###### National Assembly

###### Question Number: 2196

**2196. Mr M S F de Freitas (DA) to ask the Minister of Transport:**

Whether he intends to conduct lifestyle audits on the top leadership of (a) his department and (b) each entity reporting to him; if not, in each case, why not; if so, (i) how would such an audit be conducted, (ii) who would conduct it, (iii) what form would it take and (iv) what are the consequences for those that demonstrate a lifestyle beyond their means? NW2428E

**Reply:**

**Department**

1. If the need arises in future, I will conduct lifestyle audits on the top leadership of the Department.
2. The Department set up a panel of service providers, appointed to perform lifestyle audits. The service providers would be required to provide a quotation on a case by case basis.
3. Any one of the service providers on the panel, appointed to perform lifestyle audits.
4. Unknown, since the service provider appointed would propose the form as part of their

Quotation

1. Unknown at this stage, since the consequence will be informed by the findings and recommendations from the audit conducted.

**Airports Company South Africa SOC Limited (ACSA)**

Airports Company South Africa has not developed a framework to conduct lifestyle audit on its employees. ACSA employees submit financial disclosure form annually.

Currently security screening and vetting is conducted by the State Security Agency in terms of Section 2A of the National Strategic Intelligence Act 39, of 1994 as amended.

**South African Civil Aviation Authority (SACAA)**

1. N/A (b) The South African Civil Aviation Authority (SACAA) endeavors to conduct lifestyle audits as and when necessary, within the bounds of the law. This is catered for in the entity’s employment contracts. By signing the contract of employment every employee agrees to be subjected to a lifestyle audit, whenever the employer deems it fit. This includes but is not limited to investigations. (ii) a service provider would be appointed when the need is identified (iii) the method will be investigated at the relevant time, and (iv) the organisations’ disciplinary policy will be followed for those employees that demonstrate a lifestyle beyond their means.

**Air Traffic and Navigation Services SOC Limited (ATNS)**

b, ATNS intend performing the lifestyle audit

1. Following the prescribed audit standards
2. An external independent consultant(s) or firm would be appointed to perform such audit
3. The scope will be provided by management and the consultants will follow the set audit methodologies/standards (also refer to item (ii))
4. Disciplinary process against anyone who has violated the rules or policies of the company based on evidence (findings) and recommendations by the consultant(s) or firm appointed to conduct the audit.

**Road Accident Fund (RAF)**

(b) The Road Accident Fund (RAF) has not, conducted lifestyle audits on the top leadership; but will do so where suspicions of living beyond the means surfaces, in respect of declared income and suspicious accumulation of wealth. Should the lifestyle be proven to be beyond an employee’s means, there would be a review of other possible sources of income (other family members, inheritances etc.). Should there be proof of irregular income due to their role within RAF, then there would be a forensic investigation and disciplinary process – with punitive action if and as applicable.

**South African National Road Agency (SANRAL)**

(b)SANRAL will conduct a lifestyle audit on the top management team of SANRAL.

1. An independent service provider with the necessary knowledge and skills to conduct lifestyle audits will be appointed following a tender process to conduct the audit.
2. It would be conducted by an independent service provider.
3. As advised by the service provider – the investigation would be expected to include a review of fixed and movable assets owned, travel and holiday patterns etc.;
4. Should the lifestyle be proven to be beyond an employee’s means, there would be a review of other possible sources of income (other family members, inheritances etc.). Should there be proof of irregular income due to their role within SANRAL, then there would be a forensic investigation and disciplinary process – with punitive action if and as applicable.

**Road Traffic Management Corporation (RTMC)**

The RTMC conducts a comprehensive disclosure of information system to obtain information on its top leadership and has not made any plans to conduct lifestyle audits. (b) The Corporation has not found evidence to justify undertaking such an audit.

**Cross Border Roads Transport Agency (CBRTA)**

b) The C-BRTA has no immediate plans to conduct a lifestyle audit on its top leadership as there is no information that has come to our attention that necessitate such an audit.

(i) – (iv) Not applicable

**Road Infringement Agency (RTIA)**

b) The RTIA has not yet conducted a lifestyle audit but intends to do so based on the results of its assessment;

(i) The Agency has appointed a service provider to conduct a fraud prevention and detection assessment;

(ii) This is conducted by an independent service provider;

(iii) The assessment will take form of an analysis of the remuneration and lifestyle of all staff;

(iv) The results of the assessment will identify and highlight the attendant risks related to employees living beyond their means and such results will inform the process of conducting lifestyle audits where necessary and due process followed as per Agency’s policies.

**South African Maritime Safety Authority (SAMSA)**

(b) Targeted lifestyle audits are conducted as and when is necessary.

(i) It would be conducted by forensic investigation.

(ii) The lifestyle audit would be conducted by an external company who would be selected after a procurement process is followed.

(iii) Investigation.

(iv)The outcomes of the investigations will be shared with them. If they have contravened the code of conduct, they will be subjected to a disciplinary hearing.

**Ports Regulator (Ports Regulator SA)**

(b) The Ports Regulator is not aware of any requirement as regards the PFMA or any instruction notes issued by the Treasury in this regard. Also the Auditor General has not issued any finding in this regard and has not expressed the need for such an audit. Furthermore, the Regulator is not aware of any guideline issued which may form the basis for procedures to be followed in the event that such a requirement becomes statutory. The Ports Regulator has also not identified life style issues within its risk register and strategy which has necessitated the need for the skills audit to be conducted.

**Passenger Rail Agency of South Africa (PRASA)**

PRASA has not conducted lifestyle audits on the top leadership of the Agency.

**Railway Safety Regulator (RSR)**

Railway Safety Regulator has not conducted lifestyle audits on the top leadership of the Agency.