL	South African National Roads Agency Limited
SANTACO	South African National Taxi Council
SAPS	South African Police Services
SAR	Search and Rescue
SARPs	Standards and Recommended Practices
SATS	South African Transport Services
SBO	Small Bus Operators
SCM	Supply Chain Management
SEIAS	Socio-Economic Impact Assessment System
SG	Strategic Goal
SITA	State Information Technology Agency
SIU	Special Investigations Unit
SLA	Service Level Agreement
SOEs	State Owned Entities
SO	Strategic Objective
SSP	S'hamba Sonke Programme
STER	Single Transport Economic Regulator
STWC	Standards of Training Certification and Watch Keeping

T

TETA	Transport Education and Training Authority
TFR	Transnet Freight Rail
TIS	Transport Information Systems
TKC	Trans Kalahari Corridor
TRP	Taxi Recapitalisation Programme

U

UN United Nations

UNFCCC United Nations Framework Convention on Climate Change

V

VCI Visual Condition Index

W

WC Western Cape

WHO World Health Organisation