



Western Cape
Government

Transport and Public Works



Annual Report
2018/2019



**Western Cape
Government**

Transport and Public Works



Key departmental services 2018/19





We deliver health infrastructure



We deliver high-quality health construction, upgrading and maintenance services across the Western Cape. Our fit-for-purpose infrastructure assists the provincial Department of Health to provide patient-centred care that people can rely on.

For the citizen, this means better opportunities to access high-quality health care.



We deliver education infrastructure

We are responsible for building and refurbishing school infrastructure for the Western Cape Education Department. Our infrastructure and maintenance projects provide high-quality teaching and learning facilities, and help to meet the growing demand for schooling.

For the citizen, this means better access to school education opportunities.





We deliver and manage government-owned infrastructure, land and buildings

We provide, upgrade and maintain office accommodation for provincial departments and agencies that render services to residents of the Western Cape. Improving the efficiency and effectiveness of provincial government property holdings is a high priority. Many of our projects apply best practice green design and construction standards to mitigate adverse environmental impacts, steward natural resources, and save money in the long term.

For the citizen, this means better service delivery from the Western Cape Government and its agencies.





We deliver provincial road infrastructure



Roads are critical enablers of the Western Cape's economic growth and access to opportunities. Almost 95 per cent of all vehicle-kilometres travelled on surfaced provincial roads are travelled on roads that are in fair to very good condition. Our work on roads is focused on preserving surfaced roads, gravel roads and bridges, and reducing maintenance backlogs. Spending priorities are determined by, among other things, road condition, date of last refurbishment, the nature and amount of traffic, safety considerations, the number of people a road serves, the economic importance of a road, and the availability of alternative routes.

For the citizen, this means better access to work and economic opportunities, and social amenities.



Our infrastructure projects help to create jobs

We provide skills development opportunities through the construction and maintenance of buildings and facilities. We do this through:

- Including unemployed young people in construction-related trades as part of the National Youth Service Programme; and
- Providing artisanal training to apprentices in trades like electrical wiring, welding, carpentry, and plumbing.

For the citizen, this means better access to skills development opportunities.





We coordinate the EPWP in the Western Cape



The Expanded Public Works Programme focuses on supporting labour-intensive public infrastructure development coupled with skills development training for participants. Activities include:

- Giving unemployed people access to temporary paid work;
- Helping unemployed people develop their skills and gain practical work experience; and
- Through providing on-the-job work experience and skills training, enhancing the chances that participants will be able to find jobs or start their own businesses.

For the citizen, this means targeted short-term employment and skills development opportunities.



We develop emerging contractors

Through our Contractor Development Programme, we offer structured training to enhance the skills and business expertise of emerging construction enterprises in the Western Cape. The course has a modular design so that participants can continue to actively run their construction businesses while they study.

For qualifying citizens, this means access to enterprise development and empowerment opportunities.





We offer bursaries to deserving tertiary-level students



Our Masakh'iSizwe Bursary Programme offers external bursaries to deserving young students in the transport, engineering and built environment fields. This helps to address the shortage of scarce and critical skills in the Western Cape. For every year that students have received a bursary, they are expected to work for the Department for a year.

For qualifying citizens, this means access to tertiary technical education.



Through our Professional Development Programme (PDP), we enable newly appointed graduates and current employees of our Department to acquire the exposure, experience and training required for registration by the bodies that govern the built environment and engineering professions. This is a key component of the PDP's ongoing efforts to address the shortage of transport, built environment and engineering professionals in the Western Cape.

For qualifying citizens, this means better access to professional registration opportunities.

We support professional development





We support integrated transport planning

We assist the 29 Western Cape municipalities outside the City of Cape Town to review their integrated transport plans and to develop locally appropriate public and non-motorised transportation for their areas of jurisdiction. Our aim is to see the development of appropriate public transport and non-motorised transport solutions across the province. People should be able to meet their daily transport needs in comfort, in safety, and at a reasonable cost.

For citizens, this means better access to public transport in Western Cape towns and rural areas.





We support integrated public transport networks

We promote accessibility and the safe, affordable movement of people, goods and services through transport infrastructure that is sustainable, integrated and environmentally sensitive. An example is the George Integrated Public Transport Network (GIPTN). The Go George scheduled bus service is the first complete integrated transport transformation project outside a major South African city.

For citizens of George, this provides access to safe, reliable and cost-effective public transport.





We manage public transport operations



Effective public transport operations are an essential service, and they help to reduce traffic congestion. Together with the City of Cape Town, we support the Dial-a-Ride service that meets key public transport needs of special needs passengers. We also subsidise bus services in the Cape Metropolitan Area provided by Golden Arrow Bus Services.

For citizens, this provides better access to public transport across the Cape Metropolitan Area.

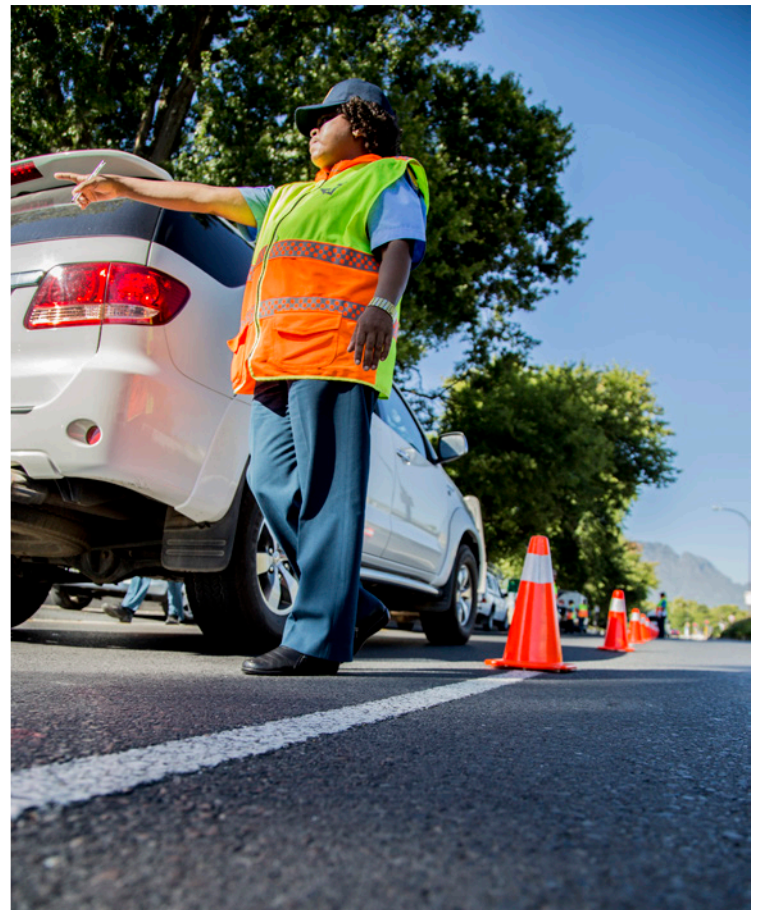


We improve road safety and enforce the law

Road safety depends on effective traffic law enforcement, education, engineering, and evaluation. Our activities include:

- The only 24-hour a day, 7-day a week traffic service in South Africa;
- High-quality training at the Gene Louw Traffic College;
- Regular integrated enforcement operations with other agencies, including alcohol blitz roadblocks and vehicle checkpoints, and permit inspections;
- Specialised control operations using the Automatic Number Plate Recognition (ANPR) and Average Speed Over Distance (ASOD) systems; and
- Road safety awareness and education campaigns and programmes for high-risk road users in schools and communities.

For citizens, this helps to ensure our roads are safe.





We support mixed-use development on well-located land



Mixed-use, mixed-income development on well-located government land can help meet the need for housing, employment and recreation in a single place. This “live-work-play” approach emphasises green design and public transport. It will help to address the spatial legacy of apartheid by providing housing for a variety of income levels. There will be opportunities for on-site economic activity, as well as high-quality recreational facilities. This approach is being tested at the former Conradie Hospital site near Pinelands.

For citizens, this means better opportunities to live, work and play on well-located land.



We deliver effective fleet management services

Our Government Motor Transport entity delivers effective and innovative fleet management services to provincial and national government client institutions.

For citizens, this means better service delivery from the Western Cape Government and its agencies.







Western Cape
Government

Transport and Public Works

DEPARTMENT OF TRANSPORT AND PUBLIC WORKS

Western Cape Government

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ANNUAL REPORT
2018/19

PR: 146/2019

ISBN: 978-0-621-47380-3

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PART A



General Information

Part A: General Information

1 Department's general information

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2 Acronyms

AARTO	Administrative Adjudication of Road Traffic Offences Act, 1998
ACFE	Association of Certified Fraud Examiners
AFC	Automated Fare Collection system ("GO GEORGE")
AFS	Annual Financial Statements
AGM	Annual general meeting
AGSA	Auditor-General of South Africa
AO	Accounting Officer
APP	Annual Performance Plan
ASOD	Average Speed Over Distance (system)
BAS	Basic Accounting System
BBE	Black business enterprise
BBBEE	Broad-based black economic empowerment
BCP	Business continuity plan/ business continuity planning
BLMEP	Better Living Model Exemplar Project
bn	billion
C-AMP	Custodian Immovable Asset Management Plan
CATA	Cape Amalgamated Taxi Association
CBD	Cape Town central business district
CCTV	Closed circuit television
CD	Chief Director
CDC	Community day centre
CDP	Contractor Development Programme
CETA	Construction Education and Training Authority
CFO	Chief Financial Officer
CGRO	Corporate Governance Review and Outlook
CIDB	Construction Industry Development Board
CIPC	Companies and Intellectual Property Commission
CIS	Construction information sessions
CoCT	City of Cape Town
COE	Compensation of employees
CPG	Contract participation goal
CPI	Customised performance indicator
CRU	Customer Relations Unit
CSC	Corporate Services Centre (Department of the Premier)
CSD	Central Supplier Database
CYCC	Child and youth care centre
DCGIP	Departmental Corporate Governance Improvement Plan
DDG	Deputy Director-General
D: ERM	Directorate: Enterprise Risk Management (DotP)
DEA&DP	Department of Environmental Affairs and Development Planning
DEDAT	Department of Economic Development and Tourism
DLTC	Driving licence testing centre
DMA	Disaster Management Act, 2002

DORA	Division of Revenue Act (annual)
DotP	Department of the Premier
DPASA	Department of Public Service and Administration
DRDLR	Department of Rural Development and Land Reform
DRE	District Roads Engineer
DRTMCC	District Road Traffic Management Coordinating Committee
DSD	Department of Social Development (Western Cape)
DSP	District Safety Plan
DTI	Department of Trade and Industry
DTPW	Department of Transport and Public Works
EBAT	Evidentiary breath alcohol testing
ECSA	Engineering Council of South Africa
EDL	Examiner for Driving Licences
EE	Employment equity
EFT	Electronic funds transfer
EG4C	e-Government 4 Citizens
EHW	Employee health and wellness
EHWP	Employee Health and Wellness Programme
EMPIA	Empowerment impact assessment
EOV	Examiner of Vehicles
EPWP	Expanded Public Works Programme
EPWP-RS	EPWP Reporting System
ERM	Enterprise risk management
ERMCO	Enterprise Risk Management Committee
FCA	Facility condition assessment
FETC	Further Education and Training Certificate
FM	Financial management
FTE	Full-time equivalent
FTEC	Full-time employees' cost
GABS	Golden Arrow Bus Services
GBCSA	Green Building Council of South Africa
GG	Government Garage
GIAMA	Government Immovable Asset Management Act, 2007
GIPTN	George Integrated Public Transport Network
GLTC	Gene Louw Traffic College
GMT	Government Motor Transport
GPEP	Graduate Professional Engineering Programme
HCT	HIV and AIDS counselling and testing
HDI	Historically disadvantaged individual
HIA	Heritage impact assessment
HOD	Head of Department
HR	Human resources
IAM	Immovable asset management
IAR	Immovable Asset Register
ICAS	Independent Counselling and Advisory Services
ICT	Information and communication technology

IDMS	Infrastructure Delivery Management System
IDZ	Industrial development zone
IESBA	International Ethics Standards Board for Accountants
ISAs	International Standards on Auditing
IT	Information technology
ITIH	Integrated Intelligence Hub (previously the Integrated Transport Intelligence Hub)
ITS	Intelligent Transport System ("GO GEORGE")
ITP	Integrated transport plan/planning
JPI	Joint planning initiative
JTTC	Junior traffic training centre
km	kilometre
KPA	Key performance area
LADA	Land availability and development agreement
LOGIS	Logistical Information System
LRA	Labour Relations Act, 1995
LSDF	Local spatial development framework
m	million
m ²	square metre
MBT	Minibus taxi
MCS	Modified Cash Standard
MEC	Member of the (provincial) Executive Council (Provincial Minister)
MERSETA	Manufacturing, Engineering and Related Services Sector Education and Training Authority
MOA	Memorandum of agreement
MPAT	Management Performance Assessment Tool
MR	Main road
MTEF	Medium Term Expenditure Framework
MW	Megawatt
NCOP	National Council of Provinces
NDP	National Development Plan
NGO	Non-governmental organisation
NHLS	National Health Laboratory Service
NLTA	National Land Transport Act, 2009
NMT	Non-motorised transport
NPA	National Prosecuting Authority
NQF	National Qualifications Framework
NRTA	National Road Traffic Act, 1996
NT	National Treasury
NYS	National Youth Service
OCPO	Office of the Chief Procurement Officer
OHS	Occupational health and safety
OSD	Occupation-Specific Dispensation
PAA	Public Audit Act, 2004
PAC	Public Accounts Committee
PAIA	Promotion of Access to Information Act, 2000
PAJA	Promotion of Administrative Justice Act, 2000

PAY	Premier's Advancement of Youth (programme)
PDP	Professional Development Programme
PER	Property Efficiency Report
PERMIS	Performance Management Information System
PERSAL	Personnel and Salary Information System
PET	Participatory Educational Techniques
PFMA	Public Finance Management Act, 1999
PFS	Provincial Forensic Service
PLTF	Provincial Land Transport Framework
POPI Act	Protection of Personal Information Act, 2013
PPC	Provincial Property Committee
PPP	Public-private partnership
PRASA	Passenger Rail Agency of South Africa
PRE	Provincial Regulatory Entity
PRMG	Provincial Roads Maintenance Grant
PRSO	Provincial road safety officers
PSCBC	Public Service Coordinating Bargaining Council
PSG	Provincial Strategic Goal
PSP	Provincial Strategic Plan/ professional service provider
PSR	Public Service Regulations
PSRMF	Public Sector Risk Management Framework
PSTP	Provincial Sustainable Transport Programme
PSR	Public Service Regulations
PTOG	Public Transport Operations Grant
PTRS	Provincial Transport Regulation System
PV	Photovoltaic
PWD	Person with disabilities
QME	Quality Management and Evaluation component of DTPW Traffic Training and Development
RAMP	Road Asset Management Plan
RAMS	Road Asset Management System
RBT	Random breath testing
RCAM	Road Classification and Access Management Guidelines
REU	Rail Enforcement Unit
RISFSA	Road Infrastructure Strategic Framework for South Africa
RNIS	Road Network Information System
RSIP	Road Safety Implementation Plan
RSM	Directorate: Road Safety Management
RTMC	Road Traffic Management Corporation
RWOPS	Remunerative Work Outside the Public Service policy
SACQSP	South African Council for the Quantity Surveying Profession
SANRAL	South African National Roads Agency
SANTACO	South African National Taxi Council
SAPS	South African Police Service
SARS	South African Revenue Service
SASSETA	Safety and Security Sector Education and Training Authority

SCM	Chief Directorate: Supply Chain Management
SCOPA	Standing Committee on Public Accounts
SDIP	Service Delivery Improvement Plan
SHEQ	Safety, health, environment and quality
SITS	Supplier Invoice Tracking System
SMME	Small, medium and micro-enterprise
SMS	Senior Management Service
SNPs	Special needs passengers
SOP	Standard operating procedure
STI	Sexually transmitted infection
TB	Tuberculosis
TLE	Directorate: Traffic Law Enforcement
TMH	Technical Methods for Highways
TOR	Terms of reference
TRUP	Two Rivers Urban Park
U-AMP	User Immovable Asset Management Plan
USDG	Urban Settlements Development Grant
VAT	Value Added Tax
VSSC	Vangate Shared Services Centre
VTS	Vehicle testing station
VTU	Vehicle testing units
WCBD	Western Cape Bid Document
WCED	Western Cape Education Department
WCG	Western Cape Government
WCRTA	Western Cape Road Transportation Act Amendment Law (Law 8 of 1996)
WCSD	Western Cape Supplier Database

3 Foreword by the Provincial Minister

This report covers the 2018/19 financial year for which strategic direction was set by my predecessor, Donald Grant. The Department of Transport and Public Works (DTPW) experienced significant challenges during this period that required astute leadership and effective governance. Despite this, the Department achieved its sixth consecutive clean audit report. I want to use this opportunity to congratulate the outgoing Provincial Minister for this noteworthy achievement. I also want to tell the management and staff of the Department that their selfless service to the people of the Western Cape is highly appreciated. They can be sure that I am ready to provide all the necessary support and leadership for the Department's efforts.

The various challenges had an impact on practically all functional areas. Public demands for affordable housing on centrally located land manifested itself in occupations of vacant land and buildings in our property portfolio. A number of construction companies filed for business rescue as they battled under the strains of a failing economy. This took these companies out of our supply value chain, reducing the available pool of capable tenderers and increasing the overall cost of delivering infrastructure.

Another key challenge was the continuing crisis affecting the commuter rail system which caused many rail commuters to migrate to using bus and minibus taxi services on our already congested road network. The DTPW will continue to engage the national Department of Transport, the City of Cape Town (CoCT), and the Passenger Rail Agency of South Africa (PRASA) to find a sustainable solution to this crisis, including strengthening our monitoring and oversight role over the Metrorail commuter service. It is important that we remain open to learning lessons from these challenges in our operational environment in order to develop and implement the best responses. Our partnership with the CoCT and PRASA/ Metrorail to establish the Rail Enforcement Unit, for example, has brought an encouraging improvement to rail commuter safety, and better security for Metrorail assets. We have to build on this success.

In the area of traffic law enforcement, cooperation is vital. The DTPW's strategic partnerships with local municipalities and law enforcement agencies have significantly reduced the scourges of driving under the influence, speeding, and not using vehicle seatbelts.

Natural disasters that required rapid response from the DTPW in the year under review included the water crisis, fires and floods. Effective and rapid contingency planning, coordination and critical resource mobilisation helped to secure lives and protect assets.

The Department has been playing a critical role in society for many years, and it is in the process of developing a strategy that gives effect to a different way of thinking about the way it delivers services. A heightened emphasis on resilience will improve the DTPW's ability to manage and respond to crisis and disruption, underpinned by strategic relationships with key partners in our delivery environment.

In this regard I am appreciative of the fact that the Department is in the process of developing a 20-year vision which harnesses multiple mechanisms to deal with emerging challenges. This strategy puts the citizen in the centre of the way we do business, while

ensuring that we protect our core assets. One of these core assets is the provincial road network of 6 863 km of paved roads and over 25 000 km of gravel roads, with a total replacement value of R143 billion, excluding bridges and culverts. Another key asset is our property portfolio, which spans some 8 375 683 m² of space with a replacement value of R105 billion. I cannot overemphasise the fact that timeous investment in our core infrastructure is critical to protect the integrity of the asset base and harness its ability to enable economic and social advancement in the Western Cape.

To the DTPW management team and staff, my message is to continue with the hard work that has set this Department apart as a beacon of innovation and excellent service delivery.

I look forward to my continued interaction with the Department.



B Madikizela
Provincial Minister of Transport and Public Works
Date: 29 August 2019

4 Report of the Accounting Officer (AO)

4.1 Overview of the operations of the DTPW

The Department's Strategic Outcome-oriented Goals continue to be aligned to the Provincial Strategic Plan, the National Development Plan (NDP), and the Medium Term Strategic Framework.

In the year under review, the DTPW continued to develop its 20-year vision, which focuses on the centrality of delivering services to the citizens of the Western Cape.

As the provincial roads authority and custodian of the provincial property portfolio, the DTPW has an important role in ensuring that the estimated R248 billion infrastructure portfolio is managed according to the principles set out in the relevant legislation, ensuring that these assets support efficient service delivery, facilitate sustainable human livelihoods, and promote economic development.

The maintenance backlog on some of our key service delivery assets, including roads, health and education facilities, is threatening the long-term viability of our asset base. Considerable investment is required to maintain the existing infrastructure portfolio in order to serve all citizens of the province. In a context of low economic growth and constrained national finances, the DTPW has adopted a strategic approach to the management of its assets across their life cycles in order to maximise their value to society.

Conditional assessments are currently being done across the provincial asset portfolio to quantify and prioritise maintenance needs. On the road network, the concern mainly pertains to the gravel network as well as bridges and culverts on the paved road network.

The Department is increasingly concerned about the deterioration of confidence and reducing activity in the construction industry. Over the last couple of years, and increasingly over the last 12 months, a number of Grade 9 construction companies have either filed for business rescue or have gone insolvent. This has had an ongoing negative impact on the ability of the Department to roll out its planned infrastructure programmes. An increase in criminal activity as well as community unrest at construction sites has added further pressure on activities in the sector. These factors have led to delays in the delivery of infrastructure, an increase in the cost of delivery, or both.

The DTPW also has an important service delivery, legislative and regulatory function pertaining to transport. As the provider of provincial traffic law enforcement services, the DTPW plays an important role in ensuring safety on our provincial road network. The efficiency of this important function is enhanced through the use of innovative technology to gather information and intelligence and planning and operations for improved transport regulation, road safety and traffic law enforcement. During the year, district safety plans (DSPs) were implemented in more areas. Since its introduction in 2016, the DSP model has proven to be an effective road safety strategy as it integrates key strategic partners into law enforcement efforts.

In the legislative and regulatory environment, we believe that smart regulation and legislation is what is required. New technologies and models of cooperation offer the greatest benefit to the people we serve.

The DTPW focus on improving public transport aims to provide more reliable, safe and affordable services with better coordination across municipalities and between different transport modes, aligned with the requirements of the Provincial Spatial Development Framework. The intention is to shorten travel distances, improve travel times, increase urban densification along transport corridors, and provide an effective strategy for public transport in rural areas.

The Department continues to invest in public transport through, amongst others, the delivery of transport infrastructure, the management of subsidised bus contract services, and the George Integrated Public Transport Network (GIPTN). To improve transport in rural areas, the Department is subsidising proclaimed municipal roads, improving public and non-motorised transport (NMT) through the Provincial Sustainable Transport Programme (PSTP), investing in the Saldanha Industrial Development Zone (IDZ), and undertaking labour-intensive provincial road maintenance.

4.2 Events

Table 1 describes key departmental events during 2018/19.

Table 1: Key departmental events

	Date	Event	Description
1	10 April 2018	Opening of the Swartberg Pass	Provincial Minister of Transport and Public Works Donald Grant opened the newly repaired Swartberg Pass near Prince Albert on 10 April 2018. This R10 million reconstruction project was almost a year in the making, following a flash flood in April 2017 which washed away the section between the entrance on the Prince Albert side and Tweede Water. Repairing this iconic road link between the Great Karoo and Klein Karoo is expected to have far-reaching economic benefits for the region.
2	18 April 2018	Eden Electrical Artisan Certificate Ceremony	Eight Garden Route trainees graduated as red seal electrical artisans on 18 April 2018. Skills and artisan development forms part of the Western Cape Apprenticeship Game-Changer.
3	23 April 2018	West Coast Welding Artisan Certificate Ceremony	Provincial Minister Grant addressed the graduation ceremony of 11 trainees red seal welders on the West Coast.
4	16 May 2018	Masakh'isizwe Bursary Awards	The DTPW awarded Masakh'isizwe bursaries to 41 university students on 16 May 2018.
5	22 May 2018	N2/Borcherds Quarry Road opening	Provincial Minister Grant opened the upgraded N2 between Borcherds Quarry Road and the R300. This R207 million project comprised the rehabilitation, widening and upgrading of an 8.1 km portion of one of the busiest roads in the Western Cape.

	Date	Event	Description
6	8 June 2018	ITIH MEC promo day	A day of live demonstrations of the Integrated Intelligence Hub (ITIH) was hosted by the Branch: Transport Management. The Hub was conceptualised in 2016, and the demonstration focused on key project milestones reached since 2017. Those in attendance were shown how the inextricably linked aspects of transport regulation, planning, operations and enforcement can be effectively integrated into an intelligent system to improve reliability, effectiveness, and efficiency.
7	11 June 2018	Stilbaai road opening	Provincial Minister Grant opened the Hessequa Road between the N2 and Stilbaai on 11 June 2018. This R192 million project to rehabilitate and improve 26 km of road has provided a safer, smoother travelling surface for local residents and visitors. The project created work opportunities for 260 people over the 26-month construction period, 65 per cent of whom were young people, and 32 per cent were women. A total of R11 million was spent on local labour, with another R21.7 million (14 per cent) spent on targeted enterprises, including suppliers, sub-contractors, and manufacturers.
8	24 July 2018	Traffic officers' graduation ceremony	Thirty-one students graduated with the 12-month Further Education and Training Certificate: Road Traffic Law at Gene Louw Traffic College on 24 July 2018 and are now qualified traffic officers.
9	12 and 13 September 2018	Cape Construction Expo	The DTPW and the provincial Department of Human Settlements had a joint display at the Cape Construction Expo in Cape Town on 12 and 13 September 2018, one of about 77 displays at an event attended by approximately 4 000 small and medium contractors. The departments distributed information to contractors on how to register as service providers so that they can submit bids for Western Cape Government (WCG) contracts. Expanded Public Works Programme (EPWP) representatives provided information on training and skills development programmes for building contractors in the province. Staff members from the DTPW Directorate: Supply Chain Management (SCM) assisted contractors visiting the Expo to register on the Western Cape Supplier Database (WCSD) online. They also provided advice on the completion of forms and documents which must be submitted in order to do business with the provincial government.

	Date	Event	Description
10	26 October 2018	District Safety Plan (South) West Coast launch	<p>An integrated enforcement, education and engineering road safety plan for the southern part of the West Coast District was launched on 26 October 2018 by Provincial Minister Grant and the mayors of the West Coast, Swartland, Saldanha and Bergriver municipalities.</p> <p>The West Coast (South) DSP was drafted by the DTPW in response to a detailed evaluation of the strategic and operational environment. The new plan integrated lessons learned from the Overberg District DSP pilot project that has steadily improved road safety since it was first implemented in that region two years ago.</p> <p>The West Coast (South) area was selected for the next phase of the DSP due to the high levels of fatalities recorded there. Traffic volumes are steadily increasing as the R27 Cape Town-Saldanha corridor and the international N7 corridor become more strategically important.</p>
11	6 December 2018	Festive season launch	<p>New handheld devices that enable traffic law enforcement officers to have direct online access at the roadside to a variety of important sources of data were issued to 490 provincial traffic officers and 40 trainee traffic officers in time for the busy festive season.</p> <p>Officials were able to verify the validity of driving licences, motor vehicle licences, and professional driving permits at the roadside. They also had data about speeding offences at all Average Speed Over Distance (ASOD) sites across the Western Cape.</p> <p>Fatigue is a key cause of crashes. The DTPW encourages drivers to rest every two hours or 200 km. The Department used technology to implement its Fatigue Management Awareness Programme on the N1, focusing on whether public transport drivers are adhering to the conditions on their professional permits. Whether accompanied or not, no public transport driver is permitted to drive for more than 15 hours in a 24-hour period and must rest for a minimum of eight continuous hours in a 24-hour period.</p>
12	11 December 2018	Integrated traffic operational plan festive season launch	<p>An integrated traffic operational plan festive season launch was held in Caledon on 11 December 2018. The plan was presented by the DTPW, traffic officers from the Cape Agulhas, Theewaterskloof and Overstrand municipalities, and the South African Police Service (SAPS) Overberg Cluster. The launch introduced motor vehicles that were fitted with new patrol radios, "office in distress" activation, and a tracking system to perform a multitude of functions like live camera surveillance, automatic number plate recognition, and public transport operating licence monitoring.</p>
13	26 February 2019	Launch of the Provincial Freight Strategy	<p>On 26 February 2019, the DTPW and industry stakeholders launched the Western Cape Provincial Freight Strategy in Cape Town.</p>
14	28 February 2019	Official opening of the Ground Floor, 3 Dorp Street (Utilitas Building)	<p>A R40 million modernisation project of the Utilitas Building at 3 Dorp Street for the Department of Environmental Affairs and Development Planning (DEA&DP) was opened on 28 February 2019.</p>

	Date	Event	Description
15	5 March 2019	Advanced Mentoring Contractor Development Programme certificate handover	Twenty emerging construction contractor-owners who had successfully completed a three-year accredited training and mentoring programme offered by the DTPW received their certificates on 5 March 2019. The Programme, which is part of the Expanded Public Works Programme in the Western Cape, is free to participants. It aims to equip them with the skills they need to compete effectively in the building industry.

4.3 Overview of the financial results of the DTPW

Departmental receipts

Table 2 provides information on departmental receipts.

Table 2: Departmental receipts

Departmental receipts	2018/19			2017/18		
	Estimated amount R'000	Actual amount collected R'000	(Over)/under collection R'000	Estimated amount R'000	Actual amount collected R'000	(Over)/under collection R'000
Tax receipts						
Motor vehicle licences	1 601 767	1 684 941	(83 174)	1 399 552	1 572 067	(172 515)
Sale of goods and services other than capital assets	97 573	119 028	(21 455)	92 224	127 679	(35 455)
Interest, dividends and rent on land	-	142	(142)	-	984	(984)
Sale of capital assets	-	6 283	(6 283)	-	475	(475)
Transactions in financial assets and liabilities	380	15 641	(15 261)	1 179	16 407	(15 228)
Transfers received	-	7 000	(7 000)	-	3 000	(3 000)
Fines penalties and forfeits	258	2 409	(2 151)	244	1 602	(1 358)
Total	1 699 978	1 835 444	(135 466)	1 493 199	1 722 214	(229 015)

An over collection of R135.466 m or 7.97 per cent was realised on departmental receipts for the 2018/19 financial year. In the previous financial year, the over-collection on receipts amounted to R229.015 m or 15.34 per cent. The increase in actual collections compared to those of the previous year is R113.230 m or 6.57 per cent. The main contributor to the over collection of departmental receipts in 2018/19 was motor vehicle licences at 91.8 per cent of the total collection.

Motor vehicle licence revenue continues to dominate departmental own receipts, with the remainder consisting mainly of refunds, abnormal load licences, operating licences, special motor vehicle licence numbers, course fees, rental of office buildings, fines, penalties and forfeits, as well as a transfer received from Drakenstein Municipality for co-funding the improvements required to Main Road (MR) 201 between the N1 and MR91.

The number of registered vehicles increased from 1 991 566 as at 31 March 2018 to 2 033 704 as at 31 March 2019, a net increase of 42 138 motor vehicles or 2.12 per cent.

There was a net increase in the number of special licence plates of 112 or 1.45 per cent from 7 701 as at 31 March 2018 to 7 813 as at 31 March 2019. The number of abnormal load permits issued in the year under review decreased by 326 or 4.16 per cent from 7 830 as at 31 March 2018 to 7 504 as at 31 March 2019.

The main reasons for the improvement in anticipated performance in 2018/19 are:

- Motor vehicle licences:
 - An average increase of 4.5 per cent on motor vehicle licence fees with effect from 1 April 2018;
 - Improved collection procedures for outstanding fees;
 - Voluntary payment of prescribed motor vehicle licence fees by vehicle owners; and
 - Growth in the motor vehicle population.
- Collection of arrear leases.
- Sale of property:
 - Remainder of Erf 101213 Cape Town at Heideveld
- Funding received from the Drakenstein Municipality for upgrades to provincial road MR201.

Bad debts and write-offs to the value of R1.868 m were made for the year under review, mainly a result of damages to Government Garage (GG) vehicles, road construction and maintenance plant equipment, and ex-employee debt.

Details of tariffs charged by the DTPW

Tariffs determined at provincial level are described below.

- Motor vehicle licence fees: These fees are governed by the National Road Traffic Act, 1996 (Act 93 of 1996) (NRTA). In concurrence with the Provincial Treasury, the Provincial Minister of Transport and Public Works implemented an average tariff increase of 4.5 per cent effective from 1 April 2018.
- Impoundment fees: These fees are governed by the National Land Transport Act, 2009 (Act 5 of 2009) (NLTA) and the NRTA. The tariffs determined by the Provincial Minister of Transport and Public Works effective from 21 April 2011 remained unchanged.
- Gene Louw Traffic College (GLTC) course fees: These fees are governed by the Public Finance Management Act, 1999 (Act 1 of 1999) (PFMA). An average tariff increase of 6.2 per cent was implemented with effect from 1 April 2018.
- Leasing of State housing: The prescribed tariffs are applied as contemplated in the PFMA.

- Leasing of government buildings: As contemplated in the PFMA, agreements are entered into at market-related tariffs or as otherwise approved by the Provincial Treasury.

Tariffs determined at national level are described below.

- Exemption permit fees: These fees are governed by the NRTA. The Minister of Transport increased the fees with effect from 19 February 2016 based on actual scientifically determined costs and indexed to the Producer Price Index.
- Special discrete motor vehicle and personalised licence number fees: These fees are governed by the NRTA. The tariffs determined by the Minister of Transport and brought into effect on 1 February 2003 remained unchanged.
- Miscellaneous fees: These fees are governed by the Western Cape Road Traffic Act, 1998, and the NRTA. The tariffs determined by the Minister of Transport and brought into effect on 1 April 2010 remained unchanged.
- Operating licence fees: These fees are governed by the NLTA. The tariffs determined by the Minister of Transport and brought into effect on 17 December 2009 remained unchanged.
- Provincial traffic escort services fees (abnormal loads): These fees are governed by the NRTA.

Programme expenditure

Table 3 provides more detail on programme expenditure.

Table 3: Expenditure per Programme

Programme name	2018/19			2017/18		
	Final appropriation R'000	Actual expenditure R'000	(Over)/under expenditure R'000	Final appropriation R'000	Actual expenditure R'000	(Over)/under expenditure R'000
Administration	196 359	194 823	1 536	174 981	172 753	2 228
Public Works Infrastructure	1 919 926	1 910 819	9 107	1 866 836	1 842 558	24 278
Transport Infrastructure	3 529 135	3 526 655	2 480	3 438 947	3 429 381	9 566
Transport Operations	1 325 089	1 325 087	2	1 212 071	1 211 596	475
Transport Regulation	842 634	841 049	1 585	801 912	794 428	7 484
Community-Based Programmes	55 878	55 875	3	53 841	52 904	937
Total	7 869 021	7 854 308	14 713	7 548 588	7 503 620	44 968

The DTPW spent 99.8 per cent of its budget allocation for the year under review. In the previous financial year, the spending was 99.4 per cent of the budget allocation. The growth in actual expenditure, when compared to the previous year's expenditure, is 4.67 per cent.

The provision for Compensation of Employees (COE) was fully spent with only an amount of R32 000.00 remaining on the Vote.

Reasons for variances in other expenditure items are described per Programme below.

Programme 1: Administration

It was decided that, instead of undertaking an update of integrated transport plans (ITPs), a full review of ITPs will be done. This review is being undertaken during the 2018/19 and 2019/20 financial years.

Programme 2: Public Works Infrastructure

A smaller number of building condition assessment reports were initiated and finalised than initially planned, and there was underspending on the provision for alternative service delivery mechanisms due to an increase in the number of posts filled.

Programme 3: Transport Infrastructure

Municipalities did not claim their subsidies for the construction and maintenance of transport infrastructure during the 2018/19 financial year. This resulted in marginal underspending on the Programme for transfer payments as municipalities did not execute infrastructure projects as planned.

Programme 5: Transport Regulation

There was underspending on the provision for the finance lease portion of government motor vehicle transport.

4.4 Virements and rollovers

Virements

Table 4 provides details on virements effected in the year under review.

Table 4: Virements for 2018/19

Main Division from	To	R'000	Reason
1. Administration	4. Transport Operations	8 904	Data Hub.
2. Public Works Infrastructure	3. Transport Infrastructure	8 882	Accelerated roads infrastructure delivery.
	4. Transport Operations	1 673	Data Hub.
	5. Transport Regulation	37 983	Agency fees payable to municipalities due to overcollection of motor vehicle licence fees.
	6 Community-Based Programmes	2 093	Training and development of EPWP skills learners.
112		Computer equipment.	
3. Transport Infrastructure	1. Administration	4 297	COE realignment.
	2. Public Works Infrastructure	500	COE realignment.
	4. Transport Operations	856	COE realignment.
	5. Transport Regulation	614	COE realignment.
107		Traffic officials' leave gratuity.	
6. Community Based Programmes	5. Transport Regulation	1 933	COE realignment.

Rollovers

Table 5 provides details on rollovers requested from 2017/18 to 2018/19.

Table 5: Rollovers requested from 2017/18 to 2018/19

Programme	R'000	Purpose
Programme 2: Public Works Infrastructure	4 700	To secure eight Department of Social Development child and youth care centres (CYCCs) and ten Western Cape Government command and control office facilities in terms of the Water Business Continuity Plan.
	5 683	To finalise construction of the dormitory at the Child and Youth Care Centre, Clanwilliam.
	3 388	To provide for alternative infrastructure service delivery mechanisms for Health and Education infrastructure.
	4 000	To provide for increased property rates tariffs.
Programme 3: Transport Infrastructure	6 048	To provide for financial assistance to Swartland Municipality for a bridge project in Malmesbury.
Total	23 819	

4.5 Revenue retention

Table 6 provides details on revenue retained from 2017/18 to 2018/19.

Table 6: Revenue retained from 2017/18 to 2018/19

Programme	R'000	Purpose
Programme 1: Administration	1 000	To acquire the services of a quantity surveyor to build a library of pricing schedules and bill of quantities for the Department's construction contracts.
Programme 2: Public Works Infrastructure	12 500	To provide for scheduled maintenance at general provincial buildings.
	3 160	To provide for leave gratuity (R0.660 m), legal fees (R1.5 m) and machinery and equipment for new staff (R1 m).
Programme 3: Transport Infrastructure	3 781	To be utilised by the Garden Route District Municipality to respond to the fire damage at Knysna during June 2017.
Programme 4: Transport Operations	9 000	To provide for the further development of the Integrated Transport Hub that improves efficiencies, effectiveness and reporting capability through the innovative use of information.
	3 666	For the protection and remedial intervention of Glencairn beach rail infrastructure.
Programme 5: Transport Regulation	445	To provide for leave gratuity (R0.219 m), claims against the state (R0.048 m), vehicle accident losses (R0.172 m) and subscription fees (R0.006 m).
	3 038	To provide for breathalyser equipment.
	5 282	To provide for in-vehicle technology for traffic officers (R3.617 m), scholar patrol uniforms (R0.604 m) as part of the Safety programme of the Department, disposable breathalysers (R0.161 m) and for the development of the Law Administration Operating System (R0.9 m).
	30 000	To be utilised for increased agency fees payable to municipalities in respect of the collection of motor vehicle licence fees.
Total	71 872	

4.6 Unauthorised, irregular and fruitless and wasteful expenditure

The reasons for unauthorised, irregular and fruitless and wasteful expenditure identified in 2018/19, amounts involved, and steps taken to prevent recurrence, are set out below.

Unauthorised expenditure

File number	Description	Amount	Corrective steps
-	-	Nil	-

Fruitless and wasteful expenditure

File number	Description	Amount	Corrective steps
-	-	Nil	-

Irregular expenditure

The table below shows the cases that emerged in 2018/19.

File number	Description	Amount	Corrective steps
FC 3/6/1/4/152	Non-adherence with Finance Instruction – exceeding approved limitations.	R 640.00	Referred to Labour Relations to institute disciplinary action.
FC 3/6/1/4/153	Non-compliance with the Preferential Procurement System and NTI 3 of 2017/18, paragraph 4.18	R447 450.00	Referred to Labour Relations to institute disciplinary action.

4.7 Future plans of the DTPW

The following legislative and policy matters will be undertaken:

- The Western Cape Immovable Asset Management Act and its regulations are being drafted to replace the Western Cape Land Administration Act;
- The Western Cape Provincial Road Traffic Act will be amended to make provision for the Provincial Minister to make regulations, including provision for impoundments;
- The Western Cape Public Transport Framework Bill will be developed;
- A revised Policy on Community Participation in Infrastructure Projects will be developed;
- A Digital Strategy will be developed.

Furthermore, the DTPW will:

- Continue with the implementation of the Masakh'iSizwe Bursary Programme;
- Protect the provincial asset base of roads and building infrastructure as far as possible over its life-cycle by focusing on addressing the maintenance backlog in order to continue to bring value to the citizens of the Western Cape;
- Continue developing the Master Accommodation Plan;
- Develop an Integrated Asset Information Management System to enhance asset management in the province;
- Continue implementing the Provincial Sustainable Transport Programme which aims to address transport mobility needs in prioritised municipalities;
- Continue to leverage innovation and new technologies in the fields of transport, ITIH, as well as immovable asset management to improve efficiency as well as to quickly gather more management information; and
- Continue to further foster in-house technical capacity and competency within the Department.

Public-private partnerships (PPPs)

PPPs provide a mechanism for the public and private sectors to work together to design, construct, maintain and fund infrastructure. PPPs are governed by Treasury Regulation 16 and the PFMA. The PPP project cycle comprises four stages and National Treasury (NT) approval must be obtained at every stage, as indicated below.

Approval stage	Description
TA I	NT approval for the project feasibility study.
TA II A	NT approval for the procurement documentation, including the draft PPP agreement.
TA II B	NT approval for the report that demonstrates how the three PPP criteria were applied in the evaluation of the bids, how they were satisfied in the preferred bid, and any other information the NT requires.
TA III	NT approval of the PPP agreement that certifies the project meets all the requirements of Treasury Regulation 16.

Note: Schedule of NT approvals for Public Private Partnerships

Project	Treasury approval stage				Comment
	TA I	TA IIA	TA IIB	TAIII	
Chapman's Peak Drive				X	Chapman's Peak Drive continues to operate as a toll road in terms of the Western Cape Toll Roads Act, 1999 (Act 11 of 1999). The concession agreement runs until 2033.

Property partnerships

In the property development domain, the spotlight was on the utilisation of centrally located strategic assets. The Founders' Garden/Artscape and Somerset Hospital precincts were identified for mixed-used residentially-led development.

The approved Founders' Garden development framework, rezoning and precinct plan have satisfied the conditions of section 136(4) (11) of the Development Management Scheme (DMS) which means that the current zoning of General Business (GB7) as well as related departures and Council approval are valid in perpetuity. The draft vision and various land-use scenarios are being developed in order for them to be presented to Cabinet for its support on the way forward.

The rezoning application for the Somerset Precinct was approved during March 2019. However, two issues have contributed to a delay in the planning process: the illegal occupation of the former Helen Bowden Nurses' Home site, and the National Health Laboratory Service's (NHLS) land ownership claim in respect of the property. A legal process to evict and or relocate the illegal occupants is in progress, as well as a process to return the NHLS property.

Game-Changer project

The table below provides a high-level summary of the current status of the DTPW's game-changer project.

Project	Comment
Better Living Model Exemplar Project (BLMEP) - Conradie Game-Changer	The Land Availability and Development Agreement (LADA) for the Conradie BLMEP was concluded and signed by all parties in October 2018. In December 2018 the Western Cape Government resolved not to resile from the LADA, and the City of Cape Town resolved to commit Urban Settlements Development Grant (USDG) funding to the project. All the conditional precedents of the LADA were met, and the property was formally made available to the developer. The official sod-turning event took place on 16 January 2019.

4.8 Discontinued activities

There are no discontinued activities to report.

4.9 New or proposed activities

There are no new or proposed activities to report.

4.10 Supply Chain Management (goods and services)

There were no unsolicited bids concluded for the year under review.

Standard operating procedures (SOPs), templates and tools are in place to mitigate the risk of irregular expenditure through the design and implementation of detective, corrective and preventative controls in the AO's SCM delegations and accompanying delegations. There is ongoing monitoring of goods and services controls through compliance assessments.

A new procurement methodology for travel and accommodation has been implemented as an interim measure to streamline the procurement process, until such time that the Transversal Travel and Accommodation Policy is finalised by the Provincial Treasury.

A new standardised goods and services contract has been developed and is already being utilised in the Department. It is currently under consideration by Legal Services for possible application throughout the Western Cape Government with Provincial Treasury endorsement.

The AO's SCM delegations have been reviewed, will be aligned with the new Provincial Treasury Instructions when these have been issued, and then finalised for issuance to the Department in the 2019/20 financial year.

The main challenges relating to SCM include:

- The fact that the transversal Integrated Financial Management System is still under development;
- The lack of a functional standard project management system that is configured for the Department;
- The fact that the legislative framework for SCM is under review with the associated potential change management risks; and
- The implementation of the National Treasury's Central Supplier Database (CSD) and its implications for suppliers and contractors.

These challenges are of particular concern, given the fact that the Department is both supply chain- and project-intensive. These challenges were mitigated in the interim through:

- The design of standardised tools and templates;
- Using electronic applications and services;
- The further implementation in the line function of a user-specific Enterprise Project Management system, based on the requirements of the Infrastructure Delivery Management System (IDMS);
- Dealing with the challenges experienced with CSD on a case-by-case basis.

4.11 Gifts and donations received in kind from non-related parties

No gifts and no donations were received from non-related parties.

4.12 Exemptions and departures received from National Treasury

The modified cash standard exempts a department from the recording of an accrual for taxation revenue. By implication, a department need not accrue for any receivables or payables such as interest or other charges that are directly related to the levying and or collection of the tax receipt.

4.13 Events after the reporting date

During the 2018/19 budget speech on 21 February 2018, the Minister of Finance announced that Value Added Tax (VAT) on taxable goods and services will increase from 14 per cent to 15 per cent with effect from 1 April 2018. The VAT increase had a R27 m impact on the DTPW's financial statements.

4.14 Other

There are no other matters to report.

4.15 Acknowledgements

On 3 November 2018, the Department of Transport and Public Works received the Centre for Public Service Innovation (CPSI) "Innovative use of Information and Communication Technology (ICT) for Effective Service Delivery" award at the 16th Annual Public Sector Innovation Awards ceremony in Pretoria. The award represents independent recognition of the contributions made by the Department's ITIH to improving road safety and transport management in the Western Cape.

Provincial Minister Donald Grant handed out long service awards to staff members with 10, 20, 30 and 40 years of dedicated service:

Categories	10 years	20 years	30 years	40 years	Total
Number of recipients	184	30	67	4	285

While it is acknowledged that there is always room for improvement, many staff work long hours and put in substantial effort to support the Department in its efforts to provide

world-class service to the people of the Western Cape, an ongoing journey of improvement. This dedication is truly valued and appreciated.

We extend our acknowledgement and gratitude to Provincial Minister Grant for his leadership during his term in the office. The Department wishes him well with his future endeavours.

The Annual Financial Statements set out on pages 248 to 349 are hereby approved.



JT Gooch
Accounting Officer
Department of Transport and Public Works
Date: 30 August 2019

5 Statement of responsibility for, and confirmation of accuracy of, the Annual Report

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

- All information and amounts disclosed throughout the Annual Report are consistent.
- The Annual Report is complete, accurate and free from any omissions.
- The Annual Report has been prepared in accordance with the guidelines on the Annual Report issued by NT.
- The Annual Financial Statements (Part E) have been prepared in accordance with the modified cash standard and the relevant frameworks and guidelines issued by NT.
- The AO is responsible for the preparation of the Annual Financial Statements and for the judgements made in this information.
- The AO is responsible for establishing and implementing a system of internal control that has been designed to provide reasonable assurance as to the integrity and reliability of the performance information, Annual Financial Statements and, in line with an agreed governance framework with the Corporate Services Centre (CSC) in the Department of the Premier (DotP), for human resources (HR) information.
- The external auditors are engaged to express an independent opinion on the Annual Financial Statements.
- In my opinion, the Annual Report fairly reflects the operations, the performance information, the HR information and the financial affairs of the Department for the financial year ended 31 March 2019.

Yours faithfully



JT Gooch
Accounting Officer
Department of Transport and Public Works

Date: 30 August 2019

6 Strategic overview

6.1 Vision

The Department of Transport and Public Works (DTPW) embraces the Western Cape Government's vision as contained in the Provincial Strategic Plan 2014 – 2019:

"An open opportunity society for all".

The DTPW's own vision is consistent with the Western Cape Government's vision:

"To lead in the delivery of government infrastructure and related services".

6.2 Mission

"The DTPW delivers infrastructure and services to promote socio-economic outcomes and safe, empowered and connected communities".

6.3 Values

DTPW fully subscribes to the core values of the WCG:



Caring



Competence



Accountability



Integrity



Responsiveness

These values are all underpinned by team work. A detailed explanation of the meaning of each core value follows.

Table 7: Provincial values and behavioural statements

Value	Behavioural statement
Caring	<p>We will endeavour to understand people's needs and pay attention to them.</p> <p>We will show respect for others.</p> <p>We will treat staff members as more than just workers and value them as people.</p> <p>We will empathise with staff members.</p> <p>We will emphasise positive features of the workplace.</p> <p>We will provide constructive criticism when necessary.</p>
Competence	<p>We will endeavour to ensure that staff members are able to do the tasks they are appointed to do, that they internalise DTPW's values, and that they always strive for excellence.</p> <p>We will deliver on our outcomes and targets with quality work, within budget, and on time.</p> <p>We will strive to achieve the best results to serve all the people of the Western Cape.</p> <p>We will work together to meet our constitutional obligations and our electoral mandate commitments.</p>

Value	Behavioural statement
Accountability	<p>We fully understand our objectives, roles, delegations, and responsibilities.</p> <p>We are committed to delivering all agreed outputs on time.</p> <p>We will hold each other accountable in a spirit of mutual trust and honouring all our commitments.</p> <p>As individuals we will take responsibility for and ownership of our work outcomes and accept the consequence of failing to do so.</p>
Integrity	<p>We will seek greater understanding of the truth in every situation and act with integrity at all times.</p> <p>We will be honest, show respect, and practise positive values.</p> <p>We will be reliable and trustworthy at all times, doing what we say we will do.</p> <p>We will act with integrity at all times and in all instances, ensuring that we remain corruption-free.</p>
Innovation	<p>We seek to implement new ideas, create dynamic service options and improve services.</p> <p>We strive to be creative thinkers who view challenges and opportunities from all possible perspectives.</p> <p>We are citizen-centric and have the ability to consider all options and find a resourceful solution.</p> <p>We value employees who question existing practices with the aim of renewing, rejuvenating and improving them.</p> <p>We foster an environment where innovative ideas are encouraged and rewarded.</p> <p>We understand mistakes made in good faith and allow employees to learn from them.</p> <p>We solve problems collaboratively to realise our strategic organisational goals.</p>
Responsiveness	<p>We will take public opinion seriously, listening to and hearing the voice of the people (more listening and less talking).</p> <p>We will respond to all situations timeously, always asking ourselves whether it is the right response, where we could be wrong, and how we can provide better service.</p> <p>We will engage collaboratively with each other, our stakeholders, and the media, providing full information.</p> <p>We will strive to achieve the best results for the people we serve and to act on their feedback.</p>

7 Legislative and other mandates

The DTPW's mandate is derived from the Constitution of the Republic of South Africa, 1996, (hereafter referred to as the Constitution) and the Constitution of the Western Cape, 1997 (Act 1 of 1998). Certain mandates are concurrent responsibilities, while others are exclusively the responsibility of the provincial sphere of government. These mandates, as well as those derived from the functional legislation and policies, are outlined in this section.

Function	Legislation
Transport	<p>Administrative Adjudication of Road Traffic Offences Act, 1998 (Act 46 of 1998) (AARTO)</p> <p>Promotes road traffic quality by providing for a scheme to discourage road traffic contraventions; facilitates the adjudication of road traffic infringements; supports the prosecution of offenders in terms of national and provincial laws relating to road traffic; implements a points demerit system; provides for the establishment of an agency to administer the scheme; provides for the establishment of a board to represent the agency; and provides for related matters.</p>
	<p>Advertising Along Roads and Ribbon Development Act, 1940 (Act 21 of 1940)</p> <p>Requires the DTPW to regulate the display of advertisements outside certain urban areas at places visible from provincially proclaimed roads; and the depositing or leaving of disused machinery or refuse; and the erection, construction, or laying of structures and other things near certain provincially proclaimed roads; and the access to certain land from such roads.</p>
	<p>National Land Transport Act, 2009 (Act 5 of 2009)</p> <p>Provides for the process of transformation and restructuring of the National Land Transport System initiated by the National Land Transport Transition Act, 2000 (Act 22 of 2000), through:</p> <ul style="list-style-type: none"> • the formulation and implementation of provincial land transport policy and strategy; • the planning, coordination, and facilitation of land transport functions; • collaboration between municipalities; and • liaison with other government departments.
	<p>National Road Traffic Act, 1996 (Act 93 of 1996)</p> <p>The DTPW, with the Member of the Executive Council (MEC) [Provincial Minister] as designated authority, must ensure that all functions relating to the registration and licensing of motor vehicles, driver fitness testing and vehicle fitness testing are performed. In addition, the DTPW is responsible for the management of events that take place on public roads.</p> <p>The NRTA regulates registration and licensing of motor vehicles, manufacturers, builders and importers; fitness of drivers; operator fitness; road safety; road traffic signs; speed limits; accidents and accident reports; reckless or negligent driving; inconsiderate driving; driving while under the influence of intoxicating liquor or a drug having a narcotic effect; and miscellaneous road traffic offences.</p>
	<p>National Qualifications Framework Act, 2008 (Act 67 of 2008)</p> <p>Provides for the further development, organisation and governance of the National Qualifications Framework (NQF).</p> <p>Applies to: education programmes or learning programmes that lead to qualifications or part-qualifications offered within the Republic by education institutions and skills development providers.</p>
	<p>Road Traffic Management Corporation Act, 1999 (Act 20 of 1999)</p> <p>Provides, in the public interest, for cooperative and coordinated strategic planning, regulation, facilitation, and law enforcement in respect of road traffic matters by the national, provincial, and local spheres of government; regulates the contracting out of road traffic services; provides for the phasing in of private investment in road traffic and, to that end, provides for the establishment of the Road Traffic Management Corporation (RTMC) and related matters.</p>
	<p>Road Transportation Act, 1977 (Act 74 of 1977)</p> <p>Provides for the control of certain forms of road transportation and related matters.</p>
	<p>Western Cape Provincial Road Traffic Administration Act, 2012 (Act 6 of 2012)</p> <p>Regulates certain road traffic matters in the province.</p>

Function	Legislation
	<p>Western Cape Road Transportation Act Amendment Law (Law 8 of 1996) (WCRTA) Makes provision for the establishment of a provincial transport registrar and the registration of minibus taxi associations, operators, and vehicles.</p>
	<p>Western Cape Toll Road Act, 1999 (Act 11 of 1999) Provides for the tolling of provincial public roads in the Western Cape and for the planning, design, declaration, construction, operation, management, control, maintenance, and rehabilitation of provincial toll roads.</p>
	<p>Cape Roads Ordinance, 1976 (Ordinance 19 of 1976) Provides that the province has sole authority over relaxations of the statutory 5.0 metre and 95 metre building lines pertaining to various classes of provincially proclaimed roads and provides for the alteration/change of a road's classification (section 4). Such applications are usually received from the district municipality with jurisdiction over the area in question via the District Roads Engineer (DRE), but they can also originate from the DTPW's head office.</p>
Public Works and Property Management	<p>Government Immovable Asset Management Act, 2007 (Act 19 of 2007) (GIAMA) Promotes government's service delivery objectives through the sound management of immovable assets they use or control. GIAMA stipulates the responsibilities of the user and those of the custodian which, in the Western Cape, is DTPW Provincial Public Works.</p>
	<p>National Building Regulations and Building Standards Act, 1977 (Act 103 of 1977) Requires DTPW, as custodian and regulator of the built environment in the Western Cape, to ensure that all building and construction work on government property complies with the law.</p>
	<p>National Heritage Resources Act, 1999 (Act 25 of 1999) Introduces an integrated and interactive system for the management of the national heritage resources, sets down general principles for governing heritage resources management, introduces an integrated system for the identification, assessment and management of heritage resources, and enables the provinces to establish heritage authorities which must adopt powers to protect and manage certain categories of heritage resources. Requires the DTPW to subject properties identified for development or regeneration activities to comprehensive heritage impact assessments (HIAs) (where these are required by the Act) and an approval process to preserve the heritage aspects of the properties in question.</p>
	<p>Western Cape Land Administration Act, 1998 (Act 6 of 1998) Provides for the acquisition of immovable property and the disposal of land that vests in the WCG, and for the management of incidental matters. The DTPW is responsible for continuously updating the asset and property register, procuring additional properties that may be required, and relinquishing or redeveloping properties that fall into disuse.</p>
Transversal	<p>Basic Conditions of Employment Act, 1997 (Act 75 of 1997) Gives effect to fair labour practices referred to in section 23(1) of the Constitution by establishing and making provision for the regulation of basic conditions of employment, and thereby to comply with the obligations of the Republic as a member state of the International Labour Organization.</p>
	<p>Basic Conditions of Employment Act, 1997 (Act of 1997): Ministerial Determination 4: EPWP, gazetted 4 May 2012 Contains the standard terms and conditions for workers employed in elementary occupations in an EPWP project.</p>
	<p>Broad-Based Black Economic Empowerment (BBBEE) Act, 2003 (Act 53 of 2003) Establishes a legislative framework for the promotion of BBBEE; empowers the Minister to issue codes of good practice and to publish transformation charters; and establishes the Black Economic Empowerment Advisory Council.</p>

Function	Legislation
	<p>Competition Act, 1998 (Act 89 of 1998) Provides for the establishment of a Competition Commission responsible for the investigation, control and evaluation of restrictive practices, abuse of dominant position, and mergers; for the establishment of a Competition Tribunal responsible for adjudicating such matters; for the establishment of a Competition Appeal Court; and for related matters.</p>
	<p>Construction Industry Development Board Act, 2000 (Act 38 of 2000) Establishes the Construction Industry Development Board (CIDB), which is responsible for, among other things, developing the industry for the improved delivery of infrastructure to the South African public; working with all stakeholders for the sustainable growth of construction enterprises and the best practice of employers, contractors and the professions; identifying best practice and setting national standards; and promoting common and ethical standards for construction delivery and contracts.</p>
	<p>Consumer Protection Act, 2008 (Act 68 of 2008) Constitutes an overarching framework for consumer protection. All other laws which provide for consumer protection (usually within a particular sector) must be read together with the Act to ensure a common standard of protection. The Act applies to all suppliers of goods and services.</p>
	<p>Control of Access to Public Premises and Vehicles Act, 1985 (Act 53 of 1985) Provides for the safeguarding of certain public premises and vehicles and for the protection of the people therein or thereon, and for related matters.</p>
	<p>Criminal Procedure Act, 1977 (Act 51 of 1977) Makes provision for procedures and related matters in criminal proceedings.</p>
	<p>Division of Revenue Act (DORA) (Annual) An annual Act of Parliament which provides, inter alia, for the equitable division of revenue anticipated to be raised nationally among the national, provincial, and local spheres of government and for Conditional Grants to provinces to achieve government's policy objectives. It further promotes predictability and certainty in respect of all allocations to provinces and municipalities so that such administrations can plan their budgets over a multi-year period.</p>
	<p>Employment Equity Act, 1998 (Act 55 of 1998) Aims to achieve equity in the workplace by: 1) promoting equal opportunity and fair treatment in employment through the elimination of unfair discrimination; and 2) implementing affirmative action measures to provide redress for the disadvantages in employment experienced by designated groups, in order to ensure their equitable representation in all occupational categories and levels in the workforce.</p>
	<p>Firearms Control Act, 2000 (Act 60 of 2000) Establishes a comprehensive, effective system of firearms control and related matters.</p>
	<p>Intergovernmental Relations Framework Act, 2005 (Act 13 of 2005) Provides for: the establishment of a framework for national government, provincial governments, and local governments to promote intergovernmental relations; mechanisms and procedures to facilitate the settlement of intergovernmental disputes; and related matters.</p>
	<p>Labour Relations Act, 1995 (Act 66 of 1995) (LRA) Enables the DTPW to advance economic development, social justice, labour peace, and the democratisation of the workplace through giving effect to the purpose of the Act which includes providing a framework within which employees and their trade unions, employers and employers' organisations can: collectively bargain to determine wages, terms and conditions of employment and other matters of mutual interest; effectively resolve labour disputes; and provide for employee participation in decision-making in the workplace.</p>

Function	Legislation
	<p>Local Government: Municipal Systems Act, 2000 (Act 32 of 2000) Provide for the core principles, mechanisms and processes that are necessary to enable municipalities to move progressively towards the social and economic upliftment of local communities, and ensure universal access to essential services that are affordable to all; defines the legal nature of a municipality as including the local community within the municipal area, working in partnership with the municipality's political and administrative structures; provides for the manner in which municipal powers and functions are exercised and performed; provides for community participation; establishes a simple and enabling framework for the core processes of planning, performance management, resource mobilisation and organisational change which underpin the notion of developmental local government; provides a framework for local public administration and human resource development; empowers the poor and ensures that municipalities put in place service tariffs and credit control policies that take their needs into account by establishing a framework for the provision of services, service delivery agreements and municipal service districts; provides for credit control and debt collection; and establishes a framework for support, monitoring and standard-setting by other spheres of government in order to progressively build local government into an efficient, frontline development agency capable of progressively integrating the activities of all spheres of government for the overall social and economic upliftment of communities in harmony with their local natural environment.</p> <p>National Environmental Management Act, 1998 (Act 107 of 1998) Provides for cooperative environmental governance by establishing principles for decision making on matters affecting the environment, institutions that promote cooperative governance, and procedures for coordinating environmental functions exercised by organs of state; and provides for related matters.</p> <p>Occupational Health and Safety Act, 1993 (Act 85 of 1993) Requires DTPW, as custodian and regulator of the built environment, to ensure that all building and construction work on government property, irrespective of whom it is undertaken by, complies with this legislation and that the structures remain compliant throughout their life cycle.</p> <p>Preferential Procurement Policy Framework Act, 2000 (Act 5 of 2000) Provides that an organ of state must determine its preferential procurement policy and implement a preference points system whose aims may include contracting with persons, or categories of persons, historically disadvantaged by unfair discrimination on the basis of race, gender or disability.</p> <p>Prevention and Combating of Corrupt Activities Act, 2004 (Act 12 of 2004) Provides for the strengthening of measures to prevent and combat corruption and corrupt activities.</p> <p>Promotion of Access to Information Act, 2000 (Act 2 of 2000) (PAIA) Fosters a culture of transparency and accountability in public and private bodies by giving effect to the right of access to information (provided by section 32 of the Constitution), and actively promoting a society in which people have effective access to information to enable them to more fully exercise and protect all their rights.</p> <p>Promotion of Administrative Justice Act, 2000 (Act 3 of 2000) (PAJA) Gives effect to section 33 of the Constitution which provides that everyone has the right to administrative action that is lawful, reasonable, and procedurally fair. Anyone whose rights have been adversely affected by administrative action has the right to be given reasons. PAJA deals with general administrative law and therefore binds the entire administration at all levels of government.</p>

Function	Legislation
	<p>Protection of Personal Information Act, 2013 (Act 4 of 2013) Promotes the protection of personal information processed by public and private bodies; introduces certain conditions so as to establish minimum requirements for the processing of personal information; provides for the establishment of an Information Regulator to exercise certain powers and to perform certain duties and functions in terms of this Act and PAIA; provides for the issuing of codes of conduct; provides for the rights of persons regarding unsolicited electronic communications and automated decision making; regulates the flow of personal information across the borders of the Republic; and provides for related matters.</p>
	<p>Provincial Archives and Records Service of the Western Cape Act, 2005 (Act 3 of 2005) Preserves archival heritage for use by the government and people of South Africa, and promotes efficient, accountable, transparent government through the proper management and care of government records.</p>
	<p>Public Finance Management Act, 1999 (Act 1 of 1999) Supports transparency, accountability, and sound management of the revenue, expenditure, assets, and liabilities of the DTPW.</p>
	<p>Public Service Act, 1994 (Proclamation 103 published in Government Gazette 15791 of 3 June 1994) This is the principal Act governing public administration. It provides the administrative and operational framework for government departments by providing guidelines on employment and human resource practices, i.e. conditions of employment, terms of office, discipline, retirement, and discharge of members of the public service, and related matters.</p>
	<p>Public Administration Management Act, 2014 (Act 11 of 2014) Promotes the basic values and principles governing the public administration referred to in section 195(1) of the Constitution; provides for the transfer and secondment of employees in the public administration; regulates conducting business with the State; provides for capacity development and training; provides for the establishment of the National School of Government; provides for the use of information and communication technologies in the public administration; and provides for the Minister to set minimum norms and standards for public administration.</p>
	<p>Skills Development Act, 1998 (Act 97 of 1998) Provides an institutional framework to devise and implement national, sector and workplace strategies to development and improve the skills in the workplace, and to integrate those strategies in the NQF. As the lead employer, DTPW has to ensure compliance with the employer's duties in terms of the workplace agreement and to ensure the implementation of the agreement in the workplace. Through the EPWP, DTPW implements learnership and skills development programmes to participants in artisan-related fields.</p>
	<p>Radio Act, 1952 (Act 3 of 1952) Controls radio activities and related matters.</p>
	<p>Western Cape Land Use Planning Ordinance Amendment Act, 2009 (Act 1 of 2009) Regulates land use planning in the Western Cape and related matters.</p>
	<p>Western Cape Monitoring and Support of Municipalities Act, 2014 (Act 4 of 2014) Gives effect to sections 154(1) and 155(6) of the Constitution by making further provision for measures to support municipalities, to develop and strengthen the capacity of municipalities, and to improve their performance. Also gives effect to section 106(1) of the Local Government: Municipal Systems Act by providing for the monitoring of suspected non-performance and maladministration in municipalities, and for related matters.</p>

In the main, the national and provincial policies and strategies described below guide DTPW in the discharge of its responsibilities.

Function	Policies
Transport	<p>National Freight Logistics Strategy, 2005 Reduces inland freight costs through lower system costs that result from increased efficiency, reliability, and lower transit times, thus offering the customer viable modal choices between road and rail.</p>
	<p>National Public Transport Strategy, 2007 This strategy has two key thrusts, namely:</p> <ul style="list-style-type: none"> • Accelerated modal upgrading, which aims to provide for new, more efficient, universally accessible, and safe public transport vehicles and skilled operators; and • Integrated rapid public transport networks which aim to develop and optimise integrated public transport solutions.
	<p>National Road Safety Strategy, 2009 – 2015 Deals with road safety issues by integrating and coordinating the various road safety strategies, structures, and interventions of all the role players and agencies in the road safety arena.</p>
	<p>National Road Safety Strategy, 2011 – 2020 Informs a national coordinated effort to improve education and enforcement regarding poor road use behaviour in line with international best practices and recommendations from the World Health Organization for developing countries.</p>
	<p>National Rural Transport Strategy, 2007 Provides guidance to all three spheres of government on dealing with challenges of mobility and access to mobility experienced in rural areas in an integrated, aligned, coordinated manner. Its two main strategic thrusts are: promoting coordinated rural nodal and linkage development; and developing demand-responsive, balanced, sustainable rural transport systems.</p>
	<p>White Paper on National Transport Policy, 1996 Deals with safe, reliable, effective, efficient, fully integrated transport operations and infrastructure. These should meet the needs of freight and passenger customers in a way that supports government strategies for economic and social development while also being environmentally and economically sustainable.</p>
	<p>White Paper on Provincial Transport Policy, 1997 Builds on the foundation created by the White Paper on National Transport Policy by providing details of specific interventions responsive to the needs and opportunities in the Western Cape; and recognises current and future competencies assigned to provinces and other spheres of government under the Constitution.</p>
	<p>Road Access Guidelines Provides guidelines to assist practising engineers and planners, as well as property developers, to develop acceptable road access standards.</p>
	<p>Road Infrastructure Strategic Framework for South Africa (RISFSA) Provides guidelines for the redefinition of the South African road network; and assists roads authorities to reclassify existing road networks.</p>
	<p>Road Safety Strategy for the Western Cape Province, 2005 Encourages a safer road environment by promoting road safety throughout the province, focusing on national and provincial routes; and is responsible for the basic training of traffic officer recruits in the province in order to ensure uniformity and professionalism.</p>

Function	Policies
	<p>Western Cape Policy Statement on Transport for Special Needs Passengers (SNPs), 2009 Places certain responsibilities on the DTPW:</p> <ul style="list-style-type: none"> • Encouraging the incremental accessibility of rail infrastructure and providing training to operators and their staff on dealing sensitively with special needs persons; • Supporting the provision of universally accessible public transport information services; • In association with the National Department of Transport, preparing and publishing guideline requirements for accessible public transport vehicles; • Ensuring that all new public transport facilities cater for special needs persons; and • Ensuring that all future contracted public transport services in the province progressively include the operation of accessible services until all contracted services are either accessible and/or an alternative demand-responsive service is available.
Public Works and Property Management	<p>Western Cape Provincial Acquisition Policy Guides custodian(s), among others, in the acquisition of immovable assets; promotes and specifies uniform criteria and processes.</p>
	<p>Western Cape Provincial Government White Paper on the Management of Provincial Property, 2004 Provides a framework to guide activities relating to fixed properties of WCG and other properties it uses; and covers coordination with the property management activities of other public and civil society role-players in the province.</p>
	<p>Western Cape Infrastructure Framework, 2013 Aligns the planning, delivery, and management of infrastructure provided by all stakeholders (national government, provincial government, local government, parastatals, and the private sector) with the strategic agenda and vision for the province.</p>
Expanded Public Works Programme	<p>Guidelines on the implementation of the EPWP The EPWP's objective is to create short- and medium-term work opportunities for the poor and unemployed as part of government's anti-poverty strategy. These work opportunities are combined with training to increase the employability of low-skilled beneficiaries in the formal employment market. The programme targets opportunities in the infrastructure, environment, culture, and social and non-state sectors.</p>
	<p>Guidelines on the Implementation of the National Youth Service (NYS) Provides that implementation of youth programmes is the responsibility of all the institutions of government. The responsibility for planning, coordinating, and initiating effective and innovative strategies for youth development therefore reside equally with the National Youth Commission and individual government departments in the national and provincial spheres.</p>
Transversal	<p>Provincial Strategic Plan (PSP), 2015/16 – 2019/20 A set of overarching Strategic Objectives for the WCG for the current electoral term, setting out desired outcomes for the medium term (five years). These objectives reflect the needs and priorities of the provincial government and jointly promote integrated, improved performance across the public sector in the Western Cape.</p>
	<p>Departmental Monitoring and Evaluation Framework and Manual Describes the monitoring and evaluation systems and tools in place for results-based management in the public service.</p>

Function	Policies
	<p>Departmental Records Management Policy Provides the foundation for a corporate culture of responsibility for the management of information and records as an essential requirement for effective service delivery.</p>
	<p>Western Cape E-Mobility Policy Transversal policy on the use of cellular data cards for official purposes. It regulates and standardises the practices and procedures for the acquisition, provisioning, and use of the data cards in the WCG and its departments and for the efficient and cost-effective management of this essential service.</p>
	<p>Western Cape Government Transversal Management System Aims to achieve measurable outcomes through the facilitation of sectoral clusters addressing issues transversally with individual line departments as the implementing agents; and manages the implementation of the PSP transversally throughout the WCG. The Executive Project Dashboard is the information management tool for the system.</p>
	<p>White Paper on Human Resource Management, 1997 Focuses on the essential role of developing and transforming human resource capacity in order to meet the goals of efficient service delivery and transforming the public service.</p>

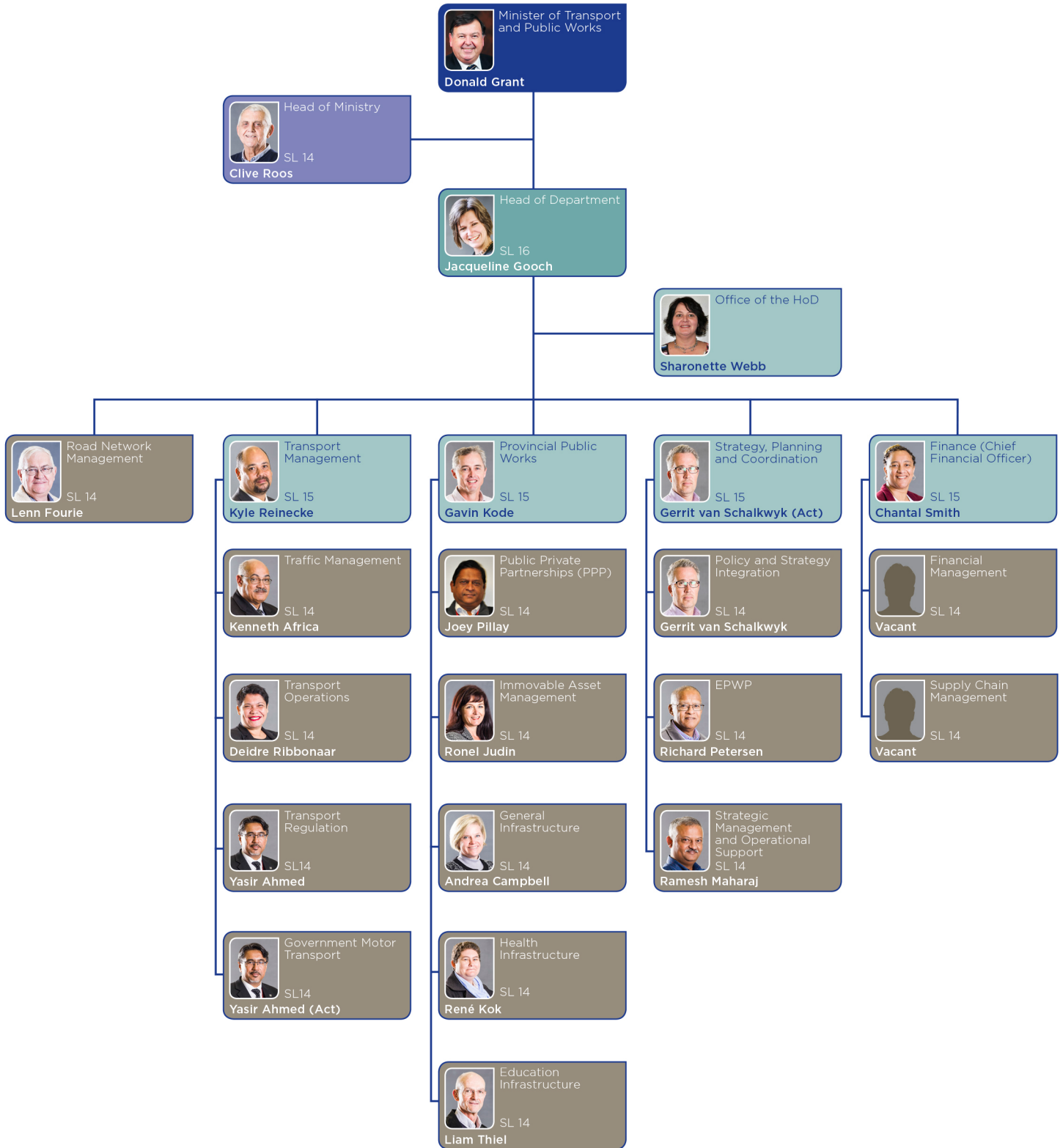
8 Organisational structure as at 31 March 2019

DTPW's macro-organisational structure is presented on the next four pages of this report.



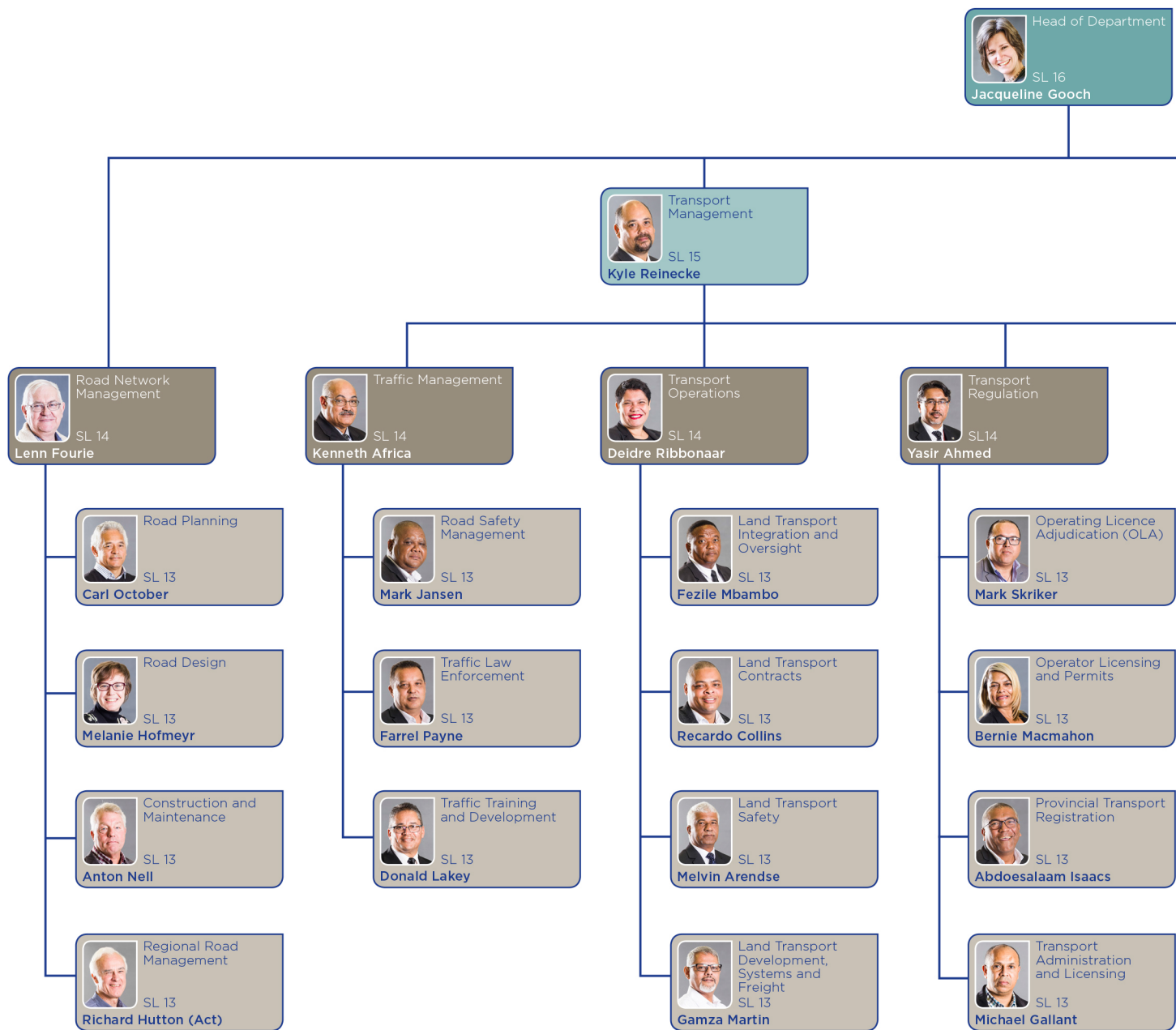
Organisational Organogram

Extended Top Management 18/19



Organisational Organogram

Senior Management



Provincial Public Works
SL 15
Gavin Kode

Government Motor Transport
SL14
Yasir Ahmed (Act)

Public Private Partnerships (PPP)
SL 14
Joey Pillay

Immovable Asset Management
SL 14
Ronel Judin

General Infrastructure
SL 14
Andrea Campbell

Education Infrastructure
SL 14
Liam Thiel

Fleet Services
SL 13
Anthony Janse Van Rensburg (Act)

Project Officer PPP
SL 13
Neil Joseph

Property Planning and Information
SL 13
Ansa Ferreira

Technical Support
SL 13
Refiloe Monare

Infrastructure Policies, Strategies and Systems: Education
SL 13
Charles Croeser (Act)

Fleet Finance
SL 13
Riaan Wiggill

Project Officer PPP
SL 13
Vacant

Property Management Region 1
SL 13
Shane Hindley

Programme/Projects Infrastructure Delivery
SL 13
Catherine Skillicorn

Programme/Projects Infrastructure Delivery: Education
SL 13
Andre Nieuwoudt (Act)

Project Officer PPP
SL 13
Vacant

Property Management Region 2
SL13
Pakama Mlandu

Health Infrastructure
SL 14
René Kok

Special Projects
SL 13
Lindelwa Mabuntane

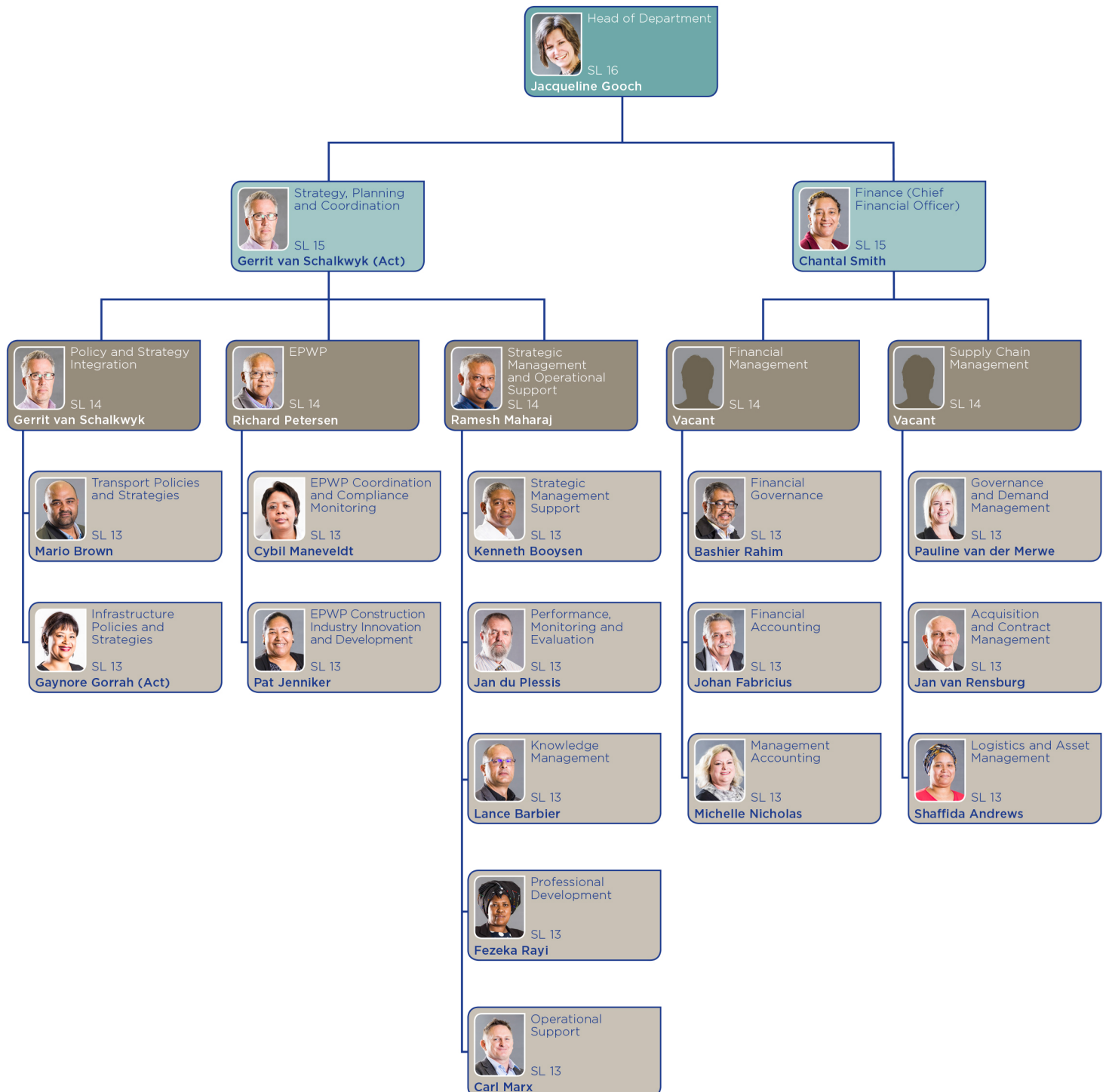
Property Acquisition
SL 13
Elzette van der Westhuizen

Infrastructure, Policies, Strategies and Systems: Health
SL 13
Jodie Thomas

Programme/Project Infrastructure Delivery: Health
SL 13
Lev Binkowski

Organisational Organogram

Senior Management continued



9 Entities reporting to the Provincial Minister

Although the Department is not responsible for any public entities, it operates the Government Motor Transport (GMT) trading entity within its administration.

Table 8: Entities reporting to the Provincial Minister

Name of entity	Legislative mandate	Financial relationship	Nature of operations
GMT	Chapter 19 of the Treasury Regulations.	GMT operates as a trading entity in terms of Chapter 19 of the Treasury Regulations. The AO of the Department is also the AO of the trading entity. The AO reports to the Provincial Minister.	Provision of government motor vehicles to client departments for service delivery purposes.



PART B



Performance Information

Part B: Performance Information

1 Auditor-General's report: Predetermined objectives

The Auditor-General of South Africa (AGSA) performed the necessary audit procedures on the performance information to provide an audit conclusion on the performance against predetermined objectives in the report to management. The objective of the test was to identify reportable findings on the reported performance information but not to gather evidence to express assurance or to express an opinion or conclusion on these matters in the audit report.

Refer to page 240 for the Report of the Auditor-General, published as Part E: Financial Information.

2 Overview of departmental performance

2.1 Service delivery environment

The main services of the Department are:

Main service	Key functions
Administrative Services	<ul style="list-style-type: none"> • Provide strategic, policy and operational support within the Department. • Provide financial management and supply chain services within the Department. • Assist municipalities to develop integrated transport plans. • Facilitate the development of provincial, departmental strategies, policies and plans. • Manage the Professional Development Programme (PDP) to develop scarce skills in the transport, built environment and engineering fields. • Provide bursaries for individuals studying in the transport, engineering and built environment fields.
Public Works Infrastructure Services	<ul style="list-style-type: none"> • Acquire and dispose of immovable assets. • Ensure optimal utilisation of provincially owned properties. • Lease property to provide accommodation. • Provide accommodation services to provincial departments and entities. • Construct and maintain health, education and general building facilities. • Create job opportunities and economic empowerment through infrastructure provision.
Transport Infrastructure Services	<ul style="list-style-type: none"> • Construct, rehabilitate and maintain the provincial road network. • Offer learnerships and graduate training. • Offer diesel mechanic apprenticeships. • Provide technical support services. • Create job opportunities and economic empowerment through infrastructure provision.

Main service	Key functions
Transport Operations Services	<ul style="list-style-type: none"> • Manage and monitor subsidised and specialised public transport services. • Coordinate and facilitate land transport safety and compliance programmes. • Assess, assist and capacitate municipalities on land transport mobility. • Support the implementation of NMT.
Transport Regulatory Services	<ul style="list-style-type: none"> • Provide motor vehicle registration and licensing services through municipalities. • Provide motor vehicle roadworthy testing services. • Issue driving licences to competent drivers through municipalities. • Issue permits for abnormal load vehicles and events on public roads. • Provide overload control services on national and provincial roads. • Provide licensing services to public transport operators. • Register minibus taxi operators and associations. • Implement and coordinate road safety programmes. • Provide dispute resolution services in the public transport domain. • Provide law enforcement on national and provincial public roads.
Community-Based Programmes	<ul style="list-style-type: none"> • Coordinate the EPWP. • Facilitate programmes to develop emerging contractors. • Offer construction-related skills development opportunities, including apprenticeships for artisanal skills.

Key service delivery challenges

During the year under review, a number of challenges had an impact on the DTPW's service delivery:

- Service disruptions and operational failures in the passenger rail system:
 - Caused additional pressure on other modes of public transport and increased the amount of road traffic;
 - Affected the safety of passengers;
 - Contributed to the economic distress of passengers; and
 - Led to loss of life and rail assets.
- The sharp increase of service delivery protests in the past year had a major impact on bus operations with buses being burned and longer travel times which had a negative impact on adherence to the scheduled timetable.
- Violence relating to disputes in the taxi industry had a negative impact on commuter safety and the efficient functioning of the public transport system.
- Public transport sector unrest relating to the GIPTN.
- Community unrest at construction sites that slowed down the delivery of public infrastructure.
- Public demands for WCG-owned land in centrally located parts of Cape Town to be used for affordable housing purposes.
- Possible increases in rates, services and other municipal charges are expected to have an impact on service delivery:
 - Municipalities are struggling at various levels, including a lack of capacity, skills and the ability to maintain an adequate funding base. Municipalities use increases in municipal service tariffs and property rates to increase their

funding base. The Department, which is vulnerable to above-inflation increases in these costs. Drought mitigation measures implemented by municipalities will also have an impact on property rates and municipal services.

- The development of new housing estates and malls in places that are far away from economic nodes and activity have placed enormous pressure on already overstretched demands for public goods and services.

The Department has been affected by having to comply with additional property planning legislation in municipal areas. Where in the past, plans were submitted as a courtesy, detailed planning applications now have to be submitted and approved. This has an impact on departmental resources and service delivery because applications for rezoning and zoning corrections must be submitted to permit current provincial land uses. Concerted efforts will be made to liaise with municipalities to ensure that service delivery is not disrupted. However, considering the extent of its property portfolio, DTPW expects to have to bear substantial costs to comply with applicable town planning processes and applications.

In addition, the Department is dealing with a severe shortage of land in certain areas where service delivery facilities are needed, particularly for education and health purposes.

The Western Cape is emerging from a devastating drought and this crisis has made it clear that the impacts of climate change are already being felt, and there is a great need to preserve scarce resources. Indications are that the province will become increasingly water-scarce, and that electricity may be costly and in short supply over the medium term. The Department is therefore investing in saving water, energy, and other renewable resources.

Staff of the DTPW's Paarl District Roads Engineer office were requested to deliver 112 000 litres of potable water to two drought-stricken Western Cape towns over the 2018 festive season. Staff with suitable driving and operating licences were identified. After due consultation, certain staff who were scheduled to be on leave undertook to come back on duty to deliver water. Staff delivered 13 000 two-litre bottles to Beaufort West (on 28 December); 7 400 five-litre bottles to Laingsburg (on 5 January); Over 23 000 1.5 litre bottles to Beaufort West (on 24 January) and 8 000 1.5 litre bottles to Laingsburg (on 31 January).

Key service delivery achievements

Service: Coordinate the EPWP

The DTPW continues to coordinate the EPWP in the Western Cape aimed at increasing the total number of work opportunities created within the provinces (across all spheres of government and the non-state sector), and specifically targeting women participants, the youth and persons with disabilities (PWDs).

The provincial institutional arrangement was maintained through 12 functional provincial forums. Forty public bodies were provided with technical support to improve the quality of their EPWP data management and reporting linked to Programme 6 objectives and targets.

Service: Facilitate programmes to develop emerging contractors

The Contractor Development Programme (CDP) implemented four main training programmes.

- Construction information sessions (CIS) were presented to 197 emerging contractors from across the Western Cape in partnership with DTPW SCM, the National Department of Public Works, the South African Revenue Service (SARS), the Department of Economic Development and Tourism (DEDAT), the CIDB, the Building Industry Bargaining Council, and local municipalities. These two-day sessions provided participating contractors with the information they need to ensure that they comply with applicable government regulations and policies.
- Eighty-one CIDB Grade 1 and 2 contractors participated in the five-week municipality-based training programme.
- Forty-four Grade 1 and 2 contractors participated in the 10-month structured training programme accredited by the Construction Education and Training Authority (CETA).
- Advanced training and mentoring support was provided to 20 Grade 3 to Grade 5 contractors in the year under review.

In addition, 93 contractors across the Western Cape received occupational health and safety (OHS) training. Other short courses offered to emerging contractors were in basic computer skills such as Microsoft Excel and Microsoft Project.

The NYS Youth in Construction Programme is a national programme that aims to ensure the participation of unemployed youth in the built and construction industries. Youth are placed in a 12-month programme where they acquire skills in various disciplines in the construction industry that could enhance their ability to gain employment or become self-employed. A total of 216 unemployed youth commenced their classroom training on 1 April 2018. In February 2019 a new intake of 210 unemployed youth commenced their training.

In the year under review, six young people successfully completed their learnerships and obtained their trade certificates in air conditioning and refrigeration and plumbing.

Service: Create jobs and economic empowerment through infrastructure provision

The Empowerment Impact Assessment (EMPIA) tool informs the design and construction process of specific departmental projects worth in excess of R5 m and it measures the actual impact on historically disadvantaged individuals (HDIs). In the year under review, 17 EMPIAs were initiated on planned departmental infrastructure projects. Twenty-two projects were monitored through empowerment target implementation reports. The unit supported the implementing directorates and their client departments at 65 community engagements during the year under review.

The recently upgraded R192 m Hessequa road was 26 months in the making. It met and exceeded its local empowerment targets by creating work opportunities for 260 people of which 65 per cent were young people and 32 per cent were women. The pavement

of the road was strengthened, and the road was made safer for daily traffic, pedestrians and cyclists.

Service: Offering transport mechanic-related apprenticeships

To become qualified artisans, apprentices undergo a four-year period of formal and practical training, prescribed examinations, and practical assessment by the Manufacturing, Engineering and Related Services Sector Education and Training Authority (MERSETA). Apprentices who are supported by DTPW attend training at the Bellville Mechanical Workshop and do National Technical Certificate courses at technical college. Twenty-four mechanical artisans have completed their training through the Apprenticeship Programme to date. Six artisans from the programme were permanently employed by the DTPW after qualifying.

The DTPW's Oudtshoorn DRE Office provided Code 14 (heavy vehicle) driver licence training to 19 of its Level 2 staff. Eleven passed, which provided them with the minimum requirement for a supervisory post.

Service: Manage the Professional Development Programme to address the shortage of skills in the transport, engineering and built environment fields

The PDP continues to ensure all employees who are eligible for registration with professional councils subject to meeting certain requirements receive the necessary support. Significant progress is being made in addressing the representivity of women in the built environment professions. Twelve women joined the PDP programme: two mechanical engineers, three electrical engineers, two civil engineers: building, four architects, and one construction project manager. Funding was obtained from the Workplace Skills Fund to support candidate quantity surveyors to study credit-bearing courses part-time towards the South African Council for the Quantity Surveying Profession (SACQSP)-approved BSc Honours Degree in Quantity Surveying. The course aims to assist quantity surveyors meet the requirements for professional registration. The Programme has expanded to include civil engineering: building and OHS. The training and development of 30 employees was facilitated under signed commitment and undertakings.

One electrical engineer, one mechanical engineer and one civil engineer registered as professionals with the Engineering Council of South Africa (ECSA) through the PDP in the year under review.

Discipline	Category	Total	Race				Gender	
			A	C	W	I	M	F
Engineering	Electrical Engineer	1	1	-	-	-	1	-
	Mechanical Engineer	1	-	-	1	-	1	-
	Civil Engineer	1	1	-				1
Total		3	2	-	1	-	2	1

A=African; C=coloured; I=Indian; W=white; F=female; M=male

Service: Manage the Graduate Professional Engineering Programme (GPEP) to facilitate the proper training and retention of graduates in the transport and engineering fields

In support of infrastructure delivery, the Roads GPEP, supported by mentors to facilitate the proper training and retention of graduates, continued in the year under review. Fifteen graduates have met the minimum requirements for professional registration with the Engineering Council of South Africa. Ten engineers and three technicians were permanently employed in the Road Network Management Branch.

Service: Provide bursaries for deserving students through the Masakh'iSizwe Bursary Programme

The Masakh'iSizwe Bursary Programme aims to address the shortage of scarce and critical skills in the transport, built environment and engineering disciplines and any other discipline the DTWP identifies as being critical and scarce by providing access to tertiary education learning and education opportunities.

The Department awarded Masakh'iSizwe bursaries to 41 students studying at three higher educational institutions in the Western Cape. Provincial Minister of Transport and Public Works Donald Grant and Head of Department (HOD) Jacqueline Gooch handed over certificates to bursary recipients at a ceremony in Cape Town. A total of 150 students were supported during the 2019 academic year.

Discipline	Number of bursars	Race				Gender	
		A	C	I	W	F	M
Architecture	4	1	1	-	2	3	1
Built environment	10	3	5	1	1	2	8
Civil engineering	81	32	36	1	12	29	52
Electrical engineering	18	5	9	-	4	5	13
Geomatics	5	1	3	-	1	1	4
Mechanical engineering	26	6	14	1	5	10	16
Property studies	1	-	1	-	-	1	-
Town and regional planning	1	-	1	-	-	1	0
Transport studies	4	2	1	-	1	2	-
Total	150	50	71	3	26	54	96

A=African; C=coloured; I=Indian; W=white; F=female; M=male

Service: Provide, construct and maintain accommodation for provincial departments

Education facilities

Infrastructure delivery for education facilities is provided under Vote 5: Education, while provision is made in Vote 10: DTPW to perform the function of implementing agent for the Western Cape Education Department (WCED).

DTPW contributed through providing infrastructure to improving education outcomes in the Western Cape (Provincial Strategic Goal [PSG] 2), while also giving effect to PSG1:

“Creating opportunities for growth and jobs”. With this in mind, the new Kraaifontein High School achieved practical completion in December 2018 providing facilities for 1 240 learners from Grade 8 to Grade 12. The school comprises 28 classrooms which includes:

- 4 Grade R classrooms;
- 1 science laboratory;
- 3 specialist classrooms (a multi-media centre and 2 multi-purpose classrooms); and
- A hall and administration block.

An independent report has certified that the following Contract Participation Goal (CPG) figures were achieved in the construction of this project:

- 18 per cent of the construction value was spent on targeted enterprise BBE (black business enterprise) subcontractors (target: 12 per cent);
- 11 per cent of the construction value spent on targeted enterprise BBE suppliers (target: 8 per cent);
- 4.6 per cent unskilled and semi-skilled local labour (target: 4 per cent);
- 50 unskilled or semi-skilled labourers were employed by the main contractor (target: 40 labourers);
- 7 National Youth Service learners were employed and completed their training (target: 4 NYS learners); and
- 17 individuals received technical training in supervision in construction processes for a period of 10 days (target: 12 individuals).

Good progress was being made at the end of the year under review on numerous other education infrastructure projects currently in construction across the Western Cape.

Good progress was made with the construction of the new Umyezo Wama Apile High School in Grabouw. This school will provide high-quality accommodation for up to 1 250 learners. Learners were housed in temporary classrooms on land adjacent to the Groenberg Secondary School during the construction of the school.

Good progress is being made on the construction of the new Philippi High School, which started in March 2018. The school will be able to accommodate up to 1 120 learners.

Health facilities

The new District Six Community Health Care Centre provides comprehensive primary health services for approximately 90 000 mainly low- or no-income people from Woodstock, Salt River, Vredehoek and central Cape Town.

The design of the clinic included consideration of the heritage status of the site and its surrounds. The public, institutional and social memory of the site was memorialised with assistance of the District Six Museum by the implementation of community art work in and around the facility.

The new facility is a multi-storey facility and comprises of an infectious disease, radiology and emergency treatment unit on the ground floor; a chronic disease unit and woman and child health unit on the first floor; and a rehabilitation and oral health unit on the second floor.

Construction of the Observatory Forensic Pathology Institute commenced on 26 April 2017 and is expected to be completed in November 2019. The facility is situated at the entrance of Groote Schuur Hospital and will deliver a modern, purpose-built forensic pathology facility providing Level 4 forensic services. The building work to be executed is of a highly complex nature and has been designed to take into consideration processes aimed at extracting, analysing and preserving the integrity of evidence for use by the components of the criminal justice system.

The three-storey institute will enable better integration of the work of the provincial Forensic Pathology Service and the National Health Laboratory Service, coupled with facilities to support the University of Cape Town's academic training in the field.

The design incorporates natural light through glazed autopsy rooms and a courtyard that allows light deep into the working areas. The public areas have been designed to create a tranquil environment focused around outdoor green spaces.

The Vredenburg Hospital Completion Project is one of the recently completed revitalisation projects designed to cater for the growing health requirements of the West Coast District. The project commissioned in March 2016 and works completion is scheduled for May 2019.

The project includes site works, upgrades to existing clinical and support service facilities, new staff accommodation, and a new administration building. Recently completed construction includes work on the administration building, theatre complex, sterilisation unit, laboratory, mortuary, 12-bed paediatrics unit, and support services (kitchen, cleaning, refuse, and laundry).

General buildings

A key focus area during 2018/19, was securing potable water supply in provincially owned office accommodation. Significant water savings were achieved through the replacement of water-cooled air-conditioning systems in owned office accommodation within the Cape Town city centre, retrofitting bathrooms with water-saving devices, and the installation of water pressure booster pumps and water storage tanks.

The Office Modernisation Programme saw the successful completion of the modernisation of 3 Dorp Street, the head office accommodation of the DEA&DP, the 6th floor of 9 Dorp Street which accommodates a component of DTPW, and the 11th floor of 4 Dorp Street which accommodates one of the components of DotP. Construction is underway for the modernisation of the 8th and 9th floors of 9 Dorp Street, the 12th floor of 4 Dorp Street, as well as a new shared office building in Mossel Bay, whilst the modernisation of the ground and first floors of York Park in George is almost complete.

Providing universally accessible office accommodation remains a priority and several infrastructure interventions were completed during 2018/19, including upgrades to ramp and stair access in various WCG-owned buildings. In addition to the ongoing Modernisation Programme, an extensive roof repair and maintenance project covering six WCG-owned office buildings in the Cape Town city centre was completed during 2018/19. The "GO GEORGE" Bus Depot in George was extended to provide an additional 58 bus parking bays. Maintenance and construction work was undertaken at various

CYCC facilities managed by the Department of Social Development in the Cape Town Metropolitan Area and beyond, and this will continue in the new financial year.

The Energy Security Game-Changer focused on increased uptake of small-scale embedded solar photovoltaic (PV) energy generation in the Western Cape. Its main target is to increase the contribution of solar PV to the province's electricity supply to 135 MW by 2020. DTPW is leading the way by committing over R44 m for 14 solar PV installations in WCG-owned buildings which is projected to result in a saving of R4 m per annum.

DTPW's production team has started a project to transform the Mossel Bay building formerly known as House de Klerk into a WCG shared offices building expected with completion expected in mid-2020. The modernised building will provide office space for staff of the provincial departments of Social Development and Education (currently housed in the Willem van Heerden Building), Health (currently housed in Diaz Strand), and Agriculture (new offices). The new internal layout will include offices and modernised workplaces for user departments as well as new services and finishes throughout the complex.

The Conradie BLMEP Game-Changer aims to help address the apartheid spatial planning legacy by creating well-located affordable, integrated housing opportunities. The proposed development in Pinelands will provide 3 602 residential units of which 1 764 (49 per cent) will be grant-funded units and the remainder will be for the open market. There will also be two new schools, commercial space, parks and recreational facilities and the settlement will be accessible via public transport – bus and rail services.

The objectives of office modernisation included enhancing the efficient use of space in WCG buildings, improving working conditions for staff, and making buildings more environmentally friendly. An example is the installation of black (sewerage) water treatment plants that turn black water into grey water which is then used for flushing toilets. This reduces water consumption, helps to save valuable municipal water, and reduces building operating costs.

Water consumption reduction initiatives

After two years of below average rainfall in 2015 and 2016, at the beginning of 2017, the Western Cape was confronted with the real prospect of an extended drought and the associated risk of acute water shortages. As a result of the magnitude and severity of the drought, the Premier declared a Provincial State of Disaster on 23 May 2017 under section 41(1) of the Disaster Management Act, 2002 (Act 57 of 2002) (DMA). Shortly afterwards, the WCG Cabinet resolved to support the establishment of a WCG Water and Drought Steering Committee to develop a structured water crisis response institutional framework, under the auspices of the Director-General, as well as various dedicated project teams and work streams. The DTPW was tasked with overall coordination of the business continuity plans (BCPs) of the WCG departments and entities in the event of service delivery disruptions as a result of the emerging water crisis.

In terms of section 25 of the DMA, every organ of state is required to prepare a disaster management plan. Due to the high likelihood and potentially serious consequences of a curtailment or failure of water supply to WCG facilities, specific water crisis response plans were required. Each provincial department and entity undertook water disaster planning,

identified water risks, assessed critical services, and determined mitigation measures relating to the impact of a potential water disaster on its service delivery. These water BCPs were water-specific annexures to the statutory BCPs. A consolidated plan known as the Provincial Water BCP was developed, including disaster management, activation and communication elements.

The DTPW established a task group of representatives from each of the 13 WCG departments and four provincial entities sitting together with the custodian and implementing agent representatives of the Provincial Public Works Branch of DTPW. The objectives were: to plan which essential services of the WCG should and could continue to be met if municipal water supplies became constrained or stopped; to map out how the WCG could contribute to avoiding a “dry taps” situation through minimising WCG demand on municipal water supplies; and to ensure that identified critical services could continue to be delivered, regardless of the state of municipal water supplies. The plan comprised demand side and supply side interventions.

On the demand side, the DTPW undertook numerous interventions to save water in various office buildings. Water savings initiatives were also undertaken by other departments and entities, which, together with behavioural change strategies, contributed to the significant water savings achieved to date as well the water efficiency and water resilience now embedded in the WCG’s office accommodation. Water resilience work of this kind will continue for the foreseeable future.

On the supply side, the most critical WCG service delivery areas that had to be made water-secure so that they could continue to operate, regardless of the state of municipal water supplies. These critical facilities included certain provincial hospitals and clinics, the social development treatment and CYCCs, and various head office facilities for the ongoing command and control of the administration of the WCG. These supply-side interventions were designed to ensure that there were essential supplies of water from supplementary sources for drinking, sanitation, and fire safety purposes. An added benefit of securing water from supplementary sources for service delivery from critical facilities was that this would reduce demand on municipal supplies, to the benefit of those who remained dependent on municipal water.

To provide water security to these identified critical sites, in 2017/18, the DTPW procured an emergency framework of contractors for geohydrology, drilling, yield testing, quality testing, equipping, treatment, storage and reticulation. The framework also provided the services of approvals and licensing specialists, safety and security agents, and water system operation and maintenance service providers. Packages of contractors were parcelled together to focus on critical sites. Once drilling was completed, yields and water quality were tested, and designs for treatment and reticulation to site were completed. A key focus area during 2018/19 has been the implementation of localised water systems at these sites and transitions to the operation and maintenance phases of these systems. The current status of the supply side of the programme can be summarised as follows:

- 167 boreholes have been drilled in the programme;
- 154 of the boreholes (either existing or new) have been pump-tested to verify yields, determine sustainable pump rates, and determine recovery rates;
- 63 engineering solutions have been designed and approved for implementation;

- 61 facilities have groundwater systems in place; and
- 29 facilities remain on municipal supply.

There are various reasons why the 29 facilities that will remain on the municipal supply for as long as this is possible: the water failure risk in these areas is very low; and/or the cost of alternative supply is disproportionately high; and/or available groundwater resources are meagre or of poor quality. Resilience is defined as the capacity of an organisation to survive, adapt and grow in the face of turbulent change and complexity, and the Water BCP Programme has endeavoured to not only survive the potential of “dry taps”, but to also adapt to the new reality of rapid urbanisation and the effects of climate change; and to grow from the experience. Water resilience therefore comprises being robust (the potential to withstand disruption without failing or losing significant function); being able to recover rapidly (to quickly return the system to full function after a shock); being resourceful (the ability and readiness to mobilise necessary people, processes and needed materials leading up to, during and after a crisis); and the capability to be adaptable (that is, creating opportunities and taking action on lessons learned, learning from outcomes and adapting plans for future occurrences).

Service: Road infrastructure provision

The DTPW facilitated road network planning through integrated planning engagements convened through the joint-planning initiatives (JPIs) of the Department of Local Government and the Department of Environmental Affairs and Development Planning. One-on-one engagements took place with the municipalities of Swartland, Drakenstein, Overstrand, Mosselbay and the Stellenbosch Transport Workgroup. The DTPW maintained ongoing liaison with key stakeholders such as the CoCT Transport and Urban Development Authority and the South African National Roads Agency (SANRAL).

At a project level, the DTPW continued to facilitate environmental assessments and implementation agreements with municipal and national authorities, including agencies such as SANRAL, PRASA, CoCT Electrical, Eskom, and the national Department of Water Affairs and Sanitation.

The extensive roads network remains a critical asset of the Department, with a replacement cost value in excess of R100 bn. The importance of this asset to the economic growth of the Western Cape is demonstrated by the fact that, in just this reporting financial year alone (2018/19), the WCG allocated R3.205 bn to the construction and maintenance of transport infrastructure (new and existing), forming a significant portion of the DTPW’s expenditure. The network carries the bulk of the traffic in the province and provides key economic linkages between communities and regions.

Work continued on the projects that were approved based on their contribution to economic growth and job creation in the Asset Reserve Fund. The development of the Saldanha Bay IDZ and the expansion of the deep-water port is expected to contribute to increasing demand for road freight.

Two roadworks projects near Saldanha will provide strong linkages between communities and wider economic networks once they reach practical completion. The extension of the R399 near Saldanha to the Port Service Corridor and the construction of a greenfields

link between the R45 and R27 (expected completion early in 2020) have been in progress for months.

The R399 project includes the construction of a new roundabout at the Vredenburg and Saldanha road intersection, a bridge over the railway line, and a new road with a single lane in each direction.

The greenfields project links the R45 and R27 towards Hopefield and includes the dismantling of the Vredenburg weighbridge, construction of road sections and intersections, work on various bridges and culverts, and the construction of a major interchange at the Vredenburg turnoff on the R27.

Preliminary design for the upgrade of the road network around the N1/N7 Wingfield Interchange continued in the year under review and a first contract was advertised. In addition, the planning for the upgrading of N7 to freeway standards was completed.

Service: Manage and monitor subsidised and specialised public transport services

During the year under review, the DTPW continued to manage and subsidise bus services in the Cape Metropolitan Area through its contract with Golden Arrow Bus Services (GABS). The electronic monitoring of the service continued, empowering the DTPW to make ongoing service improvements, and to verify payments to the operator.

The subsidy is funded through the Public Transport Operations Grant (PTOG) which increased by 9.5 per cent, lower than the contracted payment rate to the subsidised bus operator – 17.52 per cent. This resulted in a decrease in the number of kilometres that could be subsidised, as well as a reduction in the number of subsidised services provided by the operator. The effect of this change was particularly impactful on areas with very high service demand. In addition, the suspension of Metrorail services on the Central Line for almost three months had a major impact, resulted in a noticeable increase in demand on bus routes along the Central Line, placing significant strain on bus operations during peak hours.

Uncertainty remains on the assignment of responsibility for the Cape Metropolitan Area subsidised bus operator service to the CoCT. The City's application is still being considered by the Minister of Transport.

The partnership with the CoCT in support of the Dial-a-Ride service continued in the year under review and is considered a successful intervention to address some of the public transport needs of SNPs.

Together with the George Municipality, the DTPW continues to honour its agreement with George Link (a private bus operator company comprised of former mini bus taxi operators and a small bus operator) to operate the "GO GEORGE" bus service. Refinement of Phases 1, 2 and 3 of the service is an ongoing process, with a focus on increasing bus patronage and increasing efficiencies within the system.

Although there has been a delay in the implementation of Phase 4, which will serve the communities of Thembalethu, Borchers, Lawaaiikamp, Conville and Parkdene, the phased implementation is due to commence from 2019/20.

This noted, there has been an increase in passenger trips on the existing service, with approximately 14 500 passenger trips per day. With regard to training initiatives, George Link recommenced driver training in November 2018, with the intention to train an additional 154 candidates from the minibus taxi industry, if available, for the implementation of both Phase 4 phases.

Government training initiatives continued with first aid training being conducted for 288 persons (237 George Link, and 51 municipal and WCG staff) and universal access and customer care training for 243 persons (208 George Link, and 35 municipal and WCG staff).

Several infrastructure improvements for the "GO GEORGE" bus service were completed during the year under review. This included the manufacture of a total of 175 bus shelters, 107 of which have been installed.

There have been incidents of bus shelter vandalism, so the remaining shelters will only be installed closer to the implementation of the next phase. Road rebuilding on Caledon, Mission, Merriman and Mall Streets for bus services has commenced and is scheduled to be completed in the 2019/20 financial year.

The upgrade of Nelson Mandela Boulevard in Thembalethu has been concluded. However, the George Municipality is engaged in a legal dispute with the contractor on the grounds that the standard of work is not acceptable, and the contractor has left the site.

George Link was granted permission to purchase 18 12-metre buses, of which 10 have already been delivered to George.

The DTPW remained central to the management and oversight of "GO GEORGE" service implementation, finalising the commissioning and audit of the Intelligent Transport System (ITS), and making significant progress in implementing the Automated Fare Collection (AFC) system in November 2018.

The DTPW participated in the Public Transport Safety and Security Operations Committee, which was formed during the financial year under review. Furthermore, a structured facilitated process between the DTPW and the George Municipality continues to further discussions towards the transfer of the function from the DTPW to the Municipality.

Service: Coordinate and facilitate land transport safety and compliance programmes

The DTPW conducted integrated driver fatigue awareness campaigns design to contribute to a reduction in fatal road crashes.

DTPW's long track record of producing young road safety ambassadors who can exert positive influence for years into the future is highlighted in the following achievements:

- Learners from ten Western Cape schools proudly advocated for safer roads at the National Road Safety Debate and Participatory Educational Techniques (PET) competitions held in Gauteng in October.
- Learners from Eros Special School claimed second place in the debate (disability category).
- Simon's Town High came third in the PET (urban category).

It is a high priority for DTPW to raise awareness around the daily dangers children face on the road, particularly the young and vulnerable. DTPW Road Safety Management (RSM) identified 13 schools from the City of Cape Town, the Overberg District and the West Coast District to participate in the provincial round of this national competition. Road safety management officers of DTPW were then assigned to prepare the provincial winners for the national event.

Service: Issue driving licences to competent drivers

The DTPW continued to work closely with authorised municipalities to improve the standards of the services they provide to the public. Driver licence testing centres (DLTCs) were able to reduce the average time a member of the public had to wait to obtain a learner's licence to two months, and the time required to obtain a driving licence to three months. These waiting periods are considered reasonable as they allow applicants to thoroughly prepare for examination and may reduce the likelihood of high failure rates that could create backlogs and increase waiting periods.

The DTPW ensures a safe and appropriately regulated vehicle and driver population through compliance inspections to combat fraud at vehicle testing stations (VTSs) and DLTCs.

Service: Issue permits for abnormal load vehicles and events on public roads

The DTPW continued to process and issue abnormal load vehicle permits during 2018/19. The development of a system for streamlining the classification and registration of abnormal load vehicles is continuing.

Service: Register minibus taxi operators and associations

The Provincial Transport Registrar supervised annual general meetings (AGMs) of minibus taxi associations as required by the Standard Minimum Constitution of associations and the Western Cape Land Transport Act Amendment Law. With the finalisation of modules for the registration of minibus taxi associations and members as part of the development of a new Provincial Transport Regulation System (PTRS), the process of verifying the registration and operating licence status of association members in preparation for AGMs was greatly improved and speeded up.

The Department facilitated successful regional and provincial elections for the Western Cape branch of the South African National Taxi Council (SANTACO).

Memoranda of understanding between the DTPW and industry structures representing minibus taxi, metered taxi, and small bus operators were reviewed in 2018/19.

Service: Provide dispute resolution services in the public transport domain

Illegal minibus taxi operations remain a cause for concern. Illegal operators and deliberate obstructions to the operations of legal operators led the Provincial Transport Registrar to implement disciplinary measures against a number of associations in terms of section 7(A) (20) of the WCRTA Amendment Law. The DTPW, in partnership with the South African Police Service (SAPS) and the National Prosecuting Authority (NPA), have since

undertaken to investigate and address the root causes of these conflicts, including overtrading, route invasions, and extortion.

Conflict between member associations and operators affiliated with the Cape Amalgamated Taxi Association (CATA) escalated into violence, with a number of fatal shootings being directly associated with the conflict. In cases involving violent conflict and other criminal acts, the SAPS took charge of operations, with support from municipal traffic and transport officials to identify legal and illegal operators. In conflict areas such as Delft and Bellville, the Department provided mediation services. In cases involving incidents of violence at taxi ranks, including murders and attempted murders, the Provincial Transport Registrar prepared notices in terms of section 91 of the NLTA, enabling the Provincial Minister of Transport and Public Works to declare extraordinary measures, including the closure of certain ranks or routes.

Service: Road safety communication

The Safely Home Calendar was successfully maintained in 2018/19. Social media activity formed the backbone of the communications programme, and follower numbers on our Facebook, Twitter and YouTube platforms showed healthy growth. The online influencer campaign has also started yielding positive results, growing our audience and engagement.

The DTPW continued to leverage the asset base of road safety advertisements developed in the last financial year because there was no budget for new development. While Safely Home is not yet in danger of advertising wear-out, but this might need to be taken into consideration for the next financial year.

New public safety videos and a radio campaign were developed to create awareness around new law enforcement technologies, specifically random breath Testing (RBT), evidentiary breath alcohol testing (EBAT), and the ITIH. A budget injection over the 2018/19 festive season enabled mass exposure of these assets online, supported by an extensive radio campaign over this critical period. The online campaign, in particular, achieved satisfying results and significantly boosted awareness of the new technologies.

Additional exposure over the festive period was achieved with a corporate social grant facilitated by the Department's media agency, which allowed for a two-month burst of screenings of the "Boys" RBT television advertisement on DSTV.

The Department also introduced a new online campaign #PropsForCops in December 2018, which aims to promote a positive image of law enforcement in the Western Cape. This campaign continues to do well and engender positive engagement.

Fieldwork for the Safely Home Survey 4 was concluded during the financial year under review, with analysis being completed early in the 2019/20 financial year. A new component was added to the survey – DSP ITIH evaluations.

A recent survey of residents revealed that 74 per cent of respondents indicated that their neighbourhood is a better place to live in than a year ago. The main reasons given were the new security cameras and increased number of law enforcement officers in Town 2, Khayelitsha, installed under the Alcohol Harms Reduction Game-Changer. Security cameras led to two arrests spotted by the teams monitoring the eight high-mast security

cameras in Town 2. In July 2018, one of the security cameras detected two males robbing a woman. Law enforcement responded immediately and arrested the men.

Service: Road safety education and awareness campaigns

Several road safety education and awareness interventions and campaigns targeting all road users were conducted in schools and communities throughout the province. A number of schools-based flagship projects such as scholar patrols, road safety school debates, talks and dialogues, the Safety in Traffic Education Programme, junior traffic training centres (JTTCs) and Participatory Educational Techniques continued in the year under review. Learner's licence programmes were presented to youth of the appropriate age in previously disadvantaged communities to assist participants in their search for employment. Changes are underway to improve the presentation format, the first phase being the shortening of the programme from five to three days, which already has shown a significant improvement in terms of individuals attending the full programme. Other road safety campaigns targeted communities as pedestrians, drivers and public transport commuters.

Officials of the DTPW's RSM directorate and the WCED completed road markings at a new JTTC in the WCED Metro North region. JTTCs are small-scale simulated road environments where primary school learners can learn good road safety habits and responsible road use. In the 2018/19 financial year, RSM established JTTCs in Mossel Bay, George, Worcester, Ceres, Prince Albert, and the Cape Town Metropolitan area.

Many children from disadvantaged areas must walk when they go to school, to the library, and to visit friends and family. Primary school learners are an important RSM target audience because they are particularly vulnerable as pedestrians, and because learning good safety habits at an early age provides a lifetime of benefit. This supports RSM's overall aim of raising awareness of road hazards and the importance of good road safety habits among a variety of target audiences.

Service: Traffic training and development

The Directorate: Traffic Training and Development (located at Gene Louw Traffic College [GLTC]) and Quality Management and Evaluation (QME) facilitated accredited training programmes for the Examiner of Vehicles (EOV) and Examiners for Driving Licences (EDL) qualification, as well as the Further Education and Training Certificate: Road Traffic Law Enforcement. These interventions are governed by the Road Traffic Management Corporation as well as the Safety and Security Sector Education and Training Authority (SASSETA). GLTC managed to exceed the annual target of the number of learners trained, as refresher EDL training was added to the list of courses, and it also exceeded the target on the number of learners that successfully completed the training.

The College further focused on fostering a closer relationship with the Directorate: Traffic Law Enforcement which resulted in the training of officers on speed equipment. A blended approach was followed: the e-Learning platform, and the first training intervention on dangerous goods. Further training included firearm refresher training to officers, as well as the initiation of the development of training programmes via the blended approach for Chief Provincial - Principal and Senior Provincial Inspectors as part of the focus on career

pathing. GLTC continued to foster relationships with local authorities which culminated in the training of traffic wardens for Swartland Municipality.

Service: Traffic law enforcement

While most private and public transport road users adhere to the rules of the road, ongoing and consistent effective and efficient traffic law enforcement will always be necessary to deal with the rapid increase of drivers and motor vehicles on all our roads. Traffic law enforcement impact interventions such as the expansion of DSPs, RBT and the deployment of mobile alcohol evidentiary units has helped to address the scourge of drinking and driving on our roads. The Directorate: Traffic Law Enforcement (TLE) has enhanced enforcement by using the resources made available by Integrated Intelligence Hub and its peripherals like handheld devices to obtain critical real-time data. This makes it possible to quickly deploy resources where they are needed, and to plan more effectively.

Service: Innovative regulatory and enforcement initiatives

Road crash fatalities

In comparison to 2017/18, the Western Cape experienced an overall decrease in road crash fatalities. While the cyclist road user type is the only category showing an increase in fatalities (36 per cent), pedestrian fatalities remain a huge concern as the highest contributing factor to road crash fatalities for the reporting year. However, it is encouraging to note that the statistics in the table below indicate a reduction of 5.3 per cent of fatalities in 2018/19 for this specific type of road user.

Throughout this past year, the DTPW and its partners remained committed to executing the law enforcement mission by conducting integrated traffic and road safety initiatives aimed at saving lives. While the DTPW fell short of achieving its vision in this regard: “No-one should be killed or injured on our roads”, TLE continues to make progress and learn valuable lessons that help it to adapt its approach regularly.

Table 9: Road fatalities 2017/18 and 2018/19

Road user	2017/18	2018/19	Variance (%)
Cyclist	16	25	+36
Driver	284	271	-4.6
Fell off vehicle	13	3	-76.9
Motorcycle pillion	2	2	0
Motorcyclist	72	61	-15.3
Other	20	4	-80
Passenger	362	343	-5.2
Pedestrian	642	608	-5.3
Total	1 411	1 317	-6.6

Source: Western Cape Department of Health Forensic Pathology Services

Western Cape district safety plans

The vision informing DSPs is: “zero fatalities and zero serious injuries on provincial roads”. DSPs aim to do this by bringing together all the elements that can contribute to road safety into a single coherent and integrated plan that responds to the actual needs on the ground. Ongoing monitoring and evaluation is built into the implementation plan so that lessons from experience can inform the development of similar plans for the other districts of the province.

Because of the success of the pilot project in the Overberg introduced in 2016, the WCG partnered with the CoCT to implement a second DSP in the Khayelitsha/ Lingeletu West area in 2018. The emphasis on pedestrian safety seems to have had a particularly significant effect in this locality.

The West Coast (South) DSP, an integrated enforcement, education and engineering road safety plan for the southern part of the West Coast District, was launched in October last year in Moorreesburg.

DSPs for the West Coast (North), N7 North and Winelands East areas were planned with all relevant stakeholders who committed to participating in this important initiative 2019/20.

Mobile vehicle testing units (VTUs)

Mobile VTUs sponsored by the RTMC to assist TLE to perform roadside roadworthy vehicle testing have been extremely successful since their deployment.

Between 1 March 2018 and 30 April 2019, 152 VTU integrated operations were conducted in partnership with local authorities and the SAPS. The VTUs were deployed for 731 operational hours. A total of 3 044 vehicles were tested, 1 224 of which were issued with Section 44 Discontinued Notices, and 44 of which were impounded. In addition, 43 drivers were arrested for driving under the influence of alcohol and for being in possession of fraudulent documentation. Vehicle testing ensures that only safe and road worthy vehicles are allowed on the roads.

Evidentiary breath alcohol testing and mobile testing unit

The Western Cape was the first province to re-introduce evidentiary breath alcohol testing with the establishment of the Alcohol Evidentiary Centre at the Vangate Shared Resource Centre in Athlone. A second Alcohol Evidentiary Centre was operationalised in December 2017 at the George Provincial Traffic Centre.

South Africa’s first mobile RBT unit was launched by the Department and is deployed in daily operations in the Overberg District. The DTPW was instrumental in assisting the CoCT with the deployment of its own mobile unit, and has deployed two additional re-purposed mobile units in the West Coast and Winelands districts as part of TLE’s 2018 festive season law enforcement strategy. The implementation of daily RBT operations and weekend alcohol operations has become an integral part of our law enforcement interventions across the Western Cape.

Confiscation and arrests for possession of illegal drugs and marine life

TLE conducted several arrests for the possession of illegal drugs and illegal marine life on provincial and national routes in the Western Cape during the 2018/19 financial year.

Table 10: Confiscation and arrests for possession of illegal drugs and marine life

	Abalone (R)	Crayfish (R)	Dagga (R)	Ecstasy (R)	Illegal Substances (R)	Mandrax (R)	Tik (R)	Grand Total (R)
Beaufort West	-	-	63 500	-	-	-	-	63 500
Brackenfell	-	-	-	-	120 000	-	-	120 000
Caledon	800 000	720 000	45 010	-	-	-	-	1 565 010
George	-	-	5 005	-	-	-	100 000	105 005
Knysna	-	-	-	100	-	55 000	-	55 100
Laingsburg	-	-	412 000	-	-	-	-	412 000
Mossel Bay	-	-	-	-	-	40	20 040	20 080
Somerset West	-	-	-	-	-	300	-	300
Swellendam	-	-	350	-	-	-	-	350
Vredenburg	-	-	5 900	-	100	-	-	6 000
Vredendal	-	-	1 530	-	2 620	2 700 000	-	2 704 150
Worcester	-	-	25 000	-	-	-	-	25 000
Total	800 000	720 000	558 295	100	122 720	2 755 340	120 040	5 076 495

Source: DTPW Provincial Traffic records

Fatigue awareness operations

Fatigue has played a significant role in the increased numbers of road crashes and associated fatalities on the N1 route. The route is characterised by long distances between towns and very few safe places between towns where drivers can rest or break their journeys. The implementation of fatigue awareness operations has assisted TLE to reduce the risk of driving while tired. As part of its integrated tactical approach, the DTPW has focused on the public transport industry through the Driver Fatigue Management Programme. A revised version of this programme was piloted over the 2018 festive season on the N1 between Paarl and Beaufort West.

This new pilot has brought together the crucial data from the DTPW's ASOD camera speed law enforcement system, in-vehicle technology (dashcams), and handheld devices. These enforcement tools can now be used to track key fatigue-indicating data such as the locations of departure and arrival, driving times, speed profiling, as well as vehicle tracking.

The collection of this data now allows enforcement officers to, through the Integrated Intelligence Hub, issue fatigue alerts on identified public transport vehicles that are moving at speeds that suggest that the drivers may have been driving without taking a break.

When vehicles have been identified, alerts are sent to handheld devices further along the route where alerted officers can stop the vehicle for further investigation. Drivers can be screened for physical signs of fatigue and blood pressure and glucose tests can be done

by Emergency Medical Services. Fatigued motorists are compelled to rest before continuing their journeys.

Media engagements

Media communication is an ongoing priority and a total of 716 radio interviews and 16 television engagements were conducted with local radio and television stations during the year under review. Special broadcasts were regularly done on radio. These media engagements informed motorists about road conditions, traffic patterns and other information which could assist them with planning their journeys. Media releases were issued weekly to local newspapers. Material was published on social media platforms and awareness was created about seatbelts, alcohol use, visibility, speed, pedestrian safety and the RBT project, amongst others. Over 1.3 million views of relevant material took place on Facebook and the video #ItCanWait on YouTube still holds the top follower rate of road safety awareness-raising video material available on Twitter, YouTube and Facebook.

2.2 Service Delivery Improvement Plan (SDIP)

Service delivery improvement plan

The DTPW developed a SDIP for the Medium-Term Expenditure Framework period 2018/19 – 2020/21 which is informed by its Strategic Plan: 2015/16 – 2019/20 and was aligned to its Annual Performance Plan (APP) for 2018/19. The SDIP aims to address two service improvement areas: RSM and Transport Regulation.

Service 1 for RSM: Implement and coordinate road safety education and awareness programmes

Changing road user behaviour through law enforcement, education and awareness, and engineering interventions is essential to ensure a safe road environment. In support of the National Road Safety Strategy 2016 – 2030, education and awareness must be targeted at children and youth where behavioural change interventions can be most effective in instilling responsible social behaviour. The service improvement envisaged fostering a change in road user behaviour through an increase in the road safety education awareness interventions from a baseline of 420 in 2017/18 to 480 in 2020/21. The targeted number of interventions for 2018/19 was 440 and an actual achievement of 573 interventions was recorded.

Incremental implementation of JTTCs was identified as an improvement area to teach children from pre-school level about keeping safe on roads. In the 2018/19 financial year, the Directorate: RSM established JTTCs at primary schools in Mossel Bay, George, Worcester, Ceres, Prince Albert, and in the Cape Town Metropolitan area. From six JTTCs in the Western Cape in 2017/18, there are now 12 at the end of 2018/19.

To keep up with the Fourth Industrial Revolution, a Moodle platform was established to transform the learner licence programme from manual to digital. A portion of the K53 learning material was transformed during 2018/19 by the Centre for e-Innovation at DoTP. The programme will continue in the 2019/20 financial year.

Research proves that the use of driving simulators in novice driver training may greatly enhance safe driving. In this regard, a funding proposal was approved by the Innovation Fund championed by the Department of Economic Development and Tourism during 2018/19 to the value of R100 000.00 to explore the feasibility of a Simulator Programme in the Western Cape.

Table 11: Main services provided and standards

Main service	Beneficiaries	Performance area	Base year: 2017/18	Desired standard of service: 2018/19	Actual achievement: 2018/19
Implement and coordinate road safety education and awareness programmes	General public, the youth and learners at schools.	Road safety education and awareness interventions	420	440	573
		Increase the number of JTTCs	Six (6) JTTCs, distribution in one (1) centre per district	Two (2) JTTCs per district	6 JTTCs achieved in 2018/19 (12 JTTCs accumulative in province).
		Digitise the learner licence training	The learner licence training and test is conducted manually, utilising hard copies.	Conduct digitisation feasibility study	Feasibility was conducted where after a Moodle was established and a portion of the K53 learning material was digitised. Furthermore, an innovation proposal to fund a feasibility study of a Simulator Programme was approved and the Programme will commence in 2019/20

Table 12: Service One: Batho Pele arrangements with beneficiaries (Eight principles: consultation, access, etc.)

Current arrangements: 2017/18	Desired arrangement 2018/19	Actual achievement 2018/19
<p>Consultation:</p> <ul style="list-style-type: none"> High school learners (17 years and older); Unemployed youth in disadvantaged areas (18 to 35); Interns; Referrals via non-governmental organisations (NGOs) and others. 	<p>Consultation:</p> <ul style="list-style-type: none"> Improve consultation with the following disadvantaged groups: <ul style="list-style-type: none"> Semi-literate farm workers, Dyslexic clients. <p>Engage Chief Directorate: Road Network Management to assist with the rollout of the programme.</p> <p>Engage structures including:</p> <ul style="list-style-type: none"> School governing bodies; Teachers; Learners; District road safety forums; District youth road safety forums. 	<p>Consultation:</p> <p>The desired standard was achieved. Engagements have been enhanced, however it should be noted that district youth road safety forums are not operational.</p>
<p>Service standards:</p> <p>Approved learner licence training will be provided to the applicant four (4) weeks after the application has been received.</p>	<p>Service standards:</p> <p>Approved learner licence training will be provided to the applicant three (3) weeks after the application has been received.</p>	<p>Service standards:</p> <p>The desired standard was achieved.</p>
<p>Response should be provided by the applicant three (3) weeks before training commences.</p>	<p>Response should be provided by the applicant two (2) weeks before training commences.</p>	
<p>Courtesy:</p> <p>Courtesy is reported and measured through:</p> <ul style="list-style-type: none"> Report and easy access to Directorate management; Departmental Communications 	<p>Courtesy:</p> <p>Maintain standard.</p>	<p>Courtesy:</p> <p>Current standard maintained.</p>

Current arrangements: 2017/18	Desired arrangement 2018/19	Actual achievement 2018/19
Access:	Access:	Access:
The JTTC service is accessible across all six (6) districts in the province; one (1) centre per district.	Increase JTTC service accessibility by one (1) service per district.	The desired standard was achieved.
The learner licence training and test is conducted manually utilising hard copies across all six (6) districts in the province.	Investigate making learner licence training and test accessible to: <ul style="list-style-type: none"> • Semi-literate farm workers; • Dyslexic clients. 	The desired standard was achieved.
Openness and transparency:	Openness and transparency:	Openness and transparency:
Schools identified for the JTTC intervention per district are identified a year in advance through the relevant District Road Traffic Management Coordinating Committee (DRTMCC).	Schools identified for the JTTC intervention per district are identified 9 months in advance through relevant DRTMCC.	The desired standard was achieved.
Client inputs on learner licence training and test is obtained through provincial road safety officers (PRSOs) allocated per district.	Client inputs on learner licence training and test is obtained through PRSO allocated per district and captured manually.	The desired standard was achieved.
Value for money:	Value for money:	Value for money:
Currently, there is no funding to implement more than one (1) JTTC per district.	Investigate cost-effective ways to provide for the needs of JTTCs specifically related to the procurement of materials (road signs) and paint.	The desired standard was achieved.
Many learners who pass their tests cannot afford the practical driving licence lessons in time and their learner licences lapse.	The costs of fuel, vehicle maintenance, repairs and instructor fees constitute 75 – 80 per cent of the costs of driving lessons in a real car. Investigate the cost effectiveness of using a simulator to provide a less expensive way of getting some practical driving training.	The desired standard was achieved.

Table 13: Service information tool

Current/actual information tools	Desired information tools	Actual achievements
Information is communicated through: <ul style="list-style-type: none"> • Internet and Intranet; • Public meetings; • Exhibitions; • Awareness interventions; • Radio advertisements; • Social media; • Pamphlets; and • Brochures. 	Maintain standard	Current standard maintained

Table 14: Complaints mechanism

Current/actual complaints mechanism	Desired complaints mechanism	Actual achievements
Complaints/ suggestions/ compliments/ queries are registered and monitored: <ul style="list-style-type: none"> • Directly with management; and • On the website. 	Explore the integration of identified road safety challenges into the operations of existing community police forums in the Overberg District.	The desired standard was achieved. This was extended to the West Coast District and Cape Winelands District.

Service 2 for Transport Regulation: Provide licensing services to public transport operators

Illegal public transport operations have been found to be a contributing factor to conflict within the public transport industry, which is commonly associated with a perceived inefficient permit application process, even though applications are processed within 60 days, considerably faster than the legislative requirement of 90 days. The technical nature of the application process requires the technical aspects to be explained to current and prospective operators. The need for this kind of interaction requires an organised client service environment.

Vangate Shared Service Centre (VSSC) is a frontline service point that delivers public transport regulatory functions to the public transport sector. The experiences of the service beneficiaries at the VSSC are a critical component in measuring the performance of the Department. The envisaged service improvements for 2018/19 comprise:

- an enhanced Queue Management System;
- branding of the VSSC building; and
- a research-suitable Citizen Interaction Management System

During the reporting period, a new Queue Management System was installed. The newly installed system provides a controlled environment, digital signage, waiting area visualisation, client feedback and real-time data which is used by management to continually improve operational efficiencies.

The branding was developed in consultation with Corporate Communications and approved during the reporting period. Procurement is scheduled for the 2019/20 financial year.

Consultations with the provincial transversal contact centre are continuing to solicit a viable solution to extend interaction platforms such as e-mail, messaging and social media specifically designed to cater for operator clientele.

The tables below highlight the Department's SDIP achievements in 2018/19.

Table 15: Service Two: services provided and standards

Main service	Beneficiaries	Performance area	Base year: 2017/18	Desired standard of service: 2018/19	Actual achievement: 2018/19
Provide licensing services to public transport operators.	Minibus taxi industry, charter, scholar transport, metered taxis, long-distance transport, small buses, Uber operators and tourism transport operators.	Branding of the VSSC building	External branding – None Internal branding is not compliant with the WCG corporate identity guidelines	Approved internal and external branding specification	Internal and external branding with specifications was developed, consulted and approved. Process for the approval of the name of the facility in line with the provincial policy guidelines commenced and will continue in 2019/20 financial year.
		Queue Management System sound and display	Current system is not operational	Develop specification and procure Queue Management System	Business requirement specifications were completed and approved. The Queue Management System was installed and is operational with valid maintenance plan. A proposal to improve other Provincial Regulatory Entity (PRE) offices, specifically the George office, was approved by the PSG 5 Workgroup for implementation in 2019/20 financial year.
		Client service interaction management	No formal client service interaction in place	Engage Transversal Contact Centre: e-Government for Citizens (EG4C)	An efficient client interaction management was explored with EG4C. Further engagements will continue in 2019/20 as there are human resources and financial implications. Proper research is required to make informed decision.

Table 16: Service Two: Batho Pele arrangements with beneficiaries (Eight Principles: consultation, access, etc.)

Current arrangements: 2017/18	Desired arrangement 2018/19	Actual achievement 2018/19
Consultation:	Consultation:	Consultation:
Operators contact staff members on direct extension numbers.	Install a Queue Management System to record client walk-in interactions.	The desired standard was achieved.
	Engage e-Government-4-Citizen transversal contact centre to establish a client-interaction model to suit VSSC.	The desired standard was achieved.
Access:	Access:	Access:
Walk-in at VSSC. Online: download and print forms only for new applications. Electronic funds transfer (EFT) payment and email proof of payment.	Maintain standard.	Current standard maintained.
Courtesy:	Courtesy:	Courtesy:
Employee behaviour is reported to the immediate supervisor available on the floor.	Install feedback keypads to capture client feedback.	The desired standard was achieved.
Openness and transparency:	Openness and Transparency:	Openness and transparency:
Through the Provincial Registrar's Office Joint planning initiatives.	Capture client inputs on Queue Management System.	The desired standard was achieved.
Value for money:	Value for money:	Value for money:
The PRE has improved operations, enhanced efficiencies in the system, strengthened communications, and standardised processes.	Utilise the dashboard/ Queue Management System to draw data to understand operations. Publish performance records.	The desired standard was achieved.

Table 17: Service Two: Service information tool

Current/actual information tools	Desired information tools	Actual achievements
<p>Information is communicated through:</p> <ul style="list-style-type: none"> • Walk-in Centre; • Website; • Government Gazette; • Phone; and • Email. 	<p>Information is communicated through:</p> <ul style="list-style-type: none"> • Rolling information display screens at the Walk-in Centre; and • Announcements at the Walk-in Centre. 	The desired standard was achieved.

Table 18: Service Two: Complaints mechanism

Current/actual complaints mechanism	Desired complaints mechanism	Actual achievements
<p>Complaints/ suggestions/ compliments/ queries are registered and monitored through:</p> <ul style="list-style-type: none"> • The office of a "service delivery official" on the ground floor; • Email; • Phone; and • Complaints website monitored by the PRE. 	<p>Complaints/ suggestions/ compliments/ queries are registered and monitored:</p> <ul style="list-style-type: none"> • EG4C. 	The desired standard was achieved.

Table 19: Promotion of Access to Information Act applications granted in terms of Section 46

No.	Detail of information requested	Date request received	Date extension granted*	Date request granted
1/2018/2019	Requesting information on the following: Tender S090/2017: BAC reports as well as the evaluation score sheets	19.04.2018	N/A	01.06.2018
2/2018/2019	All Licences Issued to (And Valid) Autopax Passenger Services (reg no 1995/000861/30)	16.05.2018	N/A	25.06.2018
3/2018/2019	Tender Documents for Helen Bowden Nursing Home, Woodstock Hospital and Tafelberg School	06.06.2018	04.07.2018	15.08.2018
4/2018/2019	Possible taxi permits allocated on the deceased name	07.06.2018	N/A	12.07.2018
5/2018/2019	Letter of Decision for various operating permits	29.06.2018	N/A	25.07.2018

No.	Detail of information requested	Date request received	Date extension granted*	Date request granted
6/2018/2019	Request for Information: Permits	13.07.2018	N/A	16.08.2018
7/2018/2019	Request for Information: Permits	20.07.2018	N/A	14.09.2018
8/2018/2019	Request for Information: All documents pertaining to Tender S026/18 Submitted by Cape Automation Systems	07.09.2018	N/A	16.10.2018
9/2018/2019	Request for information: full evaluation reports for contract numbers: C1029; C1080; C1089; C1091; C1096; C1098	19.09.2018	N/A	16.10.2018
10/2018/2019	Request for information: Approvals granted in respect of all Relevant Traffic Circles and Road Access in the George Area	16.10.2018	N/A	14.11.2018
11/2018/2019	Request for information: Registrar's reasons for decision to dismiss Operator Licensing Request for United Taxi Association	21.11.2018	N/A	Current
12/2018/2019	Request for information: Competition Commission enquiry into the Land-Based Public Transport Industry	27.11.2018	19.03.2019	Current
13/2018/2019	Request for information: Permits	04.12.2018	N/A	12.03.2019
14/2018/2019	Request for information: Permits	30.11.2018	03.02.2019	06.02.2019
15/2018/2019	Evidential breath test	11.12.2018	09.02.2018	28.02.2019
16/2018/2019	WTW: Order of Court	N/A	N/A	27.12.2018
17/2018/2019	Record of decision for not providing the quotation request to Praxos 237cc	31.12.2018	01.03.2019	11.03.2019
18/2018/2019	Copies of all valid operating licences issued to Chilwans Coach Lines (SA) CC with registration number 2001/004214/07	18.01.2019	14.02.2019	19.03.2019
19/2018/2019	Tender process documents and BID results on Behalf of Rustic Living Trading 155 PTY LTD	21.01.2019	N/A	04.03.2019
20/2018/2019	Request for various permits for various permit holders	30.01.2019	30.03.2019	Current
21/2018/2019	Request for registration of Rooikamp Ceres Taxi Association ito Section 7A	21.02.2019	19.03.2019	29.03.2019
22/2018/2019	Copies of all information pertaining to Permit OLB1891427/0	26.02.2019	-	Current
23/2018/2019	All traffic management reports and/or traffic engineering reports covering the intersection of the R399 and the road to St Helena during the period 2005 and 2019.	04.03.2019	-	Current

No.	Detail of information requested	Date request received	Date extension granted*	Date request granted
24/2018/2019	Request for Information: N2 Express Surveys & Market Share Determination	21.02.2019	N/A	Case Cancelled
25/2018/2019	All permits / licences issued by Western Cape Regulatory Entity to Linereagle	22.03.2019	-	Current
26/2018/2019	All permits / licences issued by Western Cape Regulatory Entity to Cream magenta 326	22.03.2019	-	Current
27/2018/2019	All permits / licences issued by Western Cape Regulatory Entity to Classy Trade and Invest 9	22.03.2019	-	Current
28/2018/2019	Transcripts of hearings at Provincial Regulatory Entities hearing dates 26 October 2017 and 29 November 2017	27.03.2019	-	Current

Note: Extension provided in terms of section 26 of PAIA.

2.3 Organisational environment

Restructuring

The macro- and micro-structure alignment was not scheduled during the reporting period. DotP Organisational Development is in process of revising the support structure of the HOD, the Customer Relations Unit (CRU) and Departmental Communications, with specific focus on the process regarding the Programme Office, including the strategic impact of the office. Additionally, the CRU functions are to be investigated, with a focus on the volumes and context of DTPW functions/ enhancement of CRU/ Regional Office model, as well as the OHS/ security functions with relevance, but not limited to role and functional clarification.

Organisational design interventions continued in the Chief Directorate: Road Network Management in the year under review. The proposed organisational structural changes for the Branch: Roads were approved by Provincial Minister Grant during January 2019 for external consultation. The proposal is currently with labour for consulting with its members.

Approval was obtained for the proposals on the amendment of the structure of the Chief Directorate: Government Motor Transport Sub-directorate: Management Support Services to increase capacity in respect of ICT functions not performed by Cel.

Organisational challenges

Even though there was a limited pool of potential candidates to choose from, specifically in the built-environment sector, too few applications were received for jobs on offer in the Department. This meant that the DTPW continued to rely on ageing experienced professionals on the one hand, and new graduates with limited experience on the other. DTPW has made significant strides to ensure that set targets are achieved. The main challenge is to attract and retain the services of the designated groups, especially people with disabilities, in the face of demand for employees from designated groups in the labour market.

The DTPW is also faced with the challenge of recruiting into its senior management team persons currently on Occupation-Specific Dispensation (OSD) level who are technically sound with the ability to operate in a functional management environment. However, moving from one dispensation to the other (OSD to non-OSD), is regarded as a career change. This means the salary and career incentives attached to the post in the other dispensation remain in place, which may mean the person would have to accept a lower salary for a more skilled job. The CSC has communicated this concern to the Department of Public Service and Administration (DPSA) and is waiting for a reply.

In the TLE environment, DTPW competes with local government authorities to attract graduates from its own Gene Louw Traffic College.

Organisational successes

Empowerment remains high on the DTPW development agenda, across all functions and programmes. During the reporting period, 109 staff members received support through the Internal Bursary Scheme. A total of 1 832 training interventions were provided to

employees through the Work Place Skills Plan, and 73 employees attended e-Learning programmes. A total of 59 were placed in the Department in the year under review.

A total of 303 new appointments were made in the year, and 209 of those appointed underwent the Compulsory Induction Programme within the probation year.

The numerical targets in terms of the DTPW-approved Employment Equity (EE) Plan: 2017 – 22 for the period 1 April 2018 to 31 March 2019 (Year 2 of the EE Plan), are reflected in the table below.

Table 20: Employment equity targets 1 April 2018 to 31 March 2019

Occupational level	Male				Female				Foreign nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Top Management (Levels 15-16)	0	1	0	3	0	0	0	1	0	0	5
Senior Management (Level 13-14)	6	13	3	13	4	9	0	5	0	0	53
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	53	100	6	67	60	70	0	24	0	0	350
Skilled technical and academically qualified workers, junior management, supervisors, foremen (Levels 6-8)	196	346	4	106	165	296	4	84	0	0	1 201
Semi-skilled and discretionary decision making (Levels 3-5)	92	158	2	39	77	141	2	37	0	0	548
Unskilled and defined decision making (Levels 1-2)	163	170	1	21	64	92	1	15	0	0	527
Total	510	788	16	249	370	608	7	166	0	0	2 714
Temporary employees											
Grand total	510	788	16	249	370	608	7	166	0	0	2 714

A = African, C = coloured, I = Indian, W = white.

In the past, the Department made use of consultant agents to provide capacity where there were technical vacancies. However, due to budget constraints, that option was no longer available, and a vigorous recruitment drive was introduced to fill vacancies. It was critical to fill all of these posts to ensure continued service delivery of WCG education facilities. A number of technical vacancies were advertised and opportunity given to contractors to apply. Where sufficient skills were insourced, contracts were not renewed.

Women currently make up 37 per cent of the Senior Management Service (SMS), below the national target of 50 per cent. During the reporting period, the number of women in SMS has increased by two.

The total representation of PWD remains at 1.1 per cent, below the national target of 2 per cent. The Department will continue with disability disclosure drive encouraging staff with disabilities to disclose them.

The DTPW has been running its own graduate development programme since 2010/11 and has started to produce technical and engineering graduates who could be encouraged to apply for permanent positions in the Department through the normal recruitment process.

The Masakh'iSizwe Bursary Programme focuses on attracting and facilitating the development of scarce and critical skills to meet the operational needs of the Department, targeting financially disadvantaged youth. This is supplemented by the Bursary Collaborative Venture with the private sector to share resources in support of socio-economic development, addressing skills shortages in the sector, and maximising opportunities for learning and employment. Through the Professional Development Programme, Masakh'iSizwe graduates are mentored and developed to meet the requirements of the relevant statutory bodies for professional registration. The success of the programme depends in part on the commitment of mentors to training and developing candidates, so each one signs a commitment and undertaking to provide what is necessary for the process to be successful. Assessment and evaluation of the candidates' previous exposure, training and experience with a view to determine their competency levels and training needs are fundamental mentoring deliverables. Under the guidance of a mentor, candidates receive appropriate training to ensure attainment of professional registration is met within the timeframe set by the relevant professional body.

Resignations/ appointments

During the period under review five officials were promoted from within the Department into SMS positions on salary level 13. Two of these officials are women, and one has a disability.

The Chief Director: Road Network Management retired at the end of April 2018, but the Department deemed it necessary to retain the services of the official for a period of one year, in order to fulfil the DTPW's mandatory and strategic obligations, and to ensure the transfer of skills and knowledge.

Strikes

No DTPW employees participated in the bus strike that took place on 25 April 2018 or the wage negotiation strike on 11 June 2018.

System failures

The department experienced system failure with the Supplier Invoice Tracking System (SITS) functionality of MyContent. The reason provided by the Centre for e-Innovation (Ce-I) for the failure is that when the technical team updated the software, it skipped three versions to get to the most recent version. The team is now applying each updating one at a time to avoid any recurrence of this issue.

Cases of fraud or corruption

Cases of fraud or corruption for the year under review are described in the Provincial Forensic Service (PFS) Case Movement Certificate below.

Table 21: Cases of fraud and corruption, 2018/19

Cases	Number of cases
Open cases as at 1 April 2018	9
New cases (2018/19)	5
Closed cases (2018/19)	(8)
Open cases as at 31 March 2019	6

2.4 Key policy developments and legislative changes

The draft Western Cape Provincial Traffic Administration Amendment Bill was published for public comment in 2016. It has consequently lapsed and will go back to the Cabinet for the approval to re-introduce the Bill.

3 Strategic Outcome-Oriented Goals

The Department's Strategic Outcome-Oriented Goals, and progress made towards the achievement of the five-year Strategic Plan: 2015/16 – 2019/20 targets, are outlined below.

Strategic Outcome-Oriented Goal 1: Maximise empowerment and job creation in the Western Cape.

Goal statement:

To maximise empowerment and job creation through development programmes and infrastructure investment in the Western Cape by 31 March 2020.

Justification:

Strategic intervention identified by all spheres of government to support the aim to halve unemployment and poverty in terms of the National Development Plan.

Links to PSGs:

Provincial Strategic Goals 1; 2; 4 and 5.

The Department continues to ensure meaningful participation of unemployed youth in the empowerment and job creation opportunities that emanate from its mandate. Investments in this regard contribute to the objective of the WCG Skills Game-Changer.

Training opportunities continued in construction-related trades as part of the NYS Youth in Construction Programme that targets the participation of unemployed youth in the built environment and construction industry. Training continued through Apprenticeship Programme in the mechanical, electrical and engineering fields.

The implementation of the CDP that targets emerging contractors has contributed to their ability to do the job professionally, as far as business skills, management and tendering is concerned.

The empowerment of taxi operators and bus operators and the many training and awareness programmes for both the taxi and bus sectors aim to empower and develop

the capability and professionalism of this industry while improving the efficiency of the public transport system.

The coordination of the EPWP in the Western Cape ensured that nationally determined work opportunity targets were met. Support strategies are being implemented at EPWP implementing bodies in the province in order to achieve the set targets.

EMPIAs were concluded on departmental capital projects with a contract value of more than R5 m and a number of these projects were subjected to monitoring and evaluation to determine whether the empowerment objectives were achieved.

Strategic Outcome-Oriented Goal 2: Manage provincial infrastructure and immovable assets in the Western Cape.

Goal statement:

To facilitate, plan, design, develop and deliver provincial infrastructure and accommodation and to strategically manage the asset life cycle of the provincial property portfolio in order to unlock socio-economic growth in the Western Cape by 31 March 2020.

Justification:

Infrastructure delivery and asset management of the provincial property portfolio is a requirement for unlocking socio-economic growth.

Links to PSGs:

Provincial Strategic Goals 1; 2; 3; 4 and 5.

The DTPW is continuing to seek sustainable solutions for providing resilient infrastructure that can adequately respond to climate change and other environmental challenges. The infrastructure norms and standards that have been adopted demonstrate the DTPW's commitment to green principles across general, health and education infrastructure, including responding to the water crisis.

The historic maintenance backlog in respect of social infrastructure requires immediate attention and the focus will continue to fall on addressing emergencies brought about by poor maintenance and normal wear and tear. The stresses of climate change, including severe weather events, will exacerbate the current maintenance backlog. The DTPW continues to conduct condition assessments of all governmental facilities within its portfolio to guide investment decisions for the future and schedule appropriate plans to ensure value maximisation of the assets across its lifecycle. Appropriate investment is critical to protect of the integrity of the asset base and ensure economic and social advancement.

In the property partnership environment, progress on the Founders' Garden/ Artscape Precinct continued during the year under review, in accordance with the Better Living Model methodology.

At the Conradie BLMEP, work progressed so well that the construction of bulk and internal services is expected to commence in the fourth quarter of 2019.

Regarding the Immovable Asset Register and to improve its portfolio management, the focus will be on continuing to rationalise the Immovable Asset Register.

To ensure the efficient utilisation of immovable assets, the Department will focus on completing the Master Accommodation Plan with a decentralisation strategy facilitated through a Travel Survey Project to determine the feasibility of providing office

accommodation closer to where staff members live to reduce commuting time, congestion and associated carbon emissions, all in service of a better quality of life.

Strategic Outcome-Oriented Goal 3: Deliver safe, efficient, integrated transport systems in the Western Cape.

Goal statement:

To deliver safe, efficient, integrated transport systems that support economic growth and social connectivity in the Western Cape through partnerships by 31 March 2020.

Justification:

Safe, efficient, integrated transport is critical to ensure improvement in all modes of transport and in the infrastructure and systems that supports them in order to achieve the intended modal shift from private to public transport and the movement of freight from road to rail in the Western Cape.

Links to PSGs:

Provincial Strategic Goals 1; 3 and 4.

The implementation of the PSTP, which is a programme to assist identified municipalities to develop and implement local mobility plans for public transport and NMT, is set to contribute to sustainable transport improvements in municipalities. Memoranda of agreement (MOAs) were concluded with these municipalities setting out various level of planning support and joint programmes for incremental implementation over a number of years.

The DTPW continued to effectively manage and monitor a subsidised bus operator for the Cape Metropolitan Area and the associated PTOG, until such time as the function is transferred to the CoCT. It continued to implement further phases of the high-quality public transport network ("GO GEORGE"/ GIPTN) in George, which is enhancing the quality of life of the people of the town in partnership with the George Municipality and the national Department of Transport. The implementation of Phases 4A and 4B of the "GO GEORGE" service is subject to the resolution of certain disputes that emerged during the process.

Public confidence in the commuter rail service in the Greater Cape Town Metropole deteriorated in the last couple of years due to operational challenges, lack of maintenance, and incidents of vandalism and theft of key infrastructure. This state of affairs led to a drastic decline in rail patronage, with a corresponding migration of commuters to other modes of transport such as minibus taxis and private vehicles. The partnership between the DTPW, PRASA and the CoCT in the creation and deployment of the Rail Enforcement Unit has already started to address safety and security concerns in respect of the Metrorail service.

Road crash fatalities, especially pedestrian fatalities remain a concern. Driving under the influence of alcohol, speeding and driving without seatbelts continue to be the major contributing factors to the scourge of road crashes. The Department continued to implement the successful DSP model in partnership with municipal authorities and law enforcement agencies in order to address district-wide road safety concerns.

The DTPW developed a Provincial Freight Strategy and an implementation programme to improve freight transportation efficiency, safety, environmental sustainability and cost optimisation during the year under review.

To stimulate economic growth, construction and maintenance of key projects was undertaken during the year to preserve and improve the condition of the road network, thereby maximising its useful life to the benefit of citizens.

Strategic Outcome-Oriented Goal 4: Promote good governance, effectiveness, and efficiency throughout the DTPW.

Goal statement:

To provide strategic leadership, governance, and support to enable the DTPW to deliver integrated services in respect of government priorities effectively and efficiently by 31 March 2020.

Justification:

An efficient and effective Department that provides integrated services.

Links to PSGs:

Provincial Strategic Goal 5.

The DTPW functions within an increasingly challenging environment that requires an agile and resilient organisational life-cycle approach.

It has started with the development of a 20-year vision encompassing multiple mechanisms to address critical issues confronting the organisation, including putting the citizen in the centre of how it does business, building resilient infrastructure that is able to withstand climate change impacts, incorporating advances in ICT and digital transformation, and being more able to respond effectively to community unrest and lawlessness.

The Department developed a strategic talent plan as part of its efforts to create a leading organisation and enhance its ability to deliver innovative service delivery solutions to the citizens of the Western Cape. This in the main requires a concerted organisational redesign in relation to core functions.

The assessment of the required organisational arrangements for a newly proposed Branch Roads has been concluded. The redesign organisation structure was approved by the Provincial Minister for external consultation on 25 January 2019 and was tabled at the Coordinating Chamber of the Public Service Coordinating Bargaining Council of the Western Cape during February 2019.

The Department has commenced a process to review the organisational structure of the Provincial Public Works Branch in order to better respond to the strategic intent and direction of life cycle asset management.

The DTPW adopted an integrated thinking SCM approach, which envisages an optimised system congruent with construction industry practice. This will ensure that social objectives are part of mainstream procurement and organisational practice as espoused by King IV principles.

Training in ethics, risk management and in the legal process in construction disputes was provided to DTPW officials to improve the governance and effectiveness of SCM processes.

4 Performance Information by Programme

4.1 Programme 1: Administration

Purpose

The purpose of this Programme is to provide overall management support to the Department.

Sub-programmes

- Office of the MEC (Office of the Provincial Minister – Transport and Public Works).
- Management of the Department.
- Corporate Support.
- Departmental Strategy.

Strategic Objectives

1.1	Improve quality of finance management.
1.2	Facilitate effective and secure utilisation of information systems, processes and knowledge within the Department.
1.3	Improve skills and capacity in the transport, built environment, engineering and related disciplines.
1.4	Improve management of transversal and integrated strategic planning, policy development, coordination and monitoring and evaluation.

Strategic objectives, performance indicators, planned targets and actual achievements

This Programme contributes to Departmental Strategic Outcome-Oriented Goal 4: Promote good governance, effectiveness and efficiency throughout the Department, through a number of endeavours.

The Directorate: Transport Policies and Strategies participated in integrated municipal engagements and municipal planning by providing assistance to Western Cape municipalities with the updates of their ITPs as prescribed in section 36(1) of the NLTA. Assistance is provided under section 9(2)(c) which requires the Provincial Minister to aid planning authorities that lack the capacity and resources to carry out the integrated planning function. The Directorate is in the process of reviewing these ITPs so that they are valid for the next five years.

The DTPW conducted a study in the town of Vredenburg in Saldanha Bay Municipality on catalytic land (The Vredenburg Catalytic Land Assembly Study) with the intention of:

- Putting forward a methodology that identifies suitable parcels of vacant land for the provision of social facilities by providing a robust framework for short, medium and long-term planning of future social facilities;
- Stimulating discussion and action around integrated planning and appropriately located infrastructure in order to improve people's lives in the Western Cape; and

- Exploring to what extent departments such as the Western Cape Department of Health and the WCED can explore non-infrastructure-based delivery solutions through partnerships and collaborative projects.

As part of its e-vision, the DTPW has investigated the links between technology and sustainable development. As part of our integrated thinking approach, improved strategic partnerships with the line function were further enhanced in the year under review. This led to more purposefully aligned and productive functioning that is congruent with the way the construction industry works in practice. This integrated approach envisages an optimised supply chain that can be viewed as an economic system, a social system, a production system, and an organisational system. This helps to ensure that social objectives are part of mainstream procurement practices and organisational approaches, in the same way that OHS and environmental management are “business-as-usual” practices for all levels of government today. This is in line with the approach proposed in the King IV principles of corporate governance which emphasise the importance of integrated thinking and integrated reporting (the organisation as an integral part of society, corporate citizenship, and stakeholder inclusivity) in service of sustainable development.

The DTPW has amended its focus from viewing people, process and technology as the core components of its business, to putting data in the centre of, and in the service of, people, process and technology, a view conceptualised by the global advisory firm Gartner Inc. in 2018. This is demonstrated in the analysis of the DTPW’s transactions and suppliers. It creates further visibility and also informs our strategic focus and decision making. We recognise that information and technology overlap, but that they are also distinct sources of value creation that both pose individual risks and provide opportunities.

The SCM component has presented its procurement processes and facilitated the registration of suppliers on the Western Cape Supplier Database by participating in the Construction Development Programme’s construction information sessions, as well as supplier development sessions (in collaboration with the DEDAT as well as various municipalities). Mini-workshops were conducted with suppliers, where registration documents were scrutinised for completeness and follow-ups were done on the status of submitted registration documents. The unit participated in CSD roadshows in collaboration with Provincial Treasury as well as to register suppliers on the Central Supplier Database.

SCM has developed a new standardised goods and services contract which is already being utilised in the Department. It is currently under review by Legal Services for application throughout the Western Cape Government, with the Provincial Treasury’s endorsement.

A total of 20 framework contracts for scheduled, day-to-day and emergency maintenance for all classes of work have been put in place. Specific care was taken not to exclude small graded contractors from this process to support contractor development and the related socio-economic obligations of government.

A new procurement methodology for travel and accommodation has been implemented as an interim measure until such time that the Provincial Treasury finalises its Transversal Travel and Accommodation Policy.

The DTPW invests in ongoing training and development of staff involved in supply chain activities. Ethics and risk management training was provided to 360 officials and training regarding the legal process dealing with construction disputes was provided to 34 DTPW officials.

In acknowledgement of the serious and ongoing water crisis across the Western Cape, various initiatives were implemented to source supplementary water supplies where this was feasible.

Having successfully put a “mature” stage system in place to help facilitate a clean audit of predetermined objectives, the DTPW is in the process of implementing a programme outcome monitoring system. This will aid a shift in the DTPW’s focus from the “compliance” stage to the “performance” stage of organisational maturity. Conceptual designs were completed and detailed design commenced for an outcome monitoring system, which includes a tool to facilitate agreement on the use of anticipated outcomes and indicators for the monitoring of DTPW outcomes.

The designs of seven evaluations were informed by theories of change which fit the current understanding of how the Programmes aim to achieve the intended results. The evaluations listed below were undertaken during 2018/19:

- Diagnostic evaluation of the ITP Programme;
- Impact assessment of the Provincial Roads Maintenance Grant (PRMG);
- Impact assessment of the Expanded Public Works Integrated Grant Programme;
- Impact assessment of the Public Transport Operations Conditional Grant;
- Design evaluation of the PSTP;
- Design evaluation of the Road Safety Implementation Programme (RSIP); and
- Implementation evaluation of the leased-in property portfolio.

Discussions of evaluation design, findings, recommendations and planned improvements stemming from these evaluations with the relevant Programme managers have commenced and the monitoring of progress will continue into the new financial year.

The Programme’s strategic objectives, performance indicators, planned targets and actual achievements are presented in Tables 23 and 24.

Strategic Objectives

Table 22: Programme 1: Administration: Strategic Objectives

No	Strategic Objectives/ Indicators	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target to actual achievement 2018/2019	Comment on deviations
Sub-programme 1.3: Corporate Support						
1.1	Improve quality of finance management.					
1.1.1	Level of finance capability maturity.	3+	3+	3+	0	-
1.2	Facilitate effective and secure utilisation of information systems, processes and knowledge within the Department.					
1.2.1	Level of Enterprise Information Management maturity.	2+	3	3	0	-
1.3	Improve skills and capacity in the transport, built, engineering and related disciplines.					
1.3.1	Number of candidates registered with relevant professional body.	19	18	21	3	Over-achieved by 3 professional registrations due to improved service delivery standards by statutory councils.

No	Strategic Objectives/ Indicators	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target to actual achievement 2018/2019	Comment on deviations
Sub-programme 1.4: Departmental Strategy						
1.4	Improve management of transversal and integrated strategic planning, policy development, coordination and monitoring and evaluation.					
1.4.1	Number of departmental planning processes achieved.	8	32	2	(30)	<ol style="list-style-type: none"> As the current ITP 5-year period drew to a close, it was decided that a full review would be done for the next 5 years rather than an update. This full review spans the 2018/19 and 2019/20 financial years and it is expected that municipal and ministerial approvals of the various ITPs will be finalised by the end of the 2019/20 financial year. Assistance through transferring of funds for ITPs to municipalities: The municipalities of George, Eden, Stellenbosch and Cape Winelands all requested rollovers which meant that the 2017/18 financial year update of the ITPs will only be concluded in the 2019/20 financial year. All these municipalities experienced administrative challenges relating to supply chain problems. Transferring funds for assistance with updating ITPs can only be done in the municipal financial year (1 July to 30 June) and not in the provincial financial year (1 April to 30 March). This has an impact on the time it takes to complete ITP updates. The Provincial Land Transport Framework (PLTF) update has not yet been approved by the National Minister of Transport despite numerous follow-ups.

Performance Indicators

Table 23: Programme 1: Administration: Performance Indicators

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on deviations
Sub-programme 1.3: Corporate Support								
1.1.1.1	Number of strategies reviewed, SCM and FM (FA, MA and FG)*	4	4	4	4	4	4	-
1.3.1.1	Number of signed commitment and undertakings	16	14	20	10	19	9	Expansion of the Professional Development Programme to include Construction Project Management.
Sub-programme 1.4: Departmental Strategy								
1.4.1.1	Number of transport integrated processes assessed	29	0	6	30	0	(30)	<ol style="list-style-type: none"> As the current ITP 5-year period drew to a close, it was decided to do a full review for the next 5 years rather than an update. This full review spans the 2018/19 and 2019/20 financial years and it is expected that municipal and ministerial approvals of the various ITPs will be finalised by the end of the 2019/20 financial year. Assistance through transferring of funds for ITPs to municipalities: The

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on deviations
								<p>municipalities of George, Eden, Stellenbosch and Cape Winelands all requested rollovers which meant that the 2017/18 financial year update of the ITPs will only be concluded in the 2019/20 financial year. All these municipalities experienced administrative challenges relating to supply chain problems. Transferring funds for updating ITPs can only occur in the municipal financial year (1 July to 30 June) and not in the provincial financial year (1 April to 30 March). This has an impact on the time to complete the updates.</p> <p>3. The PLTF update has not yet been approved by the National Minister of Transport despite numerous follow-ups.</p>
1.4.1.2	Number of policy and strategic reports compiled	2	1	2	2	2	0	-

Note: * SCM- Supply Chain Management, Chief Directorate: Financial Management, FA- Financial Accounting, MA- Management Accounting, FG-Financial Governance.

Strategies to overcome areas of under-performance

The Directorate: Transport Policies and Strategies is in the process of identifying key provincial and municipal members on a municipal and provincial level to be part of an ITP Steering Committee to coordinate and manage the ITP process and to ensure credibility.

Changes to planned targets

There were no changes to planned targets.

Sub-Programme expenditure

Table 24: Programme 1: Administration: Sub-programme expenditure

Sub-Programme		2018/19			2017/18		
		Final Appropriation R'000	Actual Expenditure R'000	(Over)/ Under Expenditure R'000	Final Appropriation R'000	Actual Expenditure R'000	(Over)/ Under Expenditure R'000
1.1	Office of the MEC	6 707	6 707	-	6 937	6 584	353
1.2	Management of the DTPW	4 675	4 670	5	5 100	4 599	501
1.3	Corporate Support	145 625	144 355	1 270	122 665	122 346	319
1.4	Departmental Strategy	39 352	39 091	261	40 279	39 224	1 055
Total		196 359	194 823	1 536	174 981	172 753	2 228

4.2 Programme 2: Public Works Infrastructure

Purpose

The purpose of this Programme is to provide balanced provincial government building infrastructure that promotes integration, accessibility, sustainability, equity, environmental sensitivity, economic growth, and social empowerment.

Sub-programmes

- Programme Support.
- Planning.
- Construction.
- Maintenance.
- Immovable Asset Management (IAM).
- Facility Operations.

Strategic Objectives

2.1	Improve efficiency of office accommodation through the reduction of cost and improved space utilisation.
2.2	Delivery of sustainable infrastructure and accommodation to clients.
2.3	Effective usage of provincial immovable assets.
2.4	Promote and facilitate socio-economic development through infrastructure development and property management projects.

Strategic objectives, performance indicators, planned targets and actual achievements

This Programme contributes to Departmental Strategic Outcome-Oriented Goal 2: Manage provincial infrastructure and immovable assets in the Western Cape.

It is critical to preserve the provincial asset base. The risk of not protecting the asset base can be understood in light of the importance of public works infrastructure, including that:

- The construction sector remains a pivotal driver of provincial economic growth;
- The DTPW provides balanced provincial government building infrastructure that promotes integration, accessibility, sustainability, equity, environmental sensitivity, economic growth, and social empowerment;
- The quality of such infrastructure is critical to the services offered to the residents of the Western Cape; and
- Since 2014/15, over 5 700 jobs have been created, 90 education facilities have been completed, 17 health facilities have been completed and numerous office accommodation projects have been completed in support of both health and education.

As product markets change, there will be an impact on critical infrastructure servicing these markets. As weather patterns and weather become more extreme and more unpredictable, the potential risk to these critical assets will also increase.

While DTPW is making all efforts within the existing budgetary framework to make WCG buildings more climate-resilient and to safeguard critical service delivery, these actions will need to be complemented by those who have the mandate over bulk infrastructure.

Since 1995, education infrastructure development was mainly focused on capital works. Maintenance needs did not inform maintenance budgets and was reactive rather than proactive. This approach has had significant implications, including:

- No even distribution of relative age of schools along a natural growth curve;
- Life cycle replacement requirements exponentially increasing along the depreciation curve;
- Current peaks and troughs in maintenance spending patterns; and
- Difficulty in predicting maintenance requirements for budgeting purposes.

Due to the current condition of assets, emergency works were conducted for education infrastructure over the last 12 months:

- 26 per cent plumbing and drainage repairs;
- 19 per cent roof repairs;
- 9 per cent electrical repairs; and
- 19 per cent engineering works.

The top causes of failure deferred maintenance (56 per cent), and normal wear and tear. The balance of 44 per cent is ascribed to events such as fire, theft, vandalism and weather events.

DTPW embarked on change in its maintenance strategy, from one of comprehensive maintenance of a few schools to critical component maintenance of a larger number of schools. This critical component strategy is aimed at repairing the roofs, electrics and plumbing only with the view of reducing the number of emergency maintenance call outs within the next 5 to 7 years.

The DTPW continues to deliver health facilities of a highly complex nature that are designed to take into consideration the purposive business and operational process requirements of the client, protect the heritage status of buildings and its surroundings, incorporates green building considerations, and maximises citizen care and comfort. The replacement value of the Western Cape health infrastructure portfolio is estimated at R45 billion. A significant risk remains the shortfall of approximately 28 per cent on the allocated maintenance budget required to fulfil adequate maintenance needs to ensure assets are maintained at a minimal functional standard. A total of 40 per cent and 70 per cent of health infrastructure assets are potentially at risk within the state-owned and leased-in accommodation categories respectively.

Office accommodation norms and standards continue to be refined in order to realise enhanced space utilisation in the provincial office accommodation portfolio and improve efficiencies in water and electricity usage. Infrastructure upgrades of CYCCs remain an area of focus with ongoing significant maintenance works being undertaken at various facilities across the province. The planning of capital infrastructure upgrades at certain of these facilities which are managed by the Department of Social Development, are at an advanced stage.

The Programme's strategic objectives, performance indicators, planned targets and actual achievements are presented in the tables below.

Strategic Objectives

Table 25: Programme 2: Public Works Infrastructure: Strategic Objectives

No	Strategic Objectives/Indicators	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target to actual achievement 2018/2019	Comment on deviations
Sub-programme 2.2: Planning						
2.1	Improve efficiency of office accommodation through the reduction of cost and improved space utilisation.					
2.1.1	Full time employees' cost (FTEC) expressed as Rand/ FTEC equal to or less than the period applicable private sector benchmark.	R72 808.00	Less than or equal to the applicable private sector benchmark for the period. Private sector benchmark: R47 152.00	R81 640.00	-R34 488.00	Increase in costs associated with the portfolio is mainly due to continued increase expenditure on the upgrade of infrastructure and efficiency initiatives such as solar PV, electricity generation system and supplementary water supplies from groundwater sources. International best practice pertaining to property performance is expressed per m ² rather than cost per FTE. The focus of the Private Sector is on the cost per m ² whereas the WCG focus is on FTEs and m ² .
Sub-programmes 2.4: Construction						
2.2	Delivery of sustainable infrastructure and accommodation to clients.					
2.2.1	Number of capital and maintenance projects completed.	206	173	219	46	Overperformance due to: <ul style="list-style-type: none"> • 2017/18 planned performance completed in 2018/19 financial year. • Achievement of early site handovers and efficient project management.

No	Strategic Objectives/Indicators	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target to actual achievement 2018/2019	Comment on deviations
2.2.2	Number of lease and purchase agreements concluded for office accommodation.	25	41	20	(21)	The underperformance is due to the number of lease approvals which were obtained but have not realised into negotiations and the signing of lease agreements in respect of office accommodation. The lease approval is a prerequisite for the negotiations and concluding of a lease agreement.
Sub-programme 2.6: Immovable Asset Management						
2.3	Effective usage of provincial immovable assets.					
2.3.1	Number of properties released for regeneration purposes.	0	1	0	(1)	Delays experienced while determining the viable development option to pursue for Founders' Garden/Artscape Precincts. Submission will be taken to Cabinet during 2019/20 financial year.
Sub-programmes 2.4: Construction, 2.5: Maintenance						
2.4	Promote and facilitate socio-economic development through infrastructure development and property management projects.					
2.4.1	Number of jobs created.	4 515	10 300	3 493	(6 807)	<ul style="list-style-type: none"> Reduced number of projects on site in order to appoint labourers. Due to specialised equipment manufacturing time - labourers will only be employed during later quarters once the equipment is on site.

Performance Indicators

Table 26: Programme 2: Public Works Infrastructure: Performance Indicators

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on variances
Sub-programme 2.2: Planning								
2.1.1.1	Custodian Immovable Asset Management Plan (C-AMP) submitted to the relevant Treasury in accordance with the Government Immovable Asset Management Act (GIAMA)	1	1	1	1	1	0	-
2.1.1.2	Number of EPWP work opportunities created by the Provincial Department of Public Works/Roads*	n/a	n/a	6 926	15 241	7 869	(7 372)	Underperformances due to: <ul style="list-style-type: none"> • Delays to projects proceeding to tender resulted in reduced number of projects on site to appoint labourers. • Specialised nature of work. • Delay in submission of certified copies of identity documents for verification purposes.

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on variances
2.1.1.3	Number of Full Time Equivalent (FTEs) created by the Provincial Department of Public Works/Roads*	n/a	n/a	3 277	4 996	2 892	(2 104)	Underperformances due to: <ul style="list-style-type: none"> • Delays to projects proceeding to tender resulted in reduced number of projects on site to appoint labourers. • Specialised nature of work. • Delay in submission of certified copies of identity documents for verification purposes.
Sub-programme 2.3: Construction								
2.2.1.1	Number of infrastructure designs ready for tender*	56	29	43	24	20	(4)	Note: The reasons for the consolidated variance of the indicator are provided below.
	<ul style="list-style-type: none"> • Education Facilities 	17	16	20	2	2	-	

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on variances
	<ul style="list-style-type: none"> Health Facilities 	16	3	1	17	12	(5)	<ul style="list-style-type: none"> Projects not proceeding to tender. No access to site for construction due to property zoning. Change in procurement strategy. Additional revisions by client department and poor quality of documentation submitted by professional service providers which required amendments.
	<ul style="list-style-type: none"> General Infrastructure 	23	10	22	5	6	1	Phase 2 of a project rolled out.
2.2.1.2	Number of capital infrastructure projects completed within the agreed time period*	23	39	28	45	23	(22)	Note: The reasons for the consolidated variance of the indicator are provided below:

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on variances
	<ul style="list-style-type: none"> Education Facilities 	11	17	17	25	9	(16)	<ul style="list-style-type: none"> Project rescheduling. Scope changes requested by client department. Community interference/ disruption. Poor contractor performance, due to cash flow problems. Contractor default.
	<ul style="list-style-type: none"> Health Facilities 	1	9	3	2	2	0	
	<ul style="list-style-type: none"> General Infrastructure 	11	13	8	18	12	(6)	<ul style="list-style-type: none"> Unknown conditions on site surfacing during construction. Projects completed earlier than expected. Project completion delays.
2.2.1.3	Number of capital infrastructure projects completed within agreed budget*	37	54	43	45	34	(11)	Note: The reasons for the consolidated variance of the indicator are provided below.

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on variances
	<ul style="list-style-type: none"> Education Facilities 	15	25	19	25	15	(10)	<ul style="list-style-type: none"> Project rescheduling. Scope changes requested by client department. Community interference/ disruption. Poor contractor performance, due to cash flow problems. Contractor default.
	<ul style="list-style-type: none"> Health Facilities 	4	11	12	2	3	1	The completion of Swartland Hospital demolitions was accelerated on request by the client department.
	<ul style="list-style-type: none"> General Infrastructure 	18	18	12	18	16	(2)	<ul style="list-style-type: none"> Unknown conditions on site surfacing during construction. Project completed earlier than expected.
2.2.1.4	Total number of capital infrastructure projects completed*	n/a	54	45	45	35	(10)	Note: The reasons for the consolidated variance of the indicator are provided below.

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on variances
	<ul style="list-style-type: none"> Education Facilities 	n/a	25	20	25	16	(9)	<ul style="list-style-type: none"> Project rescheduling. Scope changes requested by client department. Community interference/ disruption. Poor contractor performance, due to cash flow problems. Contractor default.
	<ul style="list-style-type: none"> Health Facilities 	n/a	11	13	2	3	1	The completion of Swartland Hospital demolitions was accelerated on request by the client department.
	<ul style="list-style-type: none"> General Infrastructure 	n/a	18	12	18	16	(2)	<ul style="list-style-type: none"> Unknown conditions on site surfacing during construction. Project completed earlier than expected.
2.2.1.5	Number of projects developed for a Green Star rating and submitted to the Green Building Council of South Africa (GBCSA).	1	0	0	0	0	0	-
	<ul style="list-style-type: none"> Education Facilities 	-	0	0	0	0	0	-
	<ul style="list-style-type: none"> Health Facilities 	-	0	0	0	0	0	-

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on variances
	<ul style="list-style-type: none"> General Infrastructure 	1	0	0	0	0	0	-
2.2.1.6	Total number of jobs created through construction projects.	n/a	n/a	2 040	5 500	1 820	(3 680)	Note: The reasons for the consolidated variance of the indicator are provided below.
	<ul style="list-style-type: none"> Education Facilities 	n/a	n/a	1 614	3 200	1 343	(1 857)	Delays to projects proceeding to tender resulted in reduced number of projects on site to appoint labourers.
	<ul style="list-style-type: none"> Health Facilities 	n/a	n/a	198	800	143	(657)	Continued under-performance of the Observatory Forensic Pathology Laboratory project. There are 8 projects that should have been on site in Quarter 3 and were delayed from being handed over or achieving tender award.
	<ul style="list-style-type: none"> General Infrastructure 	n/a	n/a	228	1 500	334	(1 166)	Specialised nature of work.
Sub-programme 2.4: Maintenance								
2.2.1.7	Number of planned maintenance projects awarded*	239	239	233	239	126	(113)	Note: The reasons for the consolidated variance of the indicator are provided below.

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on variances
	<ul style="list-style-type: none"> Education Facilities 	78	41	53	40	21	(19)	Reasons for deviation include: <ul style="list-style-type: none"> Projects delivered early in the fourth quarter of the previous financial year. Projects deferred after submission of targets by the client department due to budget constraints. Legal challenges.
	<ul style="list-style-type: none"> Health Facilities 	61	47	23	39	29	(10)	The main reasons for projects not proceeding to tender are no access to site for construction due to property zoning, delays to approval of funding and stage reports, additional revisions by client department, and poor quality of documentation submitted by PSPs.

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on variances
	<ul style="list-style-type: none"> General Infrastructure 	100	151	157	160	76	(84)	The scope of the projects have increased on all planned maintenance projects to include universal accessibility, energy-saving initiatives, business continuity in terms of water harvesting, and compliance to statutory requirement whilst meeting operational requirement of user departments. This has an adverse impact on the planned dates as it affects budgets and interpretation of each user's specific needs.
2.2.1.8	Number of planned maintenance projects completed within the agreed contract period*	165	182	149	128	174	46	Note: The reasons for the consolidated variance of the indicator are provided below.
	<ul style="list-style-type: none"> Education Facilities 	59	42	40	40	24	(16)	Contractor poor performance. Cancellation of planned projects by the client department. Additional work requested by the client department.

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on variances
	<ul style="list-style-type: none"> Health Facilities 	35	34	27	8	33	25	The target was exceeded due to the splitting of the fencing projects into individual contracts and practical completion being achieved per site and not per contract.
	<ul style="list-style-type: none"> General Infrastructure 	71	106	82	80	117	37	Carry-over projects of the previous year were completed in the year under review. The carry-over of projects is as a result of scope changes and additions whilst projects were under construction.
2.2.1.9	Number of planned maintenance projects completed within agreed budget*	206	204	161	128	184	56	Note: The reasons for the consolidated variance of the indicator are provided below.
	<ul style="list-style-type: none"> Education Facilities 	60	50	40	40	29	(11)	<ul style="list-style-type: none"> Cancellation of planned projects by the client department. Additional work requested by the client department.

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on variances
	<ul style="list-style-type: none"> Health Facilities 	48	44	34	8	35	27	The target was exceeded due to the splitting of the fencing projects into individual contracts and practical completion being achieved per site and not per contract.
	<ul style="list-style-type: none"> General Infrastructure 	98	110	87	80	120	40	Carry-over projects of the previous year were completed in the year under review. The carry-over of projects is as a result of scope changes and additions whilst projects were under construction.
2.4.1.1	Total number of jobs created through maintenance projects*	n/a	n/a	2 475	4 800	1 673	(3 127)	Note: The reasons for the consolidated variance of the indicator are provided below.

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on variances
	<ul style="list-style-type: none"> Education Facilities 	n/a	n/a	1 096	3 000	611	(2 389)	<ul style="list-style-type: none"> Variations in actual numbers of projects in works occurred due to delays in project progress i.e. slippage from previous reporting periods. Completion stages executed in fourth quarter requires less labour. Delays in projects being awarded resulted in reduced number of projects on site in order to appoint labourers.
	<ul style="list-style-type: none"> Health Facilities 	n/a	n/a	361	800	193	(607)	<ul style="list-style-type: none"> Delays to projects being awarded resulted in reduced number of projects on site in order to appoint labourers. Due to specialised equipment manufacturing time - labourers will only be employed during later quarters once the equipment is on site.
	<ul style="list-style-type: none"> General Infrastructure 	n/a	n/a	1 018	1 000	869	(131)	Revised method of calculation applied.

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on variances
Sub-programme 2.5: Immovable Asset Management								
National Indicators								
2.1.1.4	Number of immovable assets verified in the Immovable Asset Register (IAR) in accordance with the mandatory requirements of NT	5 352	5 406	5 551	5 493	5 574	81	81 new updates verified which comprised of 11 acquisitions, 21 new entries and 49 updates.
Provincial Indicators								
2.1.1.5	Number of utilisation inspections conducted for office accommodation	150	150	150	150	150	0	-
2.2.2.1	Number of properties acquired for WCG service delivery*	19	16	10	31	15	(16)	Note: The reasons for the consolidated variance of the indicator are provided below.

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on variances
	<ul style="list-style-type: none"> Education Facilities 	6	6	3	16	8	(8)	<ul style="list-style-type: none"> 31 properties are with transferring attorneys where transfer in the name of the WCG is pending due to lengthy processes prior to transfers (such as subdivision etc.) and as a result transfers were not effected. 15 erven (11 projects) were transferred and an additional 8 deeds of sale were concluded for Education Facilities but transfer in the name of the WCG is pending.

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on variances
	<ul style="list-style-type: none"> Health Facilities 	13	10	7	14	3	(11)	<ul style="list-style-type: none"> 31 properties are with transferring attorneys where transfer in the name of the WCG is pending due to lengthy processes prior to transfers (such as subdivision etc.) and as a result transfers were not effected. 15 erven (11 projects) were transferred and an additional 8 deeds of sale were concluded for Education Facilities but transfer in the name of the WCG is pending.
	<ul style="list-style-type: none"> General Infrastructure 	0	0	0	1	4	3	Two properties of which one consists of one erf and the other of three erven were acquired which contributed to the over achievement for General Infrastructure.
2.3.1.1	Number of projects for which feasibility work is completed	0	1	0	1	0	(1)	Delays experienced in determining a viable development option for Founders' Garden/ Artscape Precincts, which submission will be taken to Cabinet during the 2019/20 financial year.

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on variances
2.3.1.2	Number of property partnerships concluded	0	1	0	1	1	0	-
2.1.1.6	Percentage in electricity consumption reduction (net of solar energy generated) per square metre in the office estate	0	10	6	9.5	8.15	(1.35)	The majority of owned buildings in the Cape Town central business district (CBD) portfolio showed an improvement in efficiency, with 1 and 3 Dorp Street and 4 Leeuwen Street (complex) and Government Garage (Roeland and Hope Streets) being the exception. In the CBD leased buildings are, on average, less efficient than WCG-owned buildings.
Sub-programme 2.6: Facility Operations								
2.1.1.7	Number of condition assessments conducted on state-owned buildings*	1 156	1 367	1 134	1 390	380	(1 010)	Note: The reasons for the consolidated variance of the indicator are provided below.
	• Education Facilities	43	502	700	360	0	(360)	Condition assessments were conducted under an accelerated two-year period rather than a five-year period.
	• Health Facilities	64	134	300	130	152	22	Additional capacity allowed for the completion of more facility condition assessments (FCAs) than originally planned.

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on variances
	<ul style="list-style-type: none"> General Infrastructure 	1 049	731	134	900	228	(672)	New approach adopted for conducting condition assessments viewing a facility holistically to ensure optimum utilisation and efficient maintenance intervention. As a result of the new approach, the scope of the condition assessment has increased to include universal accessibility, energy saving initiatives, business continuity in terms of water harvesting, and compliance with statutory requirements. This has had an adverse effect on the planned total number of condition assessments.

Note: *Denotes that this indicator is cumulative (education, health and general); n/a – Not applicable as this is a new indicator

Strategies to overcome areas of under-performance

A number of strategies are being implemented to improve performance:

- Improved planning will ensure that future targets are achieved as planned.
- The performance of 20 (indicator 2.2.2) is representative of leases only and excludes acquisitions (purchase of office accommodation facilities). The lease approvals which have been obtained will now be fast-tracked with the aim of concluding lease agreements.
- Clear guidelines must be provided by Cabinet in advance.
- Engagements have been held with the EPWP to improve obtaining information from contractors and to assist in recording the data received from contractors.
- There is a need to re-examine building methodology, and to re-emphasise the need for job creation in the contract.
- Better surveys are needed of buildings at early planning stages.
- Steps must be taken to ensure that client department scope changes are kept to a minimum.
- Eight and six deeds of sale were concluded for Education Facilities and Health Facilities respectively, but properties have not yet been transferred. Powers of attorney will be provided for construction to proceed where necessary.
- The preparation of the Property Efficiency Report (PER) is already underway and is due for completion by the end of October 2019.
- Changes have been made to the way that FCAs are undertaken. A facility is now assessed holistically to ensure optimum utilisation and the most efficient maintenance interventions.
- Property matters must be resolved prior to tender and draft submissions by PSPs must be verified ahead of time.
- The community participation policy must be improved.
- Improved project and contract management is necessary.
- Improved risk analysis is necessary during tender evaluation and prior to the awarding of the tender.
- Improved annual strategic planning and collaboration with client department is necessary.
- Improved programme performance is envisaged as a result of a recruitment drive.
- The EPWP Construction Innovation and Empowerment unit runs contractor development programmes for smaller contractors. In the Grade R sub-programme, the Department will in future appoint framework contractors to ensure better continuity when contractors fail.
- Accuracy must improve when estimating jobs for planned targets.
- Engagements should be held with EPWP to improve obtaining information from contractors and assist in recording the data received.
- EPWP must put remedial steps in place to ensure that all information is captured in time.
- Works will be scheduled to ensure minimal disruption (especially during examination times).
- Contractor allocations will be improved through SCM.

- The Directorate: General Infrastructure has set up various meetings with each user department to provide assistance to clients on the interpretation and expression of client needs in their user immovable asset management plans (U-AMPs) in order to ensure that clear and precise project briefs are provided for maintenance requirements when U-AMPs are submitted. Further measures were taken into account when conducting FCAs to include user departments' specific needs.
- Improved collaboration is necessary during planning stages with client departments to prevent late budget adjustments and cancellation of projects.
- More emphasis has been put on project leaders reporting on work opportunities, but targets were set based on previous financial year's performance.

Changes to planned targets

There were no changes to planned targets.

Sub-Programme expenditure

Table 27: Programme 2: Public Works Infrastructure: Sub-programme

Sub-Programme		2018/19			2017/18		
		Final Appropriation R'000	Actual Expenditure R'000	(Over)/ Under Expenditure R'000	Final Appropriation R'000	Actual Expenditure R'000	(Over)/ Under Expenditure R'000
2.1	Programme Support	331 745	324 081	7 664	310 285	303 466	6 819
2.2	Planning	11 345	11 066	279	48 316	48 316	-
2.3	Construction	299 709	299 360	349	295 495	289 812	5 683
2.4	Maintenance	172 985	172 985	-	186 886	186 886	-
2.5	IAM	983 424	982 609	815	899 394	887 618	11 776
2.6	Facility Operations	120 718	120 718	-	126 460	126 460	-
Total		1 919 926	1 910 819	9 107	1 866 836	1 842 558	24 278

4.3 Programme 3: Transport Infrastructure

Purpose

The purpose of this Programme is to deliver and maintain transport infrastructure that is sustainable, integrated, and environmentally sensitive that supports and facilitates social empowerment and economic growth and that promotes accessibility and the safe, affordable movement of people, goods and services.

Sub-programmes

- Programme Support Infrastructure.
- Infrastructure Planning.
- Infrastructure Design.
- Construction.
- Maintenance.

Strategic Objectives

3.1	Enable an efficient road-based transport infrastructure network through maintenance and construction.
3.2	Support economic growth and empowerment through road-based transport Infrastructure investment.

Strategic objectives, performance indicators, planned targets and actual achievements

This Programme contributes to Departmental Strategic Outcome-oriented Goal 3: Deliver safe, efficient and integrated transport systems in the Western Cape.

The Road Asset Management Plan (RAMP) 2019/20 – 2028/29 which incorporates road pavement preservation information on the status of provincial roads and the effect of planned and current investment in roads on the future condition of the network was concluded and published during the year under review.

Based on 2018 assessments, of the total surfaced road network of 6 681 km, 6 045 km is in fair to very good condition. A proportion of 92.4 per cent of all vehicle kilometres travelled on surfaced roads are travelled on roads that are in fair to very good condition. In general, the visual condition of the surfaced road network decreased slightly between 2017 and 2018.

On the managed gravel road network, 6 551 km of 10 315 km is in a fair to very good condition. Only 5 per cent of total vehicle km travelled in the Western Cape are travelled on the gravel road network. The maintenance of the gravel road network remains a challenge due to limited financial resources, inadequate for maintaining the entire network to acceptable standards, as well as continued difficulties with finding approved gravel borrow pits. Available funding is prioritised to go where the most vehicles kilometres are travelled.

The visual condition of the assessed provincial road network over a 10-year period, differentiated between surfaced and gravel roads, is shown in the graphs below.

Table 28: Condition of surfaced roads in the Western Cape

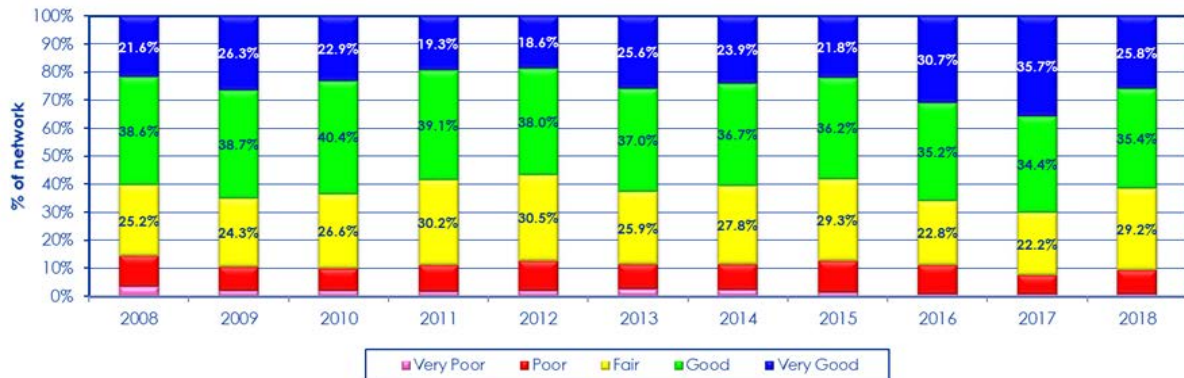
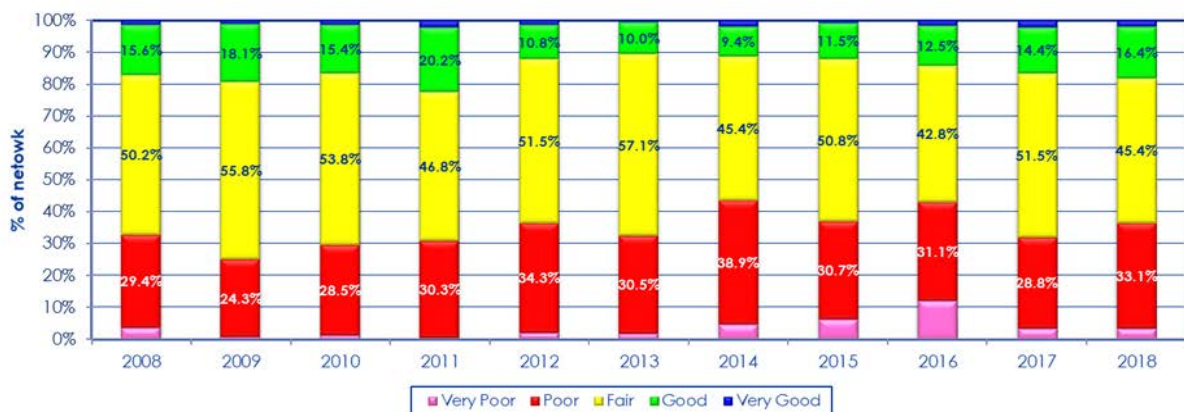


Table 29: Condition of gravel roads in the Western Cape



Source: Visual Condition Index/ Gravel Road Management System 2018

Description of degrees of overall condition of road	
Very good	Very few or no defects. Degree of defects less than warning.
Good	Few defects. Degree of structural defects mostly less than warning.
Fair	A few defects with degree of defects seldom severe. Extent is only local if degree is severe.
Poor	General occurrence of particularly structural defects with degrees warning to severe.
Very poor	Many defects. The degree of the majority of structural defects is severe and the extent is predominantly general to extensive.

Projects to promote economic growth will continue in their various stages of implementation. Road construction and maintenance investment projects will be identified by continually improved asset management systems. The development of the Western Cape Transport Model to be used by the DTPW as a strategic planning tool for road-based investment will also continue over the medium term. The development of in-house capacity to run the model and to incorporate inputs from the WCG-wide strategic planning platforms will also continue over the medium term.

The draft Western Cape Transport Infrastructure Amendment Bill was subjected to legal review and redrafted to take cognisance of the opinion received.

The following completed and on-going key projects have contributed towards the Branch achieving the prescribed service delivery targets:

C415.2	Extension of MR559 from Port Services Corridor to MR238 near Saldanha
C818	Rehabilitation of TR31/2 – Ashton/ Montagu
C820	Rehabilitation of MR287 from km 14.0 to km 32 – Robertson/ Bonnievale
C821:	Rehabilitation of TR23/3 – Porterville/ Piketberg
C918	Rehabilitation of TR33/3 – Oudtshoorn/ De Rust
C921:	Rehabilitation of DR1050 – Annandale Road
C1046	Extension of the 3rd lane on N1 west of Durban Road Interchange to the NR0101
C751.2	Rehabilitation of TR23/3 – Gouda – Kleinberggrivier Bridge km 0.12 – km 12.5
C975.1	Extension of TR85/1 from TR77/1 to TR21/2 (Greenfields link)
C822	Rehabilitation of MR344 & DR1578 at Glentana
C823.1	Rehabilitation of MR352 & MR355 and resealing of MR355 - Wilderness to Hoogekraal
C1009.1	Rehabilitation of DR01111 between Kalbaskraal & Malmesbury
C984	Resealing of MR191 & MR279 Villiersdorp and Grabouw
C989	Rehabilitation and geometric improvements on MR00332 between N2 and Still Bay

New key projects that commenced during 2018/19 include:

C1000.1	Rehabilitation of TR28/2 between Hermanus and Stanford
C1008.1	Rehabilitation of DR01688 from Calitzdorp to Spa and Upgrade of DR01699
C1036	Rehabilitation of MR240 between Vredenburg and Paternoster
C1097	Periodic Maintenance on MR535 - Laaiplek to Elandsbaai
C993.2	Resealing of TR75/01 between Holgaten and Oudtshoorn
C1090.1	Periodic maintenance of TR11/1 (N7) between Bosmansdam and Potsdam Interchange
C1090	Periodic Maintenance on TR11/1 (N7) between Potsdam Interchange and Melkbos Interchange
C914.2	Rehabilitation of MR168 (Baden Powell) between N2 and Vlaeberg Road

The Programme's strategic objectives, performance indicators, planned targets and actual achievements are presented in the tables below:

Strategic Objectives

Table 30: Programme 3: Transport Infrastructure: Strategic Objectives

No	Strategic Objectives/ Indicators	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target to actual achievement 2018/2019	Comment on deviations
Sub-programme 3.5: Maintenance						
3.1	Enable an efficient road-based transport infrastructure network through maintenance and construction.					
3.1.1	Percentage vehicle kilometres travelled on surfaced roads that are in a fair to very good condition.	95 (17 089 908/ 18 306 322)	90	92.4 (17 488 569/ 18 929 429)	2.4	Marginal over-performance.
Sub-programmes 3.4: Construction and 3.5: Maintenance						
3.2	Support economic growth and empowerment through road-based transport Infrastructure investment.					
3.2.1	Number of work opportunities created.	4 257	7 500	6 638	(862)	Labour requirements/ intensity on projects have been less than originally anticipated. A large percentage of resealing contracts were undertaken which are much less labour-intensive than other contract types.

Performance Indicators

Table 31: Programme 3: Transport Infrastructure: Performance Indicators

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on deviations
Sub-programme 3.2: Infrastructure Planning								
3.1.1.1	Number of kilometres of surfaced roads visually assessed as per the applicable TMH* manual	6 522	6 616	6 651	6 520	6 681	161	Marginal over-performance - Target was set on previous year available data but current data is being more closely monitored to improve future year estimates.
3.1.1.2	Number of kilometres of gravel roads visually assessed as per the applicable TMH* manual	10 419	10 366	10 339	10 360	10 315	(45)	Marginal under-performance - No control over public and private land-owner applications for closures of roads. This follows a de-proclamation process and is a function of public comments and regional acceptance.
3.2.1.1	Number of jobs created	n/a	n/a	4 257	7 500	5 119	(2 381)	Labour requirements/ intensity on projects have been less than originally anticipated. A large percentage of resealing contracts were undertaken which are much less labour-
3.2.1.2	Number of full time equivalents (FTEs) created	n/a	n/a	2 133	3 500	2 268	(1 232)	
3.2.1.3	Number of youths employed (18 - 35)	n/a	n/a	2 526	4 500	3 170	(1 330)	

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on deviations
3.2.1.4	Number of women employed	n/a	n/a	1 206	2 000	1 512	(488)	intensive than other contract types.
3.2.1.5	Number of people living with disabilities	n/a	n/a	23	20	4	(16)	
Sub-programme 3.4: Construction								
3.1.1.3	Number of kilometres of gravel roads upgraded to surfaced roads	59	58	22	5	20	15	District municipalities performed gravel road upgrading in lieu of re-gravelling.
3.1.1.4	Number of square metres of surfaced roads rehabilitated	344 308	559 848	915 772	610 950	560 019	(50 931)	Most of the 90 000m ² Kalbaskraal contract was already completed in 2017/18.
3.1.1.5	Number of square metres of surfaced roads resealed	1 943 853	5 868 111	2 430 380	1 982 574	2 150 874	168 300	Marginal over-performance.
3.1.1.6	Number of kilometres of gravel roads re-gravelled	239	133	180	231	173	(58)	Due to the general lack of available re-gravelling material, district municipalities performed gravel road upgrading in lieu of re-gravelling.

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on deviations
Sub-programme 3.5: Maintenance								
3.1.1.7	Number of square metres of blacktop patching	111 860	157 216	92 582	120 000	38 817	(81 183)	Blacktop patching is a reactive maintenance procedure and happens when the need arises. The very dry winter of the past year has slowed down the rate of pothole formation and the need for blacktop patching has decreased dramatically. Estimated blacktop patching targets were based on historically high values.
3.1.1.8	Number of kilometres of gravel roads bladed	49 549	48 323	45 997	46 000	45 494	(506)	Marginal under-performance

Note: n/a – Not applicable as this is a new indicator

*TMH = Technical Methods for Highways.

Strategies to overcome areas of under-performance

A number of strategies are being implemented to improve performance:

- Monthly monitoring of plant, resources and material on site: The DTPW will engage with contractors on progress and risk-mitigation measures in place to ensure projects are concluded.
- The DTPW will change the conditions of contract pro-forma to better contractually deal with risks such as water scarcity in future and to ensure non-potable water is used for construction.
- The DTPW will amend contract documentation to enhance the contractual obligation of main contractors to make use of local subcontractors and suppliers and ensure that there is good standing with subcontractors and suppliers of a contract and encourage contractors to employ more people.

Changes to planned targets

There were no changes to planned targets.

Sub-Programme expenditure

Table 33: Programme 3: Transport Infrastructure: Sub-programme expenditure

Sub-Programme		2018/19			2017/18		
		Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure R'000	Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure R'000
3.1	Programme Support Infrastructure	47 151	47 092	59	38 245	37 791	454
3.2	Infrastructure Planning	79 583	79 583	-	52 341	52 341	-
3.3	Infrastructure Design	236 824	235 547	1 277	216 221	214 213	2 008
3.4	Construction	1 604 601	1 604 384	217	1 710 930	1 704 416	6 514
3.5	Maintenance	1 560 976	1 560 049	927	1 421 210	1 420 620	590
Total		3 529 135	3 526 655	2 480	3 438 947	3 429 381	9 566

4.4 Programme 4: Transport Operations

Purpose

The purpose of this Programme is to plan, regulate and facilitate the provision of integrated land transport services through coordination and cooperation with national planning authorities, municipalities, community-based and non-governmental organisations, and the private sector in order to enhance and facilitate the mobility of all communities.

Sub-programmes

- Programme Support Operations.
- Public Transport Services.
- Transport Safety and Compliance.
- Transport Systems.

Strategic Objectives

4.1	Enhance mobility and access in municipalities through the development, implementation and management of incremental public and NMT networks.
4.2	Improve transport safety through the development and implementation of a public transport safety implementation programme.
4.3	Enhance strategic approach to rail and freight and strengthen coordination with key stakeholders through the development of an implementation programme for rail and freight.
4.4	Improve support to public and NMT stakeholders through institutional change initiatives.

Strategic objectives, performance indicators, planned targets and actual achievements

This Programme contributes to Departmental Strategic Outcome-Oriented Goal 3: Deliver safe, efficient and integrated transport systems in the Western Cape.

During the year under review, the DTPW continued to support the development of an integrated public transport network in the George Municipality (the GIPTN) by leading the planning, implementation and management of "GO GEORGE" bus services, as well as by underwriting the finances.

Initial engagements were held in the 2018/19 financial year with municipal officials and minibus taxi industry (MBT) representatives to introduce the concept of a technology-enabled transformation process for MBTs, new service opportunities for MBTs, and revising the MBT business model to incentivise operator compliance with the law. Work will continue across a number of workstreams in the 2019/20 financial year.

Two NMT projects were concluded in the year under review:

- NMT Inventory and Infrastructure Upgrade Priorities Report for Stellenbosch Municipality; and
- Stellenbosch and Overstrand Municipalities received support to design and implement NMT projects which included the construction of sidewalks and pedestrian crossings.

The DTPW entered into a new partnership MOA with the Swartland Municipality in October 2018 as the third PSTP priority municipality in the Western Cape. The Department provided support for the development of a PSTP Stage 1 Plan that sets the overarching vision for sustainable transport in Swartland.

Phase 2 of the Provincial Bicycle Distribution Programme has been completed. The framework emerging from Phase 1 has been developed into a practical implementation plan and end-to-end mobility programme. It considers the context of potential users, outlines the approach to distribution and its components, and sets out a distribution methodology including financial and programming elements. Phase 3 which will commence in the 2019/20 financial year will focus on implementation.

The DTPW partnered with PRASA and CoCT in order to establish a Rail Enforcement Unit (REU) that started operations in October 2018. The unit has since participated in 133 joint operations, made 66 arrests and confiscated hundreds of metres of cabling, dangerous weapons and other items in the course of 11 041 searches conducted by the end of the year under review. The DTPW will continue to support the REU in the 2019/20 financial year to enhance rail passenger security and rail asset protection.

During the year under review, the DTPW supported the distribution and maintenance of 170 bicycles in the Central Karoo District as part of national government's Shova Kulula Programme.

To align and integrate existing databases in order to improve business intelligence and service delivery, the DTPW established the Integrated Intelligence Hub that brings together a host of transport-related data as part of the E-Vision/ Digital Strategy for Transport.

The Provincial Freight Strategy was approved by the Provincial Minister of Transport and Public Works in September 2018 and was officially launched in February 2019. In attendance at the launch were national and provincial government stakeholders, representatives from industry, including freight service providers, research and academic institutions, and the not-for-profit sector. The strategy was developed in consultation with national, provincial and local policy makers to help give effect to the relevant parts of the NLTA. The strategy is supported by a Freight Implementation Programme which describes the actions required to achieve the strategy's objectives. Implementation of Stage 1 actions, and refinement of the implementation programme for Stage 2 actions, were undertaken during 2018/19.

The Programme's strategic objectives, performance indicators, planned targets and actual achievements are presented in the tables below.

Strategic Objectives

Table 34: Programme 4: Transport Operations: Strategic Objectives

No	Strategic Objectives / Indicators	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target to actual achievement 2018/2019	Comment on deviations
Sub-programme 4.2: Public Transport Services						
4.1	Enhance mobility and access in municipalities through the development, implementation and management of incremental public and non-motorised transport networks.					
4.1.2	Number of subsidised kilometres operated in terms of the approved timetable.	37 361 592	36 523 179	36 791 412	268 233	The kilometre rate to determine the target was only finalised as per the contractual agreement after the finalisation of the APP which resulted in the planned target being underestimated.
Sub-programme 4.3: Transport Safety and Compliance						
4.2	Improve transport safety through the development and implementation of a public transport safety implementation programme.					
4.2.1	Number of public transport safety implementation programmes implemented.	n/a	0	0	0	-
Sub-programme 4.4: Transport Systems						
4.1	Enhance mobility and access in municipalities through the development, implementation and management of incremental public and non-motorised transport networks.					
4.3	Enhance strategic approach to rail and freight and strengthen coordination with key stakeholders through the development of an implementation programme for rail and freight.					
4.4	Improve support to public and non-motorised transport stakeholders through institutional change initiatives.					
4.1.1	Number of access enhancement interventions supported	2	2	2	0	-

No	Strategic Objectives / Indicators	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target to actual achievement 2018/2019	Comment on deviations
4.3.1	Number of implementation programmes implemented for rail and freight.	n/a	0	0	0	-
4.4.1	Number of institutional change initiatives.	1	1	1	0	-

Performance Indicators

Table 35: Programme 4: Transport Operations: Performance Indicators

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on deviations
Sub-programme 4.2: Public Transport Services								
4.1.2.1	Number of routes subsidised	2 462	2 520	2 547	2 570	2 582	12	Increased demand as well as route changes resulted in the creation of additional routes for the service.
4.1.2.2	Number of kilometres subsidised	37 495 646	38 315 171	37 361 592	36 523 179	36 791 412	268 233	The kilometre rate to determine the target was only finalised as per the contractual agreement after the finalisation of the APP which resulted in the planned target being underestimated.
4.1.2.3	Number of trips subsidised	1 360 113	1 422 856	1 351 421	1 408 045	1 312 790	(95 255)	The deviation is linked to the bus drivers' strike that occurred in the first quarter of the reporting period.
4.2.1.3	Number of road transport safety initiatives implemented	n/a	n/a	n/a	1	0	(1)	A decision at Branch level was taken that the Safety Implementation Plan will form the basis of the District Safety Plan which is currently in the process of being rolled-out.

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on deviations
4.2.1.4	Number of road safety awareness campaigns conducted	13	19	12	12	13	1	The Branch embarked on an integrated approach to test the desired outcomes of the technology developed. Additional personnel from the entire Chief Directorate was employed.
Sub-programme 4.3: Transport Safety and Compliance								
Sub-programme 4.4: Transport Systems								
4.1.1.1	Number of detailed incremental transport plans developed	0	1	1	1	1	0	-
4.1.1.2	Number of PSTP projects initiated	0	0	1	1	1	0	-
4.3.1.1	Number of freight interventions initiated	n/a	n/a	n/a	1	1	0	-
4.3.1.2	Number of rail interventions supported	n/a	n/a	n/a	1	1	0	-

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on deviations
4.4.1.1	Number of institutional change interventions	0	1	1	1	1	0	-

Note: * This Programme Performance Indicator is reported in Sub-programme 5.3 Operating licence and permits.

** This Programme Performance Indicator is reported in Sub-programme 5.4: Law Enforcement.

n/a – Not applicable as this is a new indicator.

Strategies to overcome areas of under-performance

A number of strategies are being implemented to improve performance:

- The trips, routes and kilometres are capped; therefore, it will not exceed the agreed amounts as per clause 12 of the interim contract.
- A target-setting approach to project performance will be developed to be more consistent with the target and implemented.
- A needs analysis will be conducted before safety initiatives are incorporated into the District Safety Plan.

Changes to planned targets

There were no changes to planned targets.

Sub-Programme expenditure

Table 36: Programme 4: Transport Operations: Sub-programme expenditure

Sub-Programme		2018/19			2017/18		
		Final appropriation R'000	Actual expenditure R'000	(Over)/ Under Expenditure R'000	Final appropriation R'000	Actual expenditure R'000	(Over)/ Under Expenditure R'000
4.1	Programme Support Operations	2 922	2 922	-	2 747	2 679	68
4.2	Public Transport Services	1 161 628	1 161 627	1	1 110 888	1 110 885	3
4.3	Transport Safety and Compliance	24 327	24 327	-	5 254	4 917	337
4.4	Transport Systems	136 212	136 211	1	93 182	93 115	67
Total		1 325 089	1 325 087	2	1 212 071	1 211 596	475

4.5 Programme 5: Transport Regulation

Purpose

The purpose of this Programme is to regulate the transport environment through the registration and licensing of vehicles, associations, operators, and drivers; to promote safety through traffic law enforcement services, facilitate road safety education, communication, awareness, and the operation of weighbridges; and to provide training to traffic policing and other law enforcement officials.

Sub-programmes

- Programme Support Regulation.
- Transport Administration and Licensing.
- Operator Licence and Permits.
- Law Enforcement.

Strategic Objectives

5.1	Improve governance in the transport regulatory environment.
5.2	Improve road transport safety.
5.3	Implement an efficient, effective, and professional traffic management service.

Strategic objectives, performance indicators, planned targets and actual achievements

This Programme contributes to Departmental Strategic Outcome-Oriented Goal 3: Deliver safe, efficient and integrated transport systems in the Western Cape.

To enhance and expand the reach of the limited resources available in the programme to deliver services, and to improve efficiencies in the system, it was decided to invest in technology and other innovations. Collaboration between the National Prosecuting Authority and DTPW facilitated the reintroduction of EBAT at the Alcohol Evidentiary Centre at the Vangate Shared Service Centre in Athlone, and in George.

The reintroduction of EBAT enabled law enforcement officials to process suspected and offending drivers more efficiently. Previously, there were prolonged waiting periods at hospitals to draw blood, and then the blood had to be sent to pathology laboratories where there were long processing delays.

The NPA gave its approval for introducing mobile evidentiary breath testing units in the Overberg, West Coast, Cape Winelands and Cape Metropolitan Municipality Districts towards the end of the year under review. RBT supported by mobile EBAT testing vehicles increase the likelihood of being caught driving under the influence. Testing of suspected offenders can be done immediately, and traffic officers do not have to leave an operational site to conduct a test.

Holding an AGM is a pre-requisite for a taxi association's participation in regional and provincial taxi council elections. The office of the Provincial Transport Registrar was kept busy with supervising elections of minibus taxi associations in the year under review.

The Provincial Regulatory Entity focused its attention on improving its systems and streamlining operating procedures to enhance its service delivery to clients and to ensure that all legal public transport operators were issued with the required operating licences.

The QME component contributed to the implementation of district safety plans and played a pivotal part in the development of log frames as part of evaluating the implementation and impact of DSPs. By monitoring and evaluating of traffic law enforcement activities, QME contributed to better enforcement planning and implementation.

The Programme's strategic objectives, performance indicators, planned targets and actual achievements are presented in the tables below.

Strategic Objectives

Table 37: Programme 5: Transport Regulation: Strategic Objectives

No	Strategic Objectives / Indicators	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target to actual achievement 2018/2019	Comment on deviations
Sub-programme 5.2: Transport Administration and Licensing						
5.1	Improve governance in the transport regulatory environment.					
5.1.1	Number of governance interventions implemented.	2	2	5	3	Programme 5 exceeded the target of 2 governance intervention because of the demand for a training intervention to improve the transport regulatory environment at provincial and municipal levels during the financial year under review.
Sub-programme 5.4: Law Enforcement						
5.2	Improve road transport safety.					
5.2.1	Number of road crash fatalities per 100 000 population.	21	20	20	0	-
5.3	Implement an efficient, effective, and professional traffic management service.					
5.3.1	Number of traffic law enforcement operations implemented.	9 331	7 500	7 500	0	-
5.3.2	Number of education and awareness interventions facilitated.	764	560	753	193	Over achievement due to partnerships forged with stakeholders and additional road safety officer capacity at the Directorate.

Performance indicators

Table 31: Programme 5: Transport Regulation: Performance Indicators

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on deviations
Sub-programme 5.2: Transport Administration and Licensing								
5.1.1.1	Number of compliance inspections conducted	390	390	383	390	391	1	One audit too many was conducted due to misinterpretation of the target to be met by the three components contributing towards this target.
Sub-programme 5.3: Operating License and Permits								
5.1.1.2	Number of Provincial Regulatory Entity (PRE) hearings conducted	111	113	139	144	135	(9)	Over the festive period, few hearings are conducted because most Western Cape operators are returning to the Eastern Cape or are involved in long-distance operations. Legal firms also close for business. They are therefore not available for hearings.
5.1.1.3	Number of taxi associations AGMs held	98	105	105	126	150	24	Because of the festive season, taxi associations re-arrange their respective AGMs to take place in March 2019 to ensure they comply with the Minimum Standard Constitution.

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on deviations
Sub-programme 5.4: Law Enforcement								
5.3.1.1	Number of speed operations conducted	3 085	4 708	4 854	5 000	6 295	1 295	Systems were upgraded to improve the efficiency of all available technology and the distribution of linked handheld devices. Data obtained from the ITIH enabled more detailed tactical planning which contributed to over-achievement on this performance indicator.
5.2.1.1	Number of vehicles weighed	668 101	591 064	620 212	644 052	653 584	9 532	Marginal overperformance of 1 per cent.
5.3.1.2	Number of drunken driving operations conducted	1 421	2 467	3 007	5 000	6 683	1 683	Systems were upgraded to improve the efficiency of all available technology and the full distribution of linked handheld devices. Data obtained from the ITIH enabled more detailed tactical planning which contributed to over-achievement on this performance indicator.

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on deviations
5.2.1.2	Number of vehicles stopped and checked	1 170 701	1 128 873	1 112 071	1 200 000	1 534 086	334 086	Systems were upgraded to improve the efficiency of all available technology and the full distribution of linked handheld devices. Data obtained from the ITIH enabled more detailed tactical planning which contributed to over-achievement on this performance indicator.
5.2.1.3	Number of road safety awareness programmes	384	562	574	440	578	138	Additional human resource capacity and partnerships with stakeholders enabled the target to be exceeded.
5.2.1.4	Number of schools involved in road safety education programme	281	361	423	345	426	81	Additional human resource capacity and partnerships with stakeholders enabled the target to be exceeded.
5.3.2.1	Percentage of students completing traffic training.	(94%) 149	98% 154	96% 150	92% 130	95% 156	3% 26	Two EDL refresher training interventions were added to the planned programmes, and more learners than expected enrolled for the EOv course.

Strategies to overcome areas of under-performance

The DTPW is satisfied that adequate control measures and strategies were put in place to ensure that the set service delivery standards could be met.

Changes to planned targets

There were no changes to planned targets.

Sub-Programme expenditure

Table 32: Programme 5: Transport Regulation: Sub-programme expenditure

Sub-Programme		2018/19			2017/18		
		Final appropriation R'000	Actual expenditure R'000	(Over)/ Under expenditure R'000	Final appropriation R'000	Actual expenditure R'000	(Over)/ Under expenditure R'000
5.1	Programme Support Regulations	6 220	6 217	3	7 315	6 765	550
5.2	Transport Administration and Licensing	404 016	404 014	2	384 541	379 989	4 552
5.3	Operator Licence and Permits	71 183	71 090	93	63 400	62 203	1 197
5.4	Law Enforcement	361 215	359 728	1 487	346 656	345 471	1 185
Total		842 634	841 049	1 585	801 912	794 428	7 484

4.6 Programme 6: Community-Based Programmes

Purpose

The purpose of this Programme is to manage the implementation of programmes and strategies that lead to the development and empowerment of communities and contractors, including the provincial management and coordination of the EPWP.

Sub-programmes

- Programme Support Community-Based.
- Innovation and Empowerment.
- Coordination and Compliance Monitoring.

Strategic Objectives

6.1	To contribute to sustainable economic and employment growth in communities through construction-related development and empowerment interventions.
6.2	Facilitate provincial coordination and monitoring of EPWP activities amongst all implementing bodies.

Strategic Objectives, Performance Indicators, planned targets and actual achievements

This Programme contributes to Departmental Strategic Outcome-Oriented Goal 1: Maximise empowerment and job creation in the Western Cape. This was achieved through three key areas of activity.

- Coordinating the EPWP in the Western Cape: To ensure the achievement of the EPWP objectives and targets, 12 institutional forums were maintained as platforms for monitoring and reporting. These informed the technical support that was provided to 40 provincial public bodies.
- Facilitating programmes to develop emerging contractors: These programmes included skills and business training, information sessions, foundation phase training; the Advanced Training and Mentoring Programme, and EMPIAs for contracts worth over R5 m.
- Offering construction-related skills development opportunities, including apprenticeships in construction related trades and skills development as part of the NYS Programme.

The Programme's strategic objectives, performance indicators, planned targets and actual achievements are presented in the tables below.

Strategic Objectives

Table 40: Programme 6: Community-Based Programmes: Strategic Objectives

No	Strategic Objectives / Indicators	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target to actual achievement 2018/2019	Comment on deviations
Sub-programme 6.3: Innovation and Empowerment						
6.1	To contribute to sustainable economic and employment growth in communities through construction-related development and empowerment interventions.					
6.1.1	Number of construction industry empowerment programmes sustained.	3	3	3	0	-
Sub-programme 6.4: EPWP Provincial Coordination and Compliance Monitoring						
6.2	Facilitate provincial coordination and monitoring of EPWP activities amongst all implementing bodies.					
6.2.1	Number of Provincial EPWP Forums maintained.	12	12	12	0	-

Performance Indicators

Table 41: Programme 6: Community-Based Programmes: Performance Indicators

No	Performance Indicator	Actual achievement 2015/2016	Actual achievement 2016/2017	Actual achievement 2017/2018	Planned target 2018/2019	Actual achievement 2018/2019	Deviation from planned target for 2018/2019	Comment on deviations
Sub-programme 6.3: Innovation and Empowerment								
6.1.1.1	Number of beneficiary empowerment Interventions	3	3	3	3	3	0	-
Sub-programme 6.4: Coordination and Compliance Monitoring								
National indicators								
6.2.1.1	Number of public bodies reporting on EPWP targets within the Province*	40	40	40	40	40	0	-
6.2.1.2	Number of interventions implemented to support public bodies in the creation of targeted number of work opportunities in the province	88	81	80	80	80	0	-

Note: *: The following indicator: "Number of work opportunities reported in the EPWP-RS [Reporting System] by public bodies aligned to the approved EPWP Phase III Business Plan targets" has been omitted from the APP 2018/19 as it is not an approved National Customised Performance Indicator (CPI) as per the approved list dated 21 July 2017. Further, the DTPW as provincial coordinator of EPWP, is reliant on the data captured by different reporting bodies in the EPWP-RS.

Strategy to overcome areas of under-performance

The DTPW is satisfied that adequate control measures and strategies were put in place to ensure that the set service delivery standards could be met.

Changes to planned targets

There were no changes to planned targets.

Sub-Programme expenditure

Table 42: Programme 6: Community-Based Programmes: Sub-programme expenditure

Sub-Programme Name		2018/19			2017/18		
		Final appropriation R'000	Actual expenditure R'000	(Over)/ under expenditure R'000	Final appropriation R'000	Actual expenditure R'000	(Over)/ under expenditure R'000
6.1	Programme Support Community	2 150	2 147	3	1 872	1 829	43
6.2	Innovation and Empowerment	37 976	37 976	-	36 610	35 945	665
6.3	EPWP Coordination and Compliance Monitoring	15 752	15 752	-	15 359	15 130	229
Total		55 878	55 875	3	53 841	52 904	937

Note: *Sub-Programme 6.2: Community development as per the National Treasury uniform budget and Programme structure is not utilised as it is not part of the DTPW's mandate.

5 Transfer payments

5.1 Transfer payments to public entities

No transfer payments were made to public entities.

5.2 Transfer payments to all organisations other than public entities

The tables below reflect the transfer payments made for the period 1 April 2018 to 31 March 2019 per Programme.

Programme 1: Administration

Table 43: Programme 1: Transfer payments

Name of transferee	Purpose for which the funds were used	Compliance with s 38 (1) (j) of the PFMA	Amount transferred (R'000)	Amount spent by the entity (R'000)	Reasons for the funds unspent by the entity
Cape Winelands	To review and update municipal ITPs in terms of the NLTA.	Complied	900	-	The bids are at the evaluation stage and the appointment will be made shortly.
Eden		Complied	900	-	The municipality commissioned a service provider to begin updating the transport plan.
George		Complied	600	-	The tender documents have been signed and submitted to SCM to be advertised.
Stellenbosch		Complied	600	595	-
Total				3 000	595

Programme 2: Public Works Infrastructure

The transfer payments per municipality listed in the table below relate to the payment of property rates in respect of provincially owned and deemed-owned properties.

Table 44: Programme 2: Transfer payments in respect of property rates

Name of recipient	Amount transferred (R'000)
Beaufort West	3 729
Berg River	987
Bitou	1 267
Breedde Valley	9 253
Cape Agulhas	1 373
Cape Town	475 423
Cederberg	2 743
Drakenstein	13 668
George	10 541
Hessequa	2 358
Kannaland	2 320
Knysna	2 594
Laingsburg	253
Langeberg	2 229
Matzikama	2 989
Mossel Bay	198
Oudtshoorn	7 070
Overstrand	2 115
Prince Albert	86
Saldanha Bay	4 312
Stellenbosch	9 405
Swartland	2 712
Swellendam	1 547
Theewaterskloof	5 344
Vredendal	16
Witzenberg	4 790
Total	569 322

Programme 3: Transport Infrastructure

Table 45 Programme 3: Transport Infrastructure transfer payments

Name of transferee	Purpose for which the funds were used	Compliance with s 38 (1) (j) of the PFMA	Amount transferred (R'000)	Amount spent by the entity (R'000)	Reasons for the funds unspent by the entity
Beaufort West	To financially assist/ subsidise municipalities with the maintenance/ construction of proclaimed municipal main roads, where the municipality is the road authority (section 50 of Ordinance 19 of 1976).	Complied	5 490	4 640	-
Berg River		Complied	98	93	-
Breede Valley		Complied	150	150	-
Cedeberg		Complied	71	70	-
Drakenstein		Complied	38 647	38 619	-
George		Complied	5 364	5 168	-
Hessequa		Complied	110	110	-
Matzikama		Complied	78	78	-
Mossel Bay		Complied	1 059	783	-
Oudtshoorn		Complied	116	106	-
Overstrand		Complied	137	137	-
Saldanha Bay		Complied	126	101	-
Stellenbosch		Complied	371	371	-
Swartland		Complied	9 534	9 534	-
Swellendam		Complied	49	49	-
Theewaterskloof		Complied	117	117	-
Witzenberg		Complied	2 119	2 119	-
Total			62 245	62 245	

Transfer payments for Category B municipalities are only effected upon submission of claims for work done as per the service level agreements concluded with all the municipalities. The transfers are monitored through In-Year Expenditure Monitoring and Reporting and Grant Framework reporting processes.

Programme 4: Transport Operations

The table below reflects the transfer payments made for the period 1 April 2018 to 31 March 2019 by Programme 4: Transport Operations.

Table 46: Programme 4: Transfer payments

Name of recipient	Purpose for which the funds were used	Compliance with s 38 (1) (j) of the PFMA	Amount transferred (R'000)	Amount spent by the entity (R'000)	Reasons for the funds unspent by the entity/ difficulties experienced
Cape Town	<ul style="list-style-type: none"> To sustain the movement of people in the public transport system with a focus on persons with special needs. 	Complied	10 000	8 215	The funds will be spent by the City of Cape Town on a Dial -A-Ride project by the end of the municipal financial year.
George	<ul style="list-style-type: none"> To enable George Municipality to implement a public transport service as contemplated in the George Integrated public transport Network. To provide supplementary funding towards public transport services provided by the George Municipality. To provide supplementary funding to cover the shortfall in operational cost. To provide for the additional operational support to underwrite the consequences of significantly impaired operating conditions and magnified transformation obligations. 	Complied	101 086	68 422	The funds will be spent by the George Municipality on the George Integrated Public Transport Network by the end of the municipal financial year.

Name of recipient	Purpose for which the funds were used	Compliance with s 38 (1) (j) of the PFMA	Amount transferred (R'000)	Amount spent by the entity (R'000)	Reasons for the funds unspent by the entity/ difficulties experienced
Transport safety and compliance/ rail safety	To develop a collective government funded venture between the Western Cape Department of Transport and Public Works, City of Cape Town, and the Passenger Rail Agency of South Africa to address rail asset protection and commuter security, for the following projects:				
	<ul style="list-style-type: none"> Glencairn Dune Stabilisation 		3 666	3 666	The project is at on hold at the City of Cape Town for a period of approximately 14 months as the Bid Adjudication Committee is unable to endorse the recommendation to appoint a contractor due to uncertainty on the full project funding. To be spent within the municipal financial year.
	<ul style="list-style-type: none"> Rail Safety Unit 		16 000	10 565	
Total			130 752	90 868	

The table below shows transfers to private enterprises.

Table 47: Programme 4: Transfer payments to private enterprises

Type of transferee	Name of recipient	Purpose for which the funds were used	Compliance with s 38 (1) (j) of the PFMA	Amount transferred (R'000)	Amount spent by the entity (R'000)	Reasons for the funds unspent by the entity / difficulties experienced
Private enterprises	GABS	PTOG Subsidy to the bus operator.	Complied	952 824	952 824	-
Total transfer to private enterprises:				952 824	952 824	

The transfers are monitored through the In-Year Expenditure Monitoring and Reporting and Grant Framework reporting processes.

5.3 Transfer payments budgeted for, but not made

The table below reflects the transfer payments which were budgeted for in the period 1 April 2018 to 31 March 2019, but where no payments were made.

Programme 3: Transport Infrastructure

Table 48: Programme 3: Transfer payments budgeted

Name of recipient	Purpose for which the funds were to be used	Amount budgeted for (R'000)	Amount transferred (R'000)	Reasons why funds were not transferred
Bitou	To financially assist/ subsidise municipalities with the maintenance/ construction of proclaimed municipal main roads, where the municipality is the road authority (section 50 of Ordinance 19 of 1976).	853	-	Subsidies are paid if proof of actual expenditure on subsidised road maintenance work can be provided to the DTPW.
Cape Agulhas		83	-	
Knysna		86	-	
Kannaland		50	-	
Langeberg		145	-	
Laingsburg		50	-	
Prince Albert		50	-	
Total			1 317	

6 Conditional grants

6.1 Conditional grants and earmarked funds paid

There are no Conditional Grants and earmarked funds paid by the DTPW.

6.2 Conditional grants and earmarked funds received

The tables below describe each of the Conditional Grants received by the DTPW.

Conditional grant: EPWP Integrated Grant for Provinces

Department which transferred the grant	Public Works
Purpose of the grant	To incentivise provincial departments to expand work creation efforts through the use of labour-intensive delivery methods in the following identified focus areas, in compliance with the EPWP guidelines: <ul style="list-style-type: none"> • Road maintenance and the maintenance of buildings; • Low traffic volume roads and rural roads; • Other economic and social infrastructure; • Tourism and cultural industries; • Sustainable land-based livelihoods; and • Waste management.
Expected outputs of the grant	<ul style="list-style-type: none"> • Number of people employed and receiving income through the EPWP. • Increased average duration of the work opportunities created.
Actual outputs achieved	<ul style="list-style-type: none"> • 7 872 work opportunities created. • 2 893 FTEs.
Amount per amended DORA (R'000)	12 586
Amount received (R'000)	12 586
Reasons if amount as per DORA was not received	n/a
Amount spent by the Department (R'000)	12 586
Reasons for the funds unspent by the entity	n/a
Monitoring mechanism by the receiving Department	EPWP reporting through EPWP online reporting system. Monthly report through the In-Year Monitoring Reporting, Quarterly Reporting, Evaluation Reporting and Monthly DORA (annual) Compliance Reporting.

Conditional grant: Provincial Roads Maintenance Grant

Department which transferred the grant	Transport
Purpose of the grant	<ul style="list-style-type: none"> • To supplement provincial investments for routine, periodic and special maintenance. • To ensure all roads are classified as per RISFSA and the Technical Recommendation for Highways 26, and Road Classification and Access Management (RCAM) Guidelines. • To implement and maintain Road Asset Management System (RAMS) as per TMH22. • To supplement provincial projects for the repair of roads and bridges damaged by declared natural disasters. • To improve the state of the road network serving electricity generation infrastructure. • To improve road safety with a special focus on pedestrian safety in rural areas.
Expected outputs of the grant	<ul style="list-style-type: none"> • Final Road Asset Management Plan and tabled project list for the 2018 Medium Term Expenditure Framework (MTEF) in a Table B5 format by 30 March 2018. • Network conditions assessment and determination of project priority list from the RAMS. • The following actual delivery related measures against 2018/19 targets defined in the final RAMP for each province: <ul style="list-style-type: none"> ○ Number of square metres of surfaced roads rehabilitated. ○ Number of square metres of surfaced roads resurfaced (overlay or resealing). ○ Number of square metres of blacktop patching (including pothole repairs). ○ Number of kilometres of gravel roads re-gravelled. ○ Number of kilometres of gravel roads bladed. • The following performance based on national job creation indicators: <ul style="list-style-type: none"> ○ Number of jobs created. ○ Number of FTEs created. ○ Number of youths employed (18-35). ○ Number of women employed. ○ Number of people living with disabilities. • Submission of updated road condition data (paved and unpaved), traffic data and bridge condition report by 28 September 2018. • Reporting on the provinces CDP: <ul style="list-style-type: none"> ○ Number of SMMEs [small, medium and micro-enterprises].
Actual outputs achieved	<p>All roads are classified as per RISFSA and RCAM guidelines. Roads are being reclassified as they are constructed or upgraded.</p> <p>The RAMS is fully functional and complies with minimum requirements</p> <p>Traffic counts are continually updated for the entire road network over a four-year cycle. Between counts, the historical growth rates are applied to bring all traffic counts to current annual average daily traffic estimates whenever traffic counts are used for analysis.</p> <p>Visual condition assessments were completed for the managed road network. The whole network mechanical surveillance, which includes measuring the riding quality, rutting, transverse profile and macro texture is conducted every 2 years and was last completed in 2016. The next round of surveys is earmarked for 2019/20 with procurement of tenders underway.</p>

	Indicator	Target value	Achieved value
	Kilometre of gravel roads upgraded	5	20
	Square metre of surfaced roads rehabilitated	610 950	560 019
	Square metre of surfaced roads resealed	1 982 574	2 150 874
	Kilometre of gravel roads re-gravelled	231	173
	Square metre of blacktop patching	120 000	38 817
	Kilometre bladed	46 000	45 494
	Number of jobs created	7 500	5 119
	Number of FTEs created	3 500	2 268
	Number of youths employed (18-35)	4 500	3 170
	Number of women employed	2 000	1 512
	Number of people living with disabilities	20	4
Amount per amended DORA (R'000)	1 007 414		
Amount received (R'000)	1 007 414		
Reasons if amount as per DORA was not received	n/a		
Amount spent by the Department (R'000)	1007 414- This includes the Performance Incentive Grant of R130,3 million		
Reasons for the funds unspent by the entity	n/a		
Monitoring mechanism by the receiving Department	Road Network Information System, Basic Accounting System (BAS), In Year Monitoring Reporting, Rational Portfolio System, Quarterly Financial and Performance Reporting, Evaluation Reporting and Monthly DORA Compliance Reporting.		

*These are only EPWP work opportunities. The data for the entire Programme is-

Number of jobs created: 6 637

-Number of full-time equivalents (FTEs) created: 3 094

-Number of youths employed (18 to 35): 4 268

-Number of women employed: 1 889

-Number of people living with disabilities employed: 7

Conditional grant: Public Transport Operations Grant

Department which transferred the grant	Transport		
Purpose of the grant	To provide supplementary funding towards public transport services provided by provincial departments of transport.		
Expected outputs of the grant	<ul style="list-style-type: none"> • Number of vehicles subsidised. • Number of cumulative annual vehicles subsidised. • Number of scheduled trips. • Number of trips operated. • Number of passengers. • Number of km. • Number of employees. 		
Actual outputs achieved	Subsidy per trip operated.		R723.88
	Subsidy per km operated.		R25.89
	Subsidy per passenger.		R18.07
	Subsidy per vehicle.		R74 486
	Number of vehicles subsidised.		1 066
	Number of cumulative annual vehicles subsidised.		12 792
	Number of scheduled trips.		1 419 952
	Number of trips operated.		1 312 790
	Passengers per km operated.		1.49
	Passengers per trip operated.		41.73
	Employees per vehicle.		1.4
Amount per amended DORA (R'000)	952 824		
Amount received (R'000)	952 824		
Reasons if amount as per DORA was not received	n/a		
Amount spent by the Department (R'000)	952 824		
Reasons for the funds unspent by the entity	n/a		
Monitoring mechanism by the receiving Department	The DTPW used an electronic monitoring solution which yielded between 90 – 94 per cent of verified claims. In-Year Monitoring Reporting, Quarterly Reporting, Evaluation Reporting and Compliance Reporting.		

7 Donor funds

The DTPW did not receive donor assistance.

8 Capital investment

The capital investment, maintenance and asset management against final allocations for the Vote is tabled below.

Infrastructure projects	2018/2019			2017/2018		
	Final appropriation (R'000)	Actual expenditure (R'000)	(Over)/under expenditure (R'000)	Final appropriation (R'000)	Actual expenditure (R'000)	(Over)/under expenditure (R'000)
New and replacement assets	261 100	261,101	(1)	144 845	144 845	-
Existing infrastructure assets	3 487 350	3,487,253	97	3 577 792	3 572 109	5 683
Upgrades and additions	429 698	429,701	(3)	543 300	543 300	-
Rehabilitation, renovations and refurbishments	2 031 722	2 031,719	3	2 072 022	2 066 339	5 683
Maintenance and repairs	1 025 930	1 025 583	97	962 470	962 470	-
Infrastructure transfer	63 292	62,245	1 047	70 035	62 931	7 104
Current	2 554	2,524	30	3 500	3 071	429
Capital	60 738	59 721	1 017	66 535	59 860	6 675
Total	3 811 742	3 810 599	1 143	3 792 672	3 779 885	12 787

DTPW spent 99.9 per cent of its annual allocation for infrastructure. The ratio of capital to current expenditure increased slightly over the two financial years with current expenditure shifting from 26 per cent to 27 per cent of total expenditure.

8.1 Provincial Public Works: capital investment, maintenance and asset management

The capital investment, maintenance and asset management for Programme 2: Provincial Public Works against final allocations is tabled below.

Table 33: Programme 2: Capital investment, maintenance and asset management

Infrastructure projects	2018/19			2017/18		
	Final appropriation (R'000)	Actual expenditure (R'000)	(Over)/under expenditure (R'000)	Final appropriation (R'000)	Actual expenditure (R'000)	(Over)/under expenditure (R'000)
New and replacement assets	-	-	-	-	-	-
Existing infrastructure assets	588 285	588 285	-	598 433	592 750	5 683
Upgrades and additions	-	-	-	-	-	-
Rehabilitation, renovations and refurbishments	294 582	294 582	-	285 127	279 444	5 683
Maintenance and repairs	293 703	293 703	-	313 306	313 306	-
Infrastructure transfer	-	-	-	-	-	-
Current	-	-	-	-	-	-
Capital	-	-	-	-	-	-
Total	588 285	588 285	0	598 433	592 750	5 683

Public Works Infrastructure spent 100 per cent of its infrastructure budget after final budget shifts. Eight percent of General Building facilities are classified in either condition C1 (very poor) or C2 (poor), while three per cent of the Health facilities and ten per cent of the Education facilities are in conditions C1 or C2. Sixty-seven (67) per cent of the General Building facilities are currently classified as in condition C4 (good) or C5 (very good), while 73 per cent of Health facilities and 53 per cent of the Education facilities are in conditions C4 or C5.

In terms of the overall asset management plan, the capital and maintenance expenditure during 2018/19 was focused towards improving the conditions of facilities in poor condition. Generally, there has been a move towards focusing on maintenance to address the maintenance backlog and ultimately moving from an asset base with C1 ratings to one that has no C1 ratings.

In 2018/19, 48 new additions were made to the Provincial Immovable Asset Register, which includes acquisitions via purchase and free transfers. Twenty-seven (27) deemed provincially-owned properties were added as owned, after the section 28(1) vesting process was completed. Thirteen (13) land parcels were removed due to disposals of which only one was purchased and the rest were free transfers. Twenty-seven (27) land parcels were removed as a result of consolidations that took place over the year, and only one land parcel remained per consolidation.

To ensure the integrity of the data, and to identify any duplicates and discrepancies, various reconsolidations with other data sources were finalised. These included the

Deedsweb, Department of Rural Development and Land Reform (DRDLR) LAW system, Human Settlements Immovable Asset Register, Department Roads Asset Register as well as the IAR of the Department of Public Works. Furthermore, user departments were requested to report on all capital infrastructure projects for takeup in the IAR, land parcels were investigated to determine user status i.e. vacant land, user status etc., and portfolios of evidence were compiled to capture and verify the update of data to ensure that updates are accurate and complete.

Table 50: Programme 2: Capital projects currently under construction

Capital projects in progress				
Region/ District	Municipality	Project name	Project description	Expected completion date
CoCT	CoCT	Education- Block A, Alexandra Office Precinct- Reno For Metro Central District Office - Exam Centre Acomm (543778-2013)	Block A, Alexandra Office Precinct: Renovation for Metro Central District Office & Exam Centre accommodation & Refurbishment	2019-06-30
CoCT	CoCT	Elsenburg - New research facility		2022-03-31
CoCT	CoCT	Cape Town- Western Cape Forum for Intellectual Disabilities - Sivuyile Infrastructure upgrade FY1718	Facilities for children with severe and profound intellectual disabilities	2019-08-29
CoCT	CoCT	GMT Rusper Street - Office Accommodation - Phase 2	Building of a new office accommodation for Government Motor Transport	2021-03-30
CoCT	CoCT	Modernisation-(Minor)-Gene Louw Traffic College	Modernisation of Gene Louw Traffic College to improve facilities.	2019-09-30
CoCT	CoCT	Modernisation - 3 Dorp Street & Façade	Modernisation of the entrance at 3 Dorp, installation of water tanks, modernised women clinic and	2020-03-30
CoCT	CoCT	Modernisation - 4 Dorp Street (12th Floor)		2020-03-30
CoCT	CoCT	Cape Town- Chrysalis Academy Tokai Bush Camp (648494-2017)	Design and construction of a multi-functional hall and chalets including	2020-03-31
CoCT	CoCT	Modernisation - 9 Dorp Street Enablement Work (Phase2)	Enablement Work to accommodate decanting of staff, optimal usage of space or improvements	2020-03-30
CoCT	CoCT	Modernisation - 9 Dorp Street 8 & 9th Floor & temp decanting on 7th floor	Modernisation of 8th & 9th floor office accommodation and staff dining hall.	2021-03-31
CoCT	CoCT	Capital Infrastructure CYCC	Construction and Maintenance on Child Youth Care Centres	2022-03-31
Eden	George	T - PW- George- Modernization - York Park Ground - 1st Floors (584669 -2014)	Refurbishment of Existing Ground and First Floor offices for use as Shared Office Building (Department of Social Development, Department of Cultural Affairs and Sport, and Department of Education)	2020-03-31

Capital projects in progress				
Region/ District	Municipality	Project name	Project description	Expected completion date
Eden	George	George- Bus Depot - Extension of Bus Parking FY1718	The extension of the bus parking at the Bus Depot in George	2019-06-28
Eden	George	GMT George Parking	Parking for Government Motor Transport in George to centrally house the GMT fleet.	2020-03-30

The budget allowed for maintenance over the 2019 MTEF period is reflected in the table below.

Table 51: Programme 2 maintenance budget over the 2018 MTEF period

	2019/20 (R'000)	2020/21 (R'000)	2021/22 (R'000)
Education	636 215	466 008	573 628
Health	411 771	339 418	327 249
Environmental Affairs and Development Planning	47 558	37 514	39 577
General Buildings	297 071	313 299	330 530

8.2 Transport Infrastructure: capital investment, maintenance and asset management

The capital investment, maintenance and asset management for Programme 3: Transport Infrastructure against final allocations is tabled below.

Table 52: Programme 3 capital investment, maintenance and asset management

Infrastructure projects	2018/2019			2017/2018		
	Final appropriation (R'000)	Actual expenditure (R'000)	(Over)/ under expendi- ture (R'000)	Final appropriation (R'000)	Actual expenditure (R'000)	(Over)/ under expendi- ture (R'000)
New and replacement assets	261 100	261 101	(1)	144 845	144 845	-
Existing infrastructure assets	2 899 065	2 898 968	97	2 979 359	2 979 359	-
Upgrades and additions	429 698	429 701	(3)	543 300	543 300	-
Rehabilitation, renovations and refurbishments	1 737 140	1 737 137	3	1 786 895	1 786 895	-
Maintenance and repairs	732 227	732 130	97	649 164	649 164	-
Infrastructure transfer	63 292	62 245	1 047	70 035	62 931	7 104
Current	2 554	2 524	30	3 500	3 071	429
Capital	60 738	59 721	1,017	66 535	59 860	6 675
Total	3 223 457	3 222 314	1 143	3 049 394	3 042 290	7 104

Transport Infrastructure spent 99.9 per cent of its infrastructure budget.

The only underspending on the Programme related to transfer payments because of some municipalities not claiming their allocated subsidies on proclaimed municipal roads.

Regarding rehabilitation and refurbishment of existing infrastructure assets, adjustments to stay within budget were made during the year as contractors on two large contracts became insolvent. Spending patterns between the two financial years remained similar when maintenance expenditure is compared to new assets and upgrading.

There are no plans to close or downgrade any facilities.

The infrastructure maintenance backlog reduction plan is based on an intervention budget scenario, which indicates that an additional R2.28 bn per annum (2018 Rand value) is needed to ensure that the road network asset value is largely sustained over the next ten years. This budget deficit figure is calculated from the total number of km of road that needs to be rehabilitated, resealed, re-gravelled or upgraded to surfaced standard.

As a direct result of the continuous rise in construction costs, the unfunded backlog has grown to over R23 bn (2018/19 calculations).

The DTPW's Road Network Information System (RNIS) is kept up to date.

Refer to Table 28 (Condition of surfaced roads) and Table 29 (Condition of gravelled roads) for details of the current state of road conditions.

Table 53: Programme 3: Capital projects currently under construction

District	Local	Project name	Detailed description	Commencement date	Estimated Completion date	Project cost (R'000)
West Coast	Saldanha Bay Local Municipality	C0415.02: Extension of Main Road 559 from Port Service Corridor to Main Road 238 near Saldanha	Upgrade of MR559 between MR238 and Port Service Corridor (km0.0-4.2)	13/01/2017	18/02/2019	202 897
Eden	George Local Municipality	C0823.01: Rehab MR352 & MR355 & Reseal MR355 - Wilderness to Hoogekraal	The rehabilitation of MR352 and MR355 near George. Reseal & drainage improvements of MR355 km 2.0 - km 10.50. Roundabout on MR352	15/11/2017	19/05/2019	141 147
Eden	Mossel Bay Local Municipality	C0822: Rehab MR344 & DR1578 - Glentana	The rehabilitation of MR344 from Hartenbos (km 1.71) to Groot Brak (km14.84) and a portion of DR1578	08/12/2017	13/04/2020	213 226
Cape Winelands	Witzenberg Local Municipality	C0751.02: Rehab TR23/3 Gouda - Kleinberggrivier Bridge km 0.12 - km 12.5	The rehabilitation of 13km of TR23/3 between Gouda and Saron	22/06/2017	29/05/2019	187 231
Cape Winelands	Langeberg Local Municipality	C0820: Rehabilitation of MR287 from km 14.0 to km 32 - Robertson/Bonnievale	The Rehabilitation of MR287 between km 14 and km 32, including the reconstruction of a large culvert at km 31 and widening of bridge at km 14.5. Geotechnical slope stabilisation at km 19 and at km 26. Interface road and parking through town of Bonnievale with drainage and services. Parking interface Bonnievale at km 29 to 31. Geotechnical rehabilitation at km 26.	09/11/2016	13/03/2019	310 194
Cape Winelands	Langeberg Local Municipality	C0818: Rehab TR31/2 - Ashton/Montagu	The rehabilitation of TR31/2 between Ashton and Montagu.	24/07/2015	02/03/2021	840 841
West Coast	Swartland Local Municipality	C0817: Rehabilitate/Reseal of MR215 - Mamre/Yzerfontein	Rehabilitate MR215 from km 34.07 to km 46.53 & reseal of MR215 from km 47.85 to km 69.34. Upgrade Culverts	13/07/2015	01/12/2017	120 295

District	Local	Project name	Detailed description	Commencement date	Estimated Completion date	Project cost (R'000)
Cape Winelands	Stellenbosch Local Municipality	C0921: Rehab DR1050 - Annandale Road	Rehabilitation of DR1050, from Annandale Road (km0.00) at MR168 in Lynedoch to Groene Rivier (km7.34) in the Stellenbosch area. The R44 (MR27) to Stellenbosch/Somerset West is crossed at km5.47.	11/11/2016	23/05/2019	173 262
Cape Winelands	Stellenbosch Local Municipality	C0914.02: Rehabilitation of MR168 between N2 and Vlaeberg Road	Rehabilitation and improvements to MR168 between MR159 and MR177 in the Stellenbosch Area	12/04/2018	29/04/2020	328 506
West Coast	Swartland Local Municipality	C1009: Rehab DR01111 km 12.31 to km 23.5 from Philadelphia to Malmesbury	Rehabilitation of DR01111 Abbotsdale to Van Schoorsdrift.	08/01/2019	07/09/2020	74 485
Overberg	Overstrand Local Municipality	C1000.01: Rehab TR02802 between Hermanus & Stanford	Rehabilitation of TR02802 between Hermanus and Stanford.	08/10/2018	26/07/2021	390 196
Unicity	Cape Town Administration	C1046: Extend the 3rd Lane on TR09/1 west of Durban Road I/C to the NR0101	Extend the 3rd lane from West of the Durbanville I/C to the NR0101 and reseal/overlay existing.	04/02/2016	15/06/2019	630 745
Cape Winelands	Stellenbosch Local Municipality	C1080: Periodic Maintenance on DR1064, DR1065, DR1067, DR1069, DR1053 - Stellenbosch Area	The reseal of DR01064, km 1.72 to km 5.85, DR01067 km 0.00 to km 0.90, DR01067 km 0.00 to km 5.76. Reseal and Geometric Improvements on DR1069 km 0.84 to km 5.76. Upgrade Gravel Road DR01053 km 0.00 to km 7.60 - Stellenbosch Area.	20/11/2018	21/02/2020	109 109
Overberg	Theewaterskloof Local Municipality	C1093: Periodic Maintenance on TR30/1 - Langhoogte to Villiersdorp	The reseal of TR03001 from km 0.00 to km 22.43 - Langhoogte to Villiersdorp.	12/10/2018	01/12/2019	49 483

District	Local	Project name	Detailed description	Commencement date	Estimated Completion date	Project cost (R'000)
West Coast	Cederberg Local Municipality	C1094: Rehabilitation of MR531 km 76.0 to km 92.6 Elandsbaai and Periodic Maintenance of MR540 km 0.0 to km 12.4 Leipoldtville	The reseal of MR00531 from km 76.00 to km 88.40 and km 92.55 to km 95.84. Rehabilitation of MR00531 from km 88.40 to km 92.55 - Piketberg to Elandsbay. The reseal of MR00540 from km 0.00 to km 12.40 - Bonteheuwel to Leipoldtville.	09/01/2019	08/07/2020	94 366
Cape Winelands	Witzenberg Local Municipality	C1096: Periodic Maintenance on TR22/1 - Gouda to Ceres	The reseal of TR02201 from km 0.06 to km 5.00 - Gouda to Ceres (Nuwekloof Pass).	31/07/2018	22/01/2019	28 109
West Coast	Bergrivier Local Municipality	C1097: Periodic Maintenance on MR535 - Laaiplek to Elandsbaai	The reseal of MR00535 from km 49.50 to km 56.82 and km 56.82 to km 65.37. The rehabilitation of MR00535 from km 24.00 to km 49.50 - Laaiplek to Elandsbaai.	04/03/2019	16/11/2020	161 248
Cape Winelands	Langeberg Local Municipality	CWDM/2017/IMMS 7569 - Regravel on DR1360 (0 - 14.75) km Roodekleigat La Chasseur	Regravelling on DR1360 (0 - 14.75) km Roodekleigat La Chasseur	01/08/2017	27/09/2019	11 500
West Coast	Saldanha Bay Local Municipality	WCDM/2016/IMMS 10010/2009 - Upgrade on MR00533 (km 0.00 - 5.67) De Kop and Rehab between km 13.13 - 23.08	Upgrade of MR533 between km 0.03 to 5.71 and Rehabilitation of MR533 of km 13.33 to 23.08	03/07/2017	03/07/2019	120 000
Eden	Oudtshoorn Local Municipality	C0993.02: Reseal of TR75/01 between Holgaten & Oudtshoorn from km 0.0 to km 16.50	Reseal of TR75/01 between Holgaten & Oudtshoorn from km 0.0 to km 16.50	15/11/2018	18/11/2019	63 880
Cape Winelands	Drakenstein Local Municipality	C1029: Reseal of TR23/02 from km 0.00 - 17.63 between Hermon and Gouda	Reseal of TR02302 from km 0.00 to km 17.63 between Hermon and Gouda. Reseal of TR02303 from km 0.00 to km 0.12.	15/10/2018	15/02/2020	98 068

District	Local	Project name	Detailed description	Commencement date	Estimated Completion date	Project cost (R'000)
West Coast	Saldanha Bay Local Municipality	C1036: Rehabilitation of MR240 between Vredenburg and Paternoster	Rehabilitation of MR00240 from km2.40 to km6.0 & km13.0 to km14.92 between Vredenburg and Paternoster. Reseal of MR00240 from km6.0 to km13.0.	10/01/2019	09/03/2020	108 838
Eden	Oudtshoorn Local Municipality	C1008.01: Rehab of DR01688 from Calitzdorp to Spa & Upgrade DR01699	Rehabilitation of DR01688 from Calitzdorp to the Catitzdorp Spa turn-off and Upgrade of DR01699.	08/11/2018	08/04/2020	99 266
Overberg	Swellendam Local Municipality	C1099: Construction of New Malgas Pont	Replacement of PONT at DR1064 (1.72km to 5.86km) km Malagas	20/06/2018	01/05/2019	7 565
West Coast	Saldanha Bay Local Municipality	C0975.01: Extension of TR85/1 from TR77/1 to TR21/2 (Greenfields link)	Extend TR08501 from TR77/1 to TR21/1 Greenfields Link (between TR77/1 and Langebaan Airforce Base)	13/11/2017	31/10/2019	291 491
Eden	Oudtshoorn Local Municipality	C1083: Periodic Maintenance on TR88/1 - De Rust to Uniondale	The reseal of TR08801 from km 0.00 to km 22.00 - De Rust to Uniondale.	16/07/2018	07/05/2019	36 815
Central Karoo	Beaufort West Local Municipality	C1085: Periodic Maintenance on TR35/1 - Beaufort West to Aberdeen	The reseal of TR03501 from km 58.00 to km 74.22 - Beaufort West to Aberdeen. Pull-off bay for Policing	23/08/2018	06/05/2019	22 945
Eden	Oudtshoorn Local Municipality	C1086: Periodic Maintenance on TR31/6 - Calitzdorp to Oudtshoorn	The reseal of TR03106 from km 23.20 to km 47.80 - Calitzdorp to Oudtshoorn.	13/08/2018	20/05/2019	49 506
Cape Winelands	Langeberg Local Municipality	C1089: Periodic Maintenance on TR31/1, TR31/2 and MR287 - Worcester to Ashton and Robertson to Bonnievale	The reseal of TR031/01 (km13.58 to km45.02), TR31/02 (km1.46 to km15.68) and km1.90 to km2.16 (LHS & RHS) Worcester to Ashton. Climbing lanes to be added on TR31/01 between km 13.58 and km 45.02. Reseal of MR287 (km2.69 to km14.50) - Robertson to Bonnievale.	17/10/2018	28/01/2020	151 948

District	Local	Project name	Detailed description	Commencement date	Estimated Completion date	Project cost (R'000)
Eden	Kannaland Local Municipality	C1053.06: Flood Damage Repairs on MR309 in Seweweekspoort - Central Karoo/Laingsburg - (Hatch)	Flood Damage repairs to structures on MR309 in Seweweekspoort - Central Karoo/Laingsburg	14/01/2019	02/11/2020	34 512
West Coast	Swartland Local Municipality	C1098: Periodic Maintenance on MR174 - Malmesbury to Muishondrivier	The reseal of MR00174 from km 3.82 to km 17.64. Malmesbury to Stellenbosch.	11/09/2018	14/07/2019	54 058
West Coast	Swartland Local Municipality	C1082: Periodic Maintenance on TR24/1 - Malmesbury to Hermon	The reseal of TR02401 from km 0.00 to km 24.76 - Malmesbury to Hermon.	31/10/2018	15/11/2019	64 000
Cape Winelands	Witzenberg Local Municipality	CWDM/2018/IMMS 10122 - Reseal on DR1400 (10.21km - 20.00km)	Reseal on DR1400 (10.21km - 20.00km)	14/03/2019	30/04/2019	7 345
Eden	George Local Municipality	EDM/2018/IMMS 4964 – Re-gravel on DR1524 (2.70km - 7.80km)	Regravelling on DR1524 (2.70km - 7.80km)	06/03/2019	28/03/2019	1 862
Cape Winelands	Stellenbosch Local Municipality	CWDM/2018/IMMS 7579 – Re-gravel on DR1115 (0.26km - 4.50km) Kuilenberg	Regravel on DR1115 (0.26km - 4.50km) Kuilenberg	26/11/2018	31/08/2019	5 815
Cape Winelands	Stellenbosch Local Municipality	CWDM/2018/IMMS 7578 – Re-gravel on DR1133 (0.00km - 1.70km) Olifantskop	Regravel on DR1133 (0.00km - 1.70km) Olifantskop	28/01/2019	30/11/2019	1 700
Cape Winelands	Stellenbosch Local Municipality	CWDM/2018/IMMS 7574 – Re-gravel on DR1430 (0.00km - 4.00km) Palmiet Rivier	Regravel on DR1430 (0.00km - 4.00km) Palmiet Rivier	28/01/2019	30/03/2020	4 000

District	Local	Project name	Detailed description	Commencement date	Estimated Completion date	Project cost (R'000)
Eden	Oudtshoorn Local Municipality	C0918R: Rehab TR33/3 - Oudtshoorn/De Rust	Continuation of traffic accommodation on TR33/3 between Oudtshoorn and De Rust.	15/06/2018	15/02/2020	226 060
Eden	George Local Municipality	EDM/2018/IMMS 4962 – Re-gravel on DR1673 (7.29km - 18.82km)	Regravel on DR1673 (7.29km - 18.82km)	01/03/2019	13/08/2019	2 972
Eden	George Local Municipality	EDM/2018/IMMS 4963 – Re-gravel on DR1545 (19.00km - 23.00km)	Regravelling on DR1545 (19.00km - 23.00km)	01/04/2019	15/05/2019	1 520
West Coast	Saldanha Bay Local Municipality	WCDM/2018/IMMS 10012 - Upgrade of OP07674 (km 0.00 - km 2.50) Koppiesveld	Upgrade of OP07674 (km 0.00 - km 2.50) Koppiesveld	29/10/2018	23/02/2019	5 951
West Coast	Matzikama Local Municipality	WCDM/2018/IMMS 3246 – Re-gravelling on DR2217 from (km 1.18 - 17.35) Orionskraal	Regravelling of DR2217 Orionskraal from km 1.18 to km 17.35	15/03/2018	26/07/2019	10 210
Unicity	Unicity	C1090.01: The periodic maintenance of TR11/1 (Route N7) between Bosmansdam (km 2.00) and Potsdam (km 9.50)	The periodic maintenance of TR11/1 (Route N7) between Bosmansdam (km 2.00) and Potsdam (km 9.50)	14/02/2019	09/04/2021	187 530
Unicity	Unicity	C1025.02: Periodic Maintenance of TR9/1, TR54/1 and MR176	Periodic maintenance of NACA, airport approach road and Borchers Quarry Road. Resurfacing of roads and maintenance of auxiliaries.	25/02/2019	24/07/2019	57 246
Central Karoo	Prince Albert Local Municipality	CKDM/2018/IMMS 4119 – Re-gravel on MR373 (0.00km - 10.00km)	Regravelling on MR373 (0.00km - 10.00km)	15/01/2019	19/07/2019	7 640

District	Local	Project name	Detailed description	Commencement date	Estimated Completion date	Project cost (R'000)
Unicity	Unicity	C1090: Periodic Maintenance on TR11/1 - Wingfield i/c to Melkbos	The reseal of TR01101 km 2.00 to km 18.00 - Wingfield i/c to Melkbos. Rehabilitation of TR01101 from km 2.00 to km 18.00 - Wingfield to Melkbos.	28/01/2019	20/07/2020	150 420
Cape Winelands	Langeberg Local Municipality	C1091: Periodic Maintenance on TR32/1 - Ashton to Swellendam and MR288 - Jan Harmansgat to Bonnievale	The reseal and rehabilitation of MR00288 from km 0.00 to km 6.00 - Jan Harmansgat to Bonnievale.	22/11/2018	20/03/2020	82 323
West Coast	Cederberg Local Municipality	WCDM/2018/IMMS 7115 - Reseal on MR00538 from (km 12.1 to 17.00) Lambertsbay/Leipoldtville	Reseal on MR00538 from (km 12.10 to 17.00)	04/02/2019	11/02/2019	2 849
Central Karoo	Prince Albert Local Municipality	CKDM/2018/IMMS 4120 - Drainage and stormwater installations on MR370 (2.20km - 19.21km)	Drainage and stormwater installations on MR370 (2.20km - 19.21km)	28/01/2019	28/06/2019	3 500
West Coast	Cederberg Local Municipality	WCDM/2018/IMMS 7116 - Reseal on MR00538 from (km 34.00 to 38.73) Leipoldtville/Sandberg	Reseal on MR00538 from (km 34.00 to 38.73)	04/03/2019	08/03/2019	3 224
Cape Winelands	Langeberg Local Municipality	C0818M: Interim Managing Contractor Services for terminated C818	Interim Managing Contractor Services for terminated C818. Rehab OF tr31/2 from Ashton to Montagu for the period up until a replacement contractor,	01/10/2018	29/03/2019	51 798
Central Karoo	Prince Albert Local Municipality	CKDM/2018/IMMS 4118 - Re-gravel on MR370 (0.000km - 19.31km)	Regravelling on MR370 (0.000km - 19.31km)	12/11/2018	23/08/2019	14 000



PART C

Governance

Part C: Governance

1 Introduction

The DTPW is committed to maintaining the highest standards of governance which is fundamental to the management of public finances and resources. Readers of the Annual Report require assurance that the DTPW has sound governance structures in place to effectively, efficiently and economically utilise the state resources at its disposal which are funded by the taxpayer. One of the core values of the DTPW is “accountability” and this is promoted through a strengthened governance environment.

2 Risk management

The Accounting Officer of the DTPW takes responsibility for implementing enterprise risk management (ERM) in accordance with the National Treasury Public Sector Risk Management Framework (PSRMF) and the Directorate: Enterprise Risk Management (D:ERM) in the DotP provides a centralised strategic support service to the Department.

2.1 Enterprise Risk Management (ERMCO) Committee Report

The DTPW is proud to present its Annual ERMCO Report for the financial year ended 31 March 2019.

Enterprise Risk Management Committee responsibility

The Ethics and Enterprise Risk Management Committee reports that it has complied with its responsibilities arising from section 38 (1)(a)(i) of the Public Finance Management Act, National Treasury Regulation 3.2.1 and Public Service Regulations of 2016, Chapter 2, Part 1, 2 and 3. The ERMCO also reports that it has adopted the appropriate formal Terms of Reference (TOR) (approved by the ERMCO chairperson on 17 May 2018 and amended on 18 September 2018 to include “Ethics”) and regulated its affairs in compliance with this Terms of Reference and has discharged all its responsibilities as contained therein.

Enterprise Risk Management Committee Members

The ERMCO comprises of selected members of the DTPW’s senior management team. As per its Terms of Reference, the ERMCO met at least four times (quarterly) during the year under review.

The table below provides information on ERMCO members.

Member	Position	Scheduled meetings	Attended	Date appointed
Ms J Gooch	Accounting Officer (Risk Champion and ERMCO Chairperson)	4	3	n/a
Adv. C Smith	DDG: Finance – (CFO)	4	4	06/04/2018

Member	Position	Scheduled meetings	Attended	Date appointed
Mr G van Schalkwyk	CD: Policy and Strategy Integration	4	4	06/04/2018
Mr R Maharaj	CD: Strategic Management and Operational Support	4	4	06/04/2018
Adv G Kode	DDG: Provincial Public Works	4	3	19/04/2018
Mr L Fourie	CD: Road Network Management	4	4	06/04/2018
Adv K Reinecke	DDG: Transport Management	4	3	06/04/2018
Ms H Robson	DDG: Corporate Assurance (DotP)	4	0	06/04/2018
Mr R Jansen van Rensburg	CD: Provincial Forensic Services (DotP)	4	3	06/04/2018
Ms E de Bruyn	Director: Centre for e-Innovation (DotP)	4	2	06/04/2018
Ms A Haq	Director: Enterprise Risk Management (DotP)	4	3	06/04/2018
Ms P van der Merwe	Director: Governance and Demand – SCM (Ethics Officer)	4	3	06/04/2018
Mr. Y Ahmed	CD: Transport Regulations	4	2	06/04/2018

DDG = Deputy Director-General; CD = Chief Director; CFO = Chief Financial Officer.

Other participants	Position	Scheduled meetings	Attended
Mr B Rahim	Director: Financial Governance (Fraud Champion)	4	4
Ms G Solomons	Chief Risk Advisor: ERM	4	4
Ms W Hansby	Director: PFS (DotP)	4	3
Mr Z Omer	Chief Risk Advisor: Enterprise Risk Management (DotP)	4	2
Mr S Martin	Director: Internal Audit (DotP)	4	2

Enterprise Risk Management Committee key activities

The Accounting Officer is the risk champion and chairperson of the ERMCO.

In executing its function, the ERMCO performed the following key activities during the year:

- Considered any Corporate Governance Review and Outlook (CGRO) questionnaires in relation to risk management matters;
- Reviewed the Department's Risk Management Policy, Strategy and Implementation Plan; for recommendation by the Audit Committee and approval by the Accounting Officer;
- Set, reviewed and applied appropriate risk appetite and tolerances, and recommended same for approval by the Accounting Officer;
- Reviewed the Department's risk identification and assessment methodology;
- Reported to the Accounting Officer any material changes to the risk profile of the Department;

- Reviewed the Fraud Prevention Plan (Strategy, Policy and Implementation Plan) and recommended it for approval by the Accounting Officer;
- Evaluated the effectiveness of the implementation of the Fraud Prevention Plan;
- Reviewed any material findings and recommendations by assurance providers on the system of risk management and monitored that appropriate actions be instituted to address weaknesses;
- Developed goals and key performance indicators for the ERMCO for approval by the Accounting Officer;
- Developed goals, objectives and key performance indicators to measure the effectiveness of the departmental strategic risk management activity;
- Evaluated the extent and effectiveness of integration of risk management within the Department;
- Assessed the implementation of the departmental Risk Management Policy, Strategy and Implementation Plan;
- Assessed the implementation of the departmental Ethics Management Implementation Plan;
- Evaluated the effectiveness and mitigating strategies to address the material, ethics and corruption risks; and
- Provided oversight on ethics management in the Department.

Key strategic risks considered and addressed during the year

The following are the keys strategic risks for the DTPW that were considered and addressed during the year:

- The ability to attract, recruit and retain suitable specialised skills is compromised.
- Inability to access IT [information technology] systems and related information in the event of a significant disruption or disaster.
- Critical systems (or related information) are compromised.
- Insufficient electricity supply.
- Further public transport violence and criminal acts.
- The organisational structure is not designed to optimally deliver on the Department's mandate.
- The ability of the Accounting Officer/ Department to deal with safety threats against staff, contractors, 3rd parties and safe guarding of the asset base is constrained.

Each Programme's risks are deliberated upon and debated at the quarterly ERMCO meetings. Programme managers are required to provide feedback on progress with implementation of action plans to reduce the likelihood of risks materialising and/ or their impact if they should materialise. ERMCO also referred risks back that should be analysed more extensively and recommends additional mitigations or actions to manage risks.

Key emerging risks for the following financial year

The following are key emerging risks which needs to be considered in the next financial year:

- Climate change.

- Infrastructure maintenance backlog.

Conclusion

The Ethics and Enterprise Risk Management Committee remains an important forum within the DTPW for strategic level discussion on a range of matters that pose or could pose a risk to the operations of the Department. The increased focus on ethics within the ERMCO is in line with the leadership and management ethos that is being inculcated within the Department. The Department remains deeply concerned over the risk of a further deterioration in its operating environment and is working diligently to identify and implement mitigating actions.



JT Gooch
Accounting Officer
Department of Transport and Public Works
Date: 25 May 2019

3 Fraud and corruption

Fraud and corruption represent significant potential risks to the DTPW's assets and can negatively impact on service delivery efficiency and the DTPW's reputation.

The WCG adopted an Anti-Fraud and Corruption Strategy which confirms the province's zero-tolerance stance towards fraud, theft and corruption. In line with this strategy, the DTPW is committed to zero-tolerance with regard to corrupt, fraudulent or any other criminal activities, whether internal or external, and vigorously pursues and prosecutes, by all legal means available, any parties who engage in such practices or attempt to do so.

The DTPW has an approved Fraud and Corruption Prevention Plan and a Fraud Prevention Implementation Plan which gives effect to the Prevention Plan.

Various channels for reporting allegations of fraud, theft and corruption exist and these are described in detail in the Provincial Anti-Fraud and Corruption Strategy and the Departmental Fraud and Corruption Prevention Plan. Each allegation received by the Provincial Forensic Services Unit is recorded in its Case Management System which is used as a management tool to report on progress made with cases relating to the DTPW and to generate statistics for the WCG and the Department.

Employees and workers who blow the whistle on suspicions of fraud, corruption and theft are protected if the disclosure is a protected disclosure (i.e. meets statutory requirements e.g. was made in good faith). Following amendments by the Protected Disclosures Amendment Act, 2017 (Act 5 of 2017), the transversal Whistle-blowing Policy was reviewed and the revised Whistle-blowing Policy was approved on 18 July 2018. The Policy provides guidelines to employees and workers on how to raise concerns with the appropriate line management, specific designated persons in the WCG or external institutions where they have reasonable grounds for believing that offences or improprieties have been or are being perpetrated in the WCG. The opportunity to remain anonymous is afforded to any persons who would like to report acts of fraud, theft and corruption and, should they do so in person, their identities are kept confidential by the person to whom they are reporting.

If, after an investigation, fraud, theft or corruption is confirmed, the employee who participated in such acts is subjected to a disciplinary hearing. In all such instances, the WCG representative initiating the disciplinary proceedings is required to recommend dismissal of the employee concerned. Where *prima facie* evidence of criminal conduct is detected, a criminal matter is reported to the South African Police Service.

For the year under review, PFS issued a Case Movement Certificate for the DTPW noting the following:

Cases	Number of cases
Open cases as at 1 April 2018	9
New cases (2018/19)	5
Closed cases (2018/19)	(8)
Open cases as at 31 March 2019	6

The following table further analyses the closed cases indicated above:

Nature and investigation outcome of 8 cases closed

Allegations were substantiated in the following 6 cases:

- 3 cases of fraud and/or corruption (all 3 cases reported to SAPS);
- 1 case of fraud and/or corruption / irregularity and/or non-compliance (the case was reported to SAPS); and
- 2 cases of irregularity and/or non-compliance.

In 1 case the investigation was concluded with no adverse findings.

In 1 case the investigation was concluded with no adverse findings, but recommendations were made.

4 Minimising conflicts of interest

The DTPW managed the following processes to minimise conflict of interest in the SCM domain:

- Requiring all employees in the Department's Supply Chain to complete an annual Disclosure of Financial Interest form, accompanied by an annual Remunerative Work outside the Public Service (RWOPS) application, taking into account the new Public Service Regulations effective from 1 August 2016.
- Communicating the content of the new Public Service Regulations (PSR) 2016, issued by the Minister for Public Service and Administration, with effect from 1 August 2016 to officials where possible non-compliance were identified.
- Institutionalising the transitional arrangements as prescribed in Annexure 1(2) of the PSR.
- Implementing the e-disclosure as prescribed by Department of Public Service Administration platform in the DTPW Supply Chain.
- Requiring a Declaration of Interest form from everyone involved in the consideration, recommendation and/or adjudication of bids.
- Requiring all prospective bidders to submit the Western Cape Bid Document (WCBD) 4 form (disclosure of interest/ suppliers' performance/ declaration of employees and independent bid determination).
- Requiring all DTPW staff to comply with ethical standards.
- Implementing confidentiality provisions.
- Implementing the Code of Conduct for SCM practitioners.
- Implementing the National Treasury's Code of Conduct for Bid Adjudication Committees.
- Implementing a process for managing conflicts of interest and the risks that could arise by accepting gratifications, hospitality and gifts.
- Implementing bidder/employee profile verification processes, that entail a monthly comparison of employee information on the Personnel and Salary Information System (PERSAL) with supplier data on the Western Cape Supplier Database as well as the National Treasury's Central Supplier Database. This serves as both a preventative and detective control to identify officials doing business with government.
- Implementing Provincial Treasury Instructions which require all suppliers intending to do business with the Western Cape Government to register on the Western Cape Supplier Database. This includes pre-requisites such as:

- Verification with the Companies and Intellectual Property Commission (CIPC) of company registration and ownership information.
- A sworn declaration by all prospective bidders on the WCBD 4 form.
- Submission of a BBBEE profile which is compared with data in the Department of Trade and Industry (DTI) database.
- Implementing National Treasury Instruction 4A of 2016, which requires all suppliers intending to do business with government to register on the Central Supplier Database. (Permission was granted by the National Treasury to the Provincial Treasury to run the Western Cape Supplier Database concurrently with the Central Supplier Database). The following key information of prospective suppliers is verified on the CSD:
 - Business registration, including details of directorship and membership;
 - Bank account holder information;
 - "In the service of the State" status;
 - Tax compliance status;
 - Identity number;
 - BBBEE status level;
 - Tender defaulting and restriction status; and
 - Identification and verification of potential conflict of interest of employees through the Provincial Treasury's Compliance Report.
- Conducting annual training and formal workshops on ethics.

5 Code of Conduct

The DTPW adheres to the Public Service Code of Conduct. The highest standards of ethical business are required of public servants employed by the DTPW. All employees are personally responsible for ensuring that their conduct is ethical and are required to bring any possible contraventions of the Code to the attention of their supervisor. The Code of Conduct is electronically distributed to all employees every second month. All new employees are informed in their letters of appointment that the Code of Conduct is available on the WCG website.

6 Health, safety and environmental issues

The Occupational Health and Safety Act imposes a responsibility on the DTPW to ensure the physical safeguarding of its infrastructure sites, as well as ensuring the physical health and safety of the contractor and his/her employees. To this end, the minimum requirements relating to how this risk should be managed on infrastructure sites has been standardised and built into the Construction Tender Document suites prescribed by the CIDB. In so far as it pertains to transport infrastructure, environmental impact assessments must be conducted.

The DTPW has an operational Safety and Security Committee which includes representatives from the Department of Community Safety.

In support of effective emergency evacuation, 22 approved evacuation plans were reviewed in the 2018/19 financial year. Ten evacuation exercises were conducted. The

DTPW embarked on reviewing its Business Continuity Plan and also developed a Water BCP.

7 Standing Committee on Transport and Public Works

7.1 Standing Committee on Transport and Public Works

7.1.1 The Standing Committee's email correspondence dated 16 March 2018 and, the DTPW's response is tabled below.

Papers, reports and information requested by the Committee	DTPW's response
<p>In an email correspondence of 16 March 2018, the Committee requested the DTPW to submit in writing the Easter Traffic Plan by 28 March 2018. The Committee requested that the plan must incorporate the lessons learnt from the Festive Season plan.</p>	<p>The DTPW submitted the integrated Easter Traffic Management Plan to the Committee in an email correspondence on 28 March 2018.</p> <p>The plan included the following:</p> <ul style="list-style-type: none"> • DTPW's Vision and Mission over the Easter Period in terms of road safety; • Operational Objectives; • Mitigation of Festive Season challenges • Pre-Easter; enforcement Interventions; • Comparative Easter Fatalities 2016/17; • Critical dates and Major Events; • Hazardous locations; • Operational partners; • Operational challenges; • Primary reasons for road crashes; • Risks and threats; • Operational deployment for the Easter weekend, school re-opening and Freedom Day; • Regional Operational Plans for the N1, N2, Metro, Vredendal, and Westcoast Regions.

7.1.2 The Standing Committee's letter referenced 11/4/1/1/2/7 of 26 March 2018 (following a meeting on 14 March 2018), and the DTPW's responses are tabled below.

Papers, reports and information requested by the Committee	DTPW's response
<p>The Committee requested that the DTPW provide it with the following information:</p> <ul style="list-style-type: none"> • The Property Efficiency Report; • The number of contractors per grades 1 and 2 and grades 3 to 5 who were trained in terms of the Development Programme in the Contractor Development Unit over the past three years, specifying how many of these contractors have entered into framework agreements with the department; and • Regular written updates on the maintenance of infrastructure backlogs and pressures relating to the User Asset Management Plans of Government Departments, especially that of the Western Cape Education Department, and the department's strategy to manage this, clearly outlining the type of infrastructure, the challenge experienced and plans to address these specific challenges. 	<p>The DTPW's response to the Committee was contained in a letter and annexures (referenced 11/1/2/2 Standing Committee on Transport and Public Works) dated 6 April 2018 and a letter (referenced 11/4/1/1/2/7 Standing Committee on Transport and Public Works) dated 2 November 2018.</p> <p>The DTPW provided a copy of the Property Efficiency Report for 2016/17. This report examined the performance of 35 selected office buildings from the WCG's real estate portfolio. These buildings are owned and/or leased-in office accommodation throughout the Province greater than 1,000m squared. 15 are leased properties and 20 are owned properties.</p> <p>As part of the Contractor Development Programme, a list of 20 contractors that entered into framework agreements with the Department was submitted to the Committee. Furthermore, a list of contractors who have been trained over the past three years (2015/16, 2016/17 and 2017/18) was also provided.</p> <p>A report on the 2018/19 maintenance programme and infrastructure backlogs relating to the User Immovable Asset Management Plan for WCED for 1 April - 31 July 2018 was submitted to the Committee. This report also included the DTPW's plans to address these challenges and the strategy proposal to manage the backlogs</p>

7.1.3 The Standing Committee's letter referenced 11/4/1/1/2/7 of 9 May 2018 regarding an oversight visit to Kwa-Faku Primary School, as well as subsequent letters from the Standing Committee of 23 May 2018, 24 May 2018, 25 September 2018 and email correspondences dated 9 October 2018, 17 October 2018 and 18 January 2019, and the DTPW's responses are tabled below.

Papers, reports and information requested by the Committee	DTPW's response
<p>In its letter dated 9 May 2018 the Committee requested DTPW and the Western Cape Education Department to facilitate an oversight visit to Kwa-Faku Primary School. The purpose of the visit was to assess the state of the infrastructure at the school, to investigate progress in respect of the replacement school and to evaluate the impact of the structural defects on the quality of education and the well-being of the educators and the learners.</p>	<p>Following the visit by the Committee and the DTPW to Kwa-Faku Primary School, the DTPW responded to the matters raised in letters (referenced 11/1/2/2 Standing Committee on Transport and Public Works and 11/4/1/1/2/7 Standing Committee on Transport and Public Works) dated 29 May 2018, 5 October 2018, 12 October 2018, 26 October 2018 and 29 January 2019.</p> <p>The Committee was provided with the following information:</p>
<p>In its letter dated 23 May 2018, the Committee requested that the DTPW provide a list of factors that could potentially influence the completion date of the construction.</p>	<ul style="list-style-type: none"> • List of factors that could potentially influence the completion date; • Progress as at the end of September 2018; • Details of the appointed building contractor; • The appointment of the Community Liaison Officer;
<p>In its letter dated 24 May 2018, the Committee invited DTPW to a meeting to discuss the possibility of reprioritisation in order to yield an earlier completion and delivery date for the Kwa-Faku Primary School.</p>	

Papers, reports and information requested by the Committee	DTPW's response
In its letter dated 25 September 2018, the Committee requested an update on the state of affairs at the Kwa-Faku Primary School.	<ul style="list-style-type: none"> The value of the contract for the infrastructure replacement project of the Kwa-Faku Primary School; and Progress status as at 29 January 2019.
In an e-mail correspondence dated 9 October 2018, the Committee requested the following: <ul style="list-style-type: none"> Further details on the severity and impact of the complication regarding the selection and appointment of a Community Liaison Officer; The name of the contractor appointed to construct the new school and the price for the completion of the project. 	
In an e-mail correspondence dated 17 October 2018, the DTPW was requested to advise the Committee on the total cost of the project.	
In an e-mail correspondence dated 18 January 2019, the Committee requested the DTPW to provide an update on further progress made in order to ascertain the current state of affairs at the school.	

7.1.4 The Standing Committee's letter referenced 11/4/1/1/2/7 of 23 May 2018, following an oversight visit to Hawston Primary School, as well as a report dated 22 May 2018 compiled and adopted by the Committee, and the DTPW's response is tabled below

Papers, reports and information requested by the Committee	DTPW's response
In its letter and report, the Committee resolved that, as part of its oversight function, it would investigate the progress on the rehabilitation of the sports field, the ventilation in the hall kitchen and the water leakage.	The DTPW attended the oversight visit to Hawston Primary School on 22 May 2018. The Committee's report from the visit was noted by the DTPW.

7.1.5 The Standing Committee's resolutions in its letter referenced 11/4/1/1/2/7 of 23 May 2018, following an oversight visit to George Link, as well as a report dated 22 May 2018 compiled and adopted by the Committee, and the DTPW's responses are tabled below.

Papers, reports and information requested by the Committee	DTPW's response
<p>In its letter and report, the Committee requested an urgent intervention from Ministers of Transport and Public Works, Local Government, Environmental Affairs and Development Planning with regard to the relationship between the George Municipality and George Link, the lack of engagement structures within the municipality and the safety of the Directors.</p> <p>Furthermore, the Committee requested that the conflict within the taxi industry in the Western Cape must be addressed and that it would pursue this matter with the department. The Committee recommended that, as part of George Link's long term transformation plan, it must encourage gender representivity and think of innovative ways in doing so, given the safety concerns of the Directors.</p>	<p>The DTPW's response in this regard was provided to the Committee in an email correspondence dated 3 October 2018.</p> <p>The department responded as follows:</p> <ul style="list-style-type: none"> Minister Grant and Minister Bredell have met with the Directors of the George Link concerning their safety and the difficulties experienced with the Municipality. Ministers Grant, Bredell and Meyer have met with representatives of the George Council to address the matters of disagreement involving the Province, Council and George Link. As a result of this engagement, a task team has been established consisting of representatives from DTPW and George Council in order to ensure that relevant decisions are taken and implemented.

7.1.6 The Standing Committee's letters (referenced 11/4/1/1/2/7) dated 12 June 2018 and 23 July 2018, and the DTPW's responses are tabled below.

Papers, reports and information requested by the Committee	DTPW's response
<p>In its letter dated 12 June 2018 the Committee requested that the DTPW brief it on its disposal policy relating to the Helen Bowden site as well as the current state of affairs at the site.</p>	<p>The DTPW's response to the Committee in this regard was provided in letters (referenced TPW 11/1/2/2/Standing Committee on Transport and Public Works), dated 14 August 2018 attaching Annexures A-E, and 13 November 2018</p>
<p>Following the meeting of 17 July 2018 regarding the Helen Bowden site, the Standing Committee in its letter dated 23 July 2018, requested the following information:</p> <p>The department provides a report on the security company that was awarded the contract to provide security at the site, outlining the procurement process that was followed and the names of the owners of the company, the scope of the contract as well as an assessment of the company's performance.</p>	

7.1.7 The Standing Committee's email correspondence dated 23 August 2018 and, the DTPW's response is tabled below.

Papers, reports and information requested by the Committee	DTPW's response
<p>The Committee requested the presence of the DTPW at a meeting on 28 August 2018 for the consideration and adoption of the draft final mandate report on the Administrative Adjudication of Road Traffic Offences (AARTO) Amendment Bill.</p>	<p>The DTPW attended the Standing Committee meeting held on 28 August 2018. Prior Comments on the Amendment Bill were prepared, signed off by Minister Grant was submitted to the Committee in a letter (referenced TPW1/3/1/1/1 AARTO Amendment Bill comments) dated 27 March 2018.</p>

7.1.8 The Standing Committee's letters (referenced 11/4/1/1/2/7) dated 3 September 2018 and 25 September 2018, and the DTPW's responses are tabled below.

Papers, reports and information requested by the Committee	DTPW's response
<p>In its letter of 3 September 2018, the Committee invited the DTPW to attend a Committee Meeting on 11 September 2018 to brief it on the current state of affairs within the Taxi Industry within the Western Cape with specific reference to progress in terms of the mediation process currently underway.</p>	<p>The DTPW attended the Committee meeting on 11 September 2018.</p>
<p>Following the Committee meeting on 11 September 2018, the Committee in its letter of 25 September 2018 requested the DTPW to provide the following:</p> <ul style="list-style-type: none"> • An update on the meeting that took place between themselves, the taxi industry and the George Municipality on the matter of the issuing of operator licences; • Information on the growing "Amaphela" phenomenon (Avanza-small taxis in townships) and the associated criminal activities, the Department's level of awareness and the role in the industry, the regulations that govern the industry and the responsible authority in relation to the three spheres of government; • A copy of the Ntsebeza judgement with recommendations; • A list of the municipalities that have implemented this judgement as well as those that have not, with specific reference to rank management; and • The action plan in place to ensure compliance with the Ntsebeza recommendations 	<p>The DTPW responded to the Committee's letter of 25 September 2018 in a letter (referenced TPW 11/1/2/2/Standing Committee on Transport and Public Works) dated 12 October 2018. The response contained the following:</p> <ul style="list-style-type: none"> • DTPW met with minibus taxi operators in George under the leadership of the Section 79 committee. The process of issuing of operating licenses was explained in detail. It was resolved at the meeting that a separate committee would be established to deal with this issue. The George council mandated the Section 79 committee to proceed with engagements with the minibus taxi industry. • Over the past 12 years there has been a steady growth of the Amaphela taxis within townships such as Langa, Guguletu and Nyanga. Whilst the quality of vehicles and unlicensed drivers are known challenges posed by the Amaphela operations, the SAPS has been unable to directly link the associations to crimes in which Avanzas or Amaphela are reported to have been used, to specific operators or associations. • A copy of the Ntsebeza Committee of Inquiry Report (2005) was provided. • The recommendations of the Ntsebeza Committee of Inquiry were focused primarily on taxi operations in the City of Cape Town. The City is still in the process of implementing the recommendations. • The DTPW is monitoring and guiding the implementation of the Ntsebeza Committee's recommendations through leading and/or participating in the relevant inter-governmental structures (SAPS ProvJoints, IMTAC, and the Transport Priority Committee).

7.1.9 The Standing Committee's letters (referenced 11/4/1/1/2/7) dated 28 September 2018 and 14 November 2018, and the DTPW's response is tabled below.

Papers, reports and information requested by the Committee	DTPW's response
<p>In its letter dated 28 September 2018, the Committee invited the department to brief the Committee on the Annual Reports of the DTPW and of Government Motor Transport (2017/18).</p>	<p>The DTPW attended the Standing Committee meeting held on 19 October 2018 to brief the Committee on the Annual Reports of the DTPW and Government Motor Transport (2017/18).</p>

Papers, reports and information requested by the Committee	DTPW's response
<p>Subsequent to the Annual Report briefing, the Committee, in its letter of 14 November 2018, requested the DTPW to provide the following:</p> <ul style="list-style-type: none"> • A list of the consultants and consultant's fees relating to the Conradie Better Living Model; • The report compiled by the George Municipality on the road upgrade linked to phases one to three of the GIPTN; • A report containing the success story on the Emerging Contractor Development Programme; • The number of closed-circuit television cameras installed at the various train stations in the Western Cape, those that are in working order, and the plan to repair those that are not working; and • A report on the Expanded Public Works Programme initiative within GMT where participants were contracted for administrative and non-administrative duties with specific reference to further opportunities that were created for these participants. 	<p>The DTPW's response was provided in a letter (referenced 11/1/2/2/ Standing Committee on Transport and Public Works) dated 13 December 2018. The response included the following:</p> <ul style="list-style-type: none"> • List of consultants and consulting fees relating to the Conradie Better Living Model; • A report on individual success stories of contractors who have been part of the Emerging Contractor Development Programme. These included Mampho Sotshongaye from Golden Rewards (Kuilsvier), Glenville Marinus (Vredenburg) and Franco Bocks from F Bocks Painters (Malmesbury). • Regarding the dysfunctional CCTV cameras installed at the various train stations, DTPW's mandate is defined in the National Land Transport Act and has a limited ability to directly respond to issues affecting rail operations. <p>Details of the participants of the EPWP in GMT where participants were contracted for administrative and non-administrative duties.</p>
<p>The Committee further recommended that DTPW should actively encourage the delegation of power from PRASA to the regional management of Metrorail so that action can be taken swiftly to procure the necessary infrastructure, in order to provide commuters with an improved and safe service.</p>	<p>The Committee was informed that regular meetings and interactions are held between the Western Cape Government, various National Ministers and senior PRASA officials. The DTPW will continue to explore all potential mechanism for supporting a resolution to the rail crisis but ultimately the decision to delegate authority lies within PRASA.</p>

7.1.10 The Standing Committee's letters (referenced 11/4/1/1/2/7) dated 28 November 2018 and 15 February 2019, and the DTPW's responses are tabled below:

Papers, reports and information requested by the Committee	DTPW's response
<p>In its letter of 28 November 2018, the Committee invited the DTPW to attend a Committee Meeting on 5 February 2019 to brief it on progress made in relation to the business case and detailed provisions relating to the impoundment of vehicles in respect of the Western Cape Provincial Road Traffic Administration Amendment Bill.</p>	<p>The DTPW attended the Committee meeting on 5 February 2019.</p>

Papers, reports and information requested by the Committee	DTPW's response
<p>Following the Committee meeting of 5 February 2019, the Committee in its letter dated 15 February 2019, requested the following information:</p> <ul style="list-style-type: none"> • A detailed report on the vehicle that was fitted with the new technology and subsequently burnt in the Beaufort West area during the festive season; • The number of traffic officers that were deployed over the festive season linked to the number of shifts that these officers worked; and • The ideal number of traffic officers that should be employed. 	<p>The DTPW's response was provided in a letter (referenced 11/1/2/2/ Standing Committee on Transport and Public Works) dated 28 February 2019. The response included the following:</p> <ul style="list-style-type: none"> • A detailed report was provided on the vehicle that was fitted with the new camera technology and which caught fire on 24 November 2018. The vehicle was subsequently returned to GMT Cape Town to determine the cause of the fire and to arrange repair work. Recommendations were made by a mechanical engineer and these were implemented. Despite there being no clear fault that could be attributed to the company providing and installing the new camera technology, the company tendered all costs associated with the damage. • A report reflecting the manpower that was deployed over the festive season from 1 December 2018 – 15 January 2019. The report also included a breakdown of the shifts that they worked. <p>With regards to the ideal number of traffic officers that should be employed, the DTPW responded by saying that it has made significant strides in redesigning the manner in which Traffic Management conducts its business. Through the use of technology, the efficiency and efficacy of Traffic Management has improved. As a result of the new processes and procedures, the entire business model has changed. This necessitates an organisational redesign process which is expected to be concluded within 24 months. Thereafter the DTPW will be in a better position to respond.</p>

7.1.11 The Standing Committee's letters (referenced 11/4/1/1/2/7) dated 11 February 2019 and 28 February 2019, and the DTPW's responses are tabled below.

Papers, reports and information requested by the Committee	DTPW's response
<p>In its letter of 11 February 2019, the Committee invited the DTPW and the Provincial Property Committee (PPC) to attend a Committee Meeting on 20 February 2019 to brief it on the provincial property disposal policy with specific reference to the property disposal process and the PPC's role therein.</p>	<p>The DTPW attended the Committee meeting on 20 February 2019.</p>

7.1.12 The Standing Committee's letter (referenced 11/4/1/2/16) dated 12 February 2019, and the DTPW's response is tabled below.

Papers, reports and information requested by the Committee	DTPW's response
<p>In its letter of 12 February 2019, the Committee invited the DTPW to attend a Committee Meeting on 7 March 2019 to brief it on Vote 10: Transport and Public Works in the Schedule to the Western Cape Appropriation Bill, 2019.</p>	<p>The DTPW attended the Committee meeting on 7 March 2019.</p>

7.1.13 The Standing Committee's email correspondence dated 21 February 2019, and the DTPW's response is tabled below.

Papers, reports and information requested by the Committee	DTPW's response
<p>In its email correspondence of 21 February 2019, the Committee invited the DTPW to attend a Committee Meeting on 14 March 2019 to discuss the following;</p> <ul style="list-style-type: none">• Consideration and adoption of the draft Committee Report on Vote 10: Transport and Public Works in the Schedule to the Western Cape Appropriation Bill, 2019;• Consideration and adoption of draft Committee minutes of 20 February 2019 and 7 March 2019;• Quarterly report (January –March 2019);• Annual Report 2018/19; and• Consideration and adoption of the final mandate report on the National Land Transport Amendment Bill (NCOP).	<p>The DTPW attended the Committee meeting on 14 March 2019.</p>

8 Public Accounts Committee (PAC) resolutions

8.1 Response to the report of the PAC on the 2017/18 Annual Report dated 14 December 2018

"The Committee noted the audit opinion of the AGSA regarding financial statements of the DTPW for the 2017/18 financial year, having obtained a clean audit report with no findings. The audit opinion remains unchanged from the 2016/17 financial year.

Audit Opinion

The Auditor-General of South Africa raised no findings with the Department on compliance with laws and regulations, predetermined objectives nor deficiencies in its internal controls

Financial management

The Department of Transport and Public Works spent R7.5 billion of a budget of R7.5 billion, resulting in an overall under-expenditure of R44.9 million (0.6%).

The Committee noted that the overall under spending within the Department occurred under the following programmes due to the Cost of Employment, Goods and Services, Transfers and Subsidies and Payments for Capital Assets.

Programme 1: Administration (R2.2 million)

The underspending on COE was mainly due to vacancies not being filled within the planned timeframe, as well as natural attrition of the staff complement, the cost of which also impacted on related goods and services items. Over and above the underspending on COE and related goods and services items, which affected all the programmes, further reasons for variances in expenditure are indicated per programme below.

Programme 2: Public Works Infrastructure (R24.2 million)

The underspending on property rates is mainly due to outstanding invoices for rates on roads as well as the time-consuming process of validating and reconciling accounts.

Programme 3: Transport Infrastructure (R9.5 million)

Certain municipalities did not claim their subsidies for the construction and maintenance of transport infrastructure during the 2017/18 financial year. This resulted in marginal underspending on the programme for transfer payments as municipalities were unable to execute infrastructure projects as planned.

Programme 5: Transport Regulation (R7.5 million)

The underspending on COE was mainly due to vacancies not being filled within the planned timeframe, as well as natural attrition of the staff complement, the cost of which also impacted on related goods and services items. Over and above the underspending on COE and related goods and services items, which affected all the programmes.

Programme 6: Community Based Programmes (R937 000)

The underspending on COE was mainly due to vacancies not being filled within the planned timeframe, as well as natural attrition of the staff complement, the cost of which also impacted on related goods and services items. Over and above the underspending on COE and related goods and services items, which affected all the programmes

In addition, the total departmental revenue budget of R1.4 billion was over-collected by R229 million, which resulted in a departmental receipt of R1.7 billion.

The revenue over-collection occurred under the following line items:

- Motor vehicle licenses (R173 million);
- Sale of goods and services (R35 million);
- Transfer funds that were received (R3 million);
- Interest, dividends and rent on land (R984 000);
- Fines, penalties and forfeits (R1.3 million);
- Sale of the Departmental capital assets (R475 000); and
- Financial transactions in assets and liabilities (R15 million).

The Committee noted that the overall under-spending within the Department occurred under the following economic indicators:

- Current payments (R18 million);
- Transfers and subsidies (R19 million);
- Payments for capital assets (R7 million); and
- Payments for financial assets (R208 000)."

The views and resolutions of the Committee are detailed in the table below.

Resolution No.	Subject	Details	Department's response	Resolved?
5.1	Paragraph 5 (Transversal departmental resolutions) - Page 474	The Committee requests that all departments and entities of the WCG follows the outline of the Annual Report of Transport and Public Works for the 2017/18. The reason for such a request is that the Committee appreciated the format of "extended" reporting (through footnotes, etc.) under most headings and financial notes. This provided much clarity to the Committee and resulted in a more meaningful, constructive and in-depth oversight.	Noted Letters to draw the Department as well as Government Motor Transport's attention to the request were sent to the Deputy Director-General: Finance and the Head: Government Motor Transport on 10 January 2019.	Yes
5.2	Paragraph 5 (Transversal departmental resolutions) - Page 474	Departments have provided, under Part C: Governance, a table which provides a list of all the Provincial Forensic Services' investigation (PFS) cases which remained open on 1 April 2017, new cases which were opened, including those cases that were successfully completed. The Committee requests that all departments and entities of the WCG provide a footnote under this specific table, in all future annual reports, indicating the following: 5.2.1 The nature of the cases; 5.2.2 Which cases were referred to the South African Police Services for further investigation; and 5.2.3 The outcomes of all PFS cases.	Noted Letters to draw the Department as well as Government Motor Transport's attention to the request were sent to the Deputy Director-General: Finance and the Head: Government Motor Transport on 10 January 2019.	Yes

Resolution No.	Subject	Details	Department's response	Resolved?
5.4	Paragraph 5 (Transversal departmental resolutions) - Page 474	<p>The Committee resolved that all departments and entities report on the virements that were made between the Adjustment Appropriation period and end of each respective future financial year, including from which programmes and to which programmes the virements were made. Departments and entities should also report on motivation for such virements.</p> <p>Guidance can be taken from pages 16 to 19 of the Annual Report of the Department of Transport and Public Works for the 2017/18 financial year.</p>	<p>Noted</p> <p>Letters in this regard were sent to the Deputy Director-General: Finance and the Head: Government Motor Transport on 10 January 2019.</p>	Yes
5.5	Paragraph 5 (Transversal departmental resolutions) - Page 474 and 475	<p>Where a Department and/or Entity undertook official international travel for the 2017/18 financial year, the Committee requests a Report on such travel. The Report should include the following information:</p> <p>5.5.1 The motivation for such travel;</p> <p>5.5.2 The expenditure on such travel;</p> <p>5.5.3 Findings of the international travel;</p> <p>5.5.4 An Implementation Plan for the Western Cape based on the outcomes of the travel;</p> <p>5.5.5 Municipal areas where the Implementation Plan have been operationalized; and</p> <p>5.5.6 Successes, challenges and outcomes of such an Implementation Plan.</p>	<p>The information was provided to the Committee Coordinator.</p>	Yes

Resolution No.	Subject	Details	Department's response	Resolved?
5.6	Paragraph 5 (Transversal departmental resolutions) - Page 475	<p>The Committee resolved that all departments and entities of the Western Cape Government, in all future annual reports, provide an indication of the gender responsive budgeting programmes.</p> <p>Gender responsive budgeting refers to the allocation of financial resources in a manner that is equally responsive to the needs and interests of women and men and which ensures that each gender benefits equitably from services delivered through the use of resources. It is a strategy for accelerating institutional transformation to eliminate structural inequality between women and men. Like Gender Mainstreaming, upon which it is rooted, gender budgeting involves targeting mainstream budgeting and resource deployment processes, to ensure that women and men are given a fair share of the budget and related resources.</p> <p>The outcome of responsive gender budgeting is gender balanced distribution of resources and benefits. This presupposes that current budgets are gender biased in favour of men and their circumstances.</p>	<p>Noted</p> <p>A letter in this regard was sent to the Deputy Director-General: Strategy, Planning and Coordination on 10 January 2019.</p>	Yes

Resolution No.	Subject	Details	Department's response	Resolved?
	<p>Paragraph 6 (Matters reported to the standing committees of WCPP) - Page 475</p>	<p>That the Standing Committee on Transport and Public Works arrange a meeting with the Department of Transport and Public Works in order to engage the Department on the mechanism it has developed and implemented, or will develop and implement, in order to address the issue relating to public transport violence and challenges.</p> <p>The matter emanated from a description that was provided by the Department under the key strategic risks that were considered and addressed during the 2017/18 financial year. The specific key strategic risk is highlighted under the heading "Key Strategic Risks Considered and Addressed During The Year" on page 155 of the Annual Report of the Department for the 2017/18 financial year.</p> <p>That the Standing Committee on Transport and Public Works arrange a meeting with the Department of Transport and Public Works</p>	<p>Noted</p> <p>A letter in this regard was sent to the Deputy Director-General: Transport Management on 10 January 2019.</p>	<p>Yes</p>

Resolution No.	Subject	Details	Department's response	Resolved?
	<p>Paragraph 7 (Matters for the attention of the Audit Committees of the WCG) - Page 475 and 476</p>	<p>The Committee notes the reports from some Audit Committee Chairpersons where major areas of improvements were identified. Some of these major areas worried the Committee in that they have not been implemented during the 2017/18 financial year and could pose a threat to departments and/or entities. Ms Judy Gunther assured the Committee, at a meeting on 25 October 2018, that the major areas of improvements have been identified, treated and finalised during the 2017/18 financial year. However, the Committee remains concerned and urges the audit committees of the WCG to meet more regularly than the scheduled quarterly engagements, where possible, in order to successfully address the general increase in the major areas of improvements of departments and entities.</p> <p>In consultation with the Department, more frequent engagements should be arranged with the Audit Committee of the Department.</p>	<p>Noted A letter in this regard was sent to the Deputy Director-General: Corporate Assurance on 16 January 2019.</p>	<p>Yes</p>

Resolution No.	Subject	Details	Department's response	Resolved?
	Paragraph 8 (General Findings)- Page 476 to 478	<p>The Committee wishes to advise departments and entities to be cognisant of the transversal risks that were identified by the Audit Committee during the 2017/18 financial year. These include the following:</p> <ul style="list-style-type: none"> • Audit interpretation issues related to Transfer Payments versus Goods & Services distracts management from core service delivery; • Inventory Disclosure – increasingly onerous requirements; • Integrated Financial Management System (IFMS) piloting in the Western Cape; • The move from Clean Audits to Performance Auditing (effective, efficient and economic audits) and service delivery; • Impact of applying the Modified Cash Standard reporting standards with respect to componentisation of assets and inventory; • Any impact resulting from the current review of Treasury Regulations; • Macroeconomic risks: Impact of downgrades on the fiscus; • Policy and budget execution risk: Unplanned or emergency expenditure requests leading to pressures on the expenditure ceiling; • Developing inventory management systems as the inventory disclosure note will become a requirement in future; • Any impact resulting from the current review of Treasury Regulations; and • Unapproved deviations from National Instruction Notes. 	<p>Noted</p> <p>Letters in this regard were sent to the Deputy Director-General: Finance and the Head: Government Motor Transport on 10 January 2019.</p>	Yes

Resolution No.	Subject	Details	Department's response	Resolved?
	<p>Paragraph 7 – “Similarly, the Committee wishes to alert the departments and entities of the WCG of the following new pronouncements on risks that will require continuous monitoring during the 2018/19 financial year:</p>	<p>National instruction notes: Instruction notes are issued by the National Treasury on a continuous basis in terms of section 76 of the PFMA. The arrangement in the Western Cape is that the Provincial Treasury reviews these instruction notes and re-issue them to the various departments and entities on a selective basis. The risk exists that material non-compliance could arise if certain national instruction notes are not complied with, where the necessary approval from the National Treasury to depart from them was not obtained as required by section 79 of the PFMA.</p> <p>Treasury regulations: The treasury regulations are currently being revised, which may introduce a number of new requirements once effective.</p> <p>Componentisation of assets: Departments are encouraged to componentise assets in their asset registers as it will become a requirement in future. The effective date to componentise assets has not been determined yet.</p> <p>Inventory: Departments are encouraged to develop their inventory management systems as the inventory disclosure note will become a requirement in future. The effective date to disclose inventory is still to be determined by the Accountant-General.</p> <p>Local content: The compliance requirements of local content for commodities within designated sectors are applicable for all tenders. The term tender in terms of the Preferential Procurement Regulations of 2017 is attributed to all awards above R30 000.</p> <p>BBBEE certificates: Footnote 3 in Treasury Instruction 4A of 2016-17 noted that the Central Supplier Database (CSD) does not verify BBBEE</p>		

Resolution No.	Subject	Details	Department's response	Resolved?
		<p>status level and set a future date for verification of BBBEE status (1 October 2016). The office of the chief procurement officer (OCPO) failed to achieve this deadline and up to now the CSD does not verify the BBBEE status of suppliers. The instruction did not exempt institutions from complying with the PPPF Act requirements for obtaining a valid evidence of BBBEE level status (e.g. sworn affidavits).</p> <p>BBBEE Act: Paragraph 13G requires all spheres of government, public entities and organs of the state to report on their compliance with broad-based black economic empowerment in their audited annual financial statements and annual reports required under the PFMA. Discussions are ongoing between the AGSA and BBBEE Commission to scope this requirement into the audit for the 2018-19 financial year.</p> <p>Central Supplier Database: The OCPO introduced the Central Supplier Database on 1 September 2015, accessible on www.csd.gov.za, which will reduce the administrative burden on both the supplier and the administrator. The system verifies and validates information with SARS, the Companies and Intellectual Property Commission, and Department of Home Affairs, amongst others. The system was mandatory from 1 April 2016 for all suppliers to national and provincial government and entities at these two spheres of government.</p> <p>eTenders Portal: Suppliers who meet all compliance requirements can access opportunities on www.eTenders.gov.za. The portal enables suppliers to have access to tenders published on the platform. The compulsory implementation of this portal was from 1 April 2016.</p>		

Resolution No.	Subject	Details	Department's response	Resolved?
17.3.1	<p>Page: 155 of the Annual Report</p> <p>Heading: "Key strategic risks considered and addressed during the year"</p> <p>Description: The Committee notes the key strategic risks for the Department that was considered and addressed during the 2017/18 financial year and which specifically related to further public transport violence and criminal acts. The Committee would want to ascertain what mechanisms the Department has put in place to avoid a future recurrence of such actions which could pose a future risk for it.</p>	<p>That the Department brief the Standing Committee on Transport and Public Works on the mechanisms that were developed and implemented to avoid a future recurrence of further public transport violence and criminal acts within the Western Cape.</p> <p>The Standing Committee must after being briefed by the Department of Transport and Public Works, inform the Public Accounts Committee of the scheduled meeting that was held.</p>	<p>Noted.</p> <p>A letter to prepare for the envisaged meeting was sent to the Deputy Director-General: Transport Management on 10 January 2019.</p>	Yes
17.3.2	<p>Page: 240 of the Annual Report</p> <p>Heading: "Appropriation per economic classification".</p> <p>Description: The Committee notes that the Department has included, more specifically, the final appropriation, as well as the actual expenditures for the 2016/17 financial year. This makes the evaluation of the differences between the appropriations to expenditures easier to evaluate when compared to the 2017/18 financial year.</p> <p>In addition, the Committee appreciates the manner in which the Department reported on its governance and financial matters. The Department expounded in great depth on its governance and financial matters through the usage of extra footnotes and paragraphs to provide clarity on matters that were reported.</p>	<p>That the Department share its template on parts "C" (Governance) and "E" (Financial Information) with all departments and entities of the Western Cape Government in order to assist that the departments and entities comply with reporting in the same manner (expounding by providing detailed information) when reporting in all future financial years.</p>	<p>Noted</p> <p>A letter was sent to all departments and entities to share the Department's templates on Parts "C" and "E" on 16 January 2019.</p>	Yes

8.2 List of information required

That the DTPW provides the Committee with the following:

- 8.2.1 A copy of the work that was performed (“Work performed”) by the Financial Governance Directorate, as indicated on pages 174-176 of the Annual Report.
(The information was provided to the Committee Coordinator)
- 8.2.2 A report which highlights the names of the consultants, as well as the infrastructure contractors (including their respective contractual awards) that were contracted by the Department, as reflected on pages 218 to 230 of the Annual Report of the Department.
(The information was provided to the Committee Coordinator).
- 8.2.3 A report highlighting the projects that were undertaken by consultants and contracts which positively impacted on the transfer of skills during the 2017/18 financial year, as indicated on pages 218 to 230 of the Annual Report of the Department.
(The information was provided to the Committee Coordinator).
- 8.2.4 The Court Order that was awarded which relates to the Passenger Rail Agency of SA when it approached the High Court in order to have the suspension of its safety permit by the Rail Safety Regulator revoked during October 2018.
(The information was provided to the Committee Coordinator).

9 Prior modifications to Audit Reports

There were no modifications to the Audit Reports.

10 Financial Governance Directorate

The Financial Governance Directorate's purpose is to ensure sound financial governance practices. During the course of the financial year under review, the focus was on verifying compliance to approved delegations, compliance testing of expenditure vouchers, detecting and preventing irregular, fruitless and wasteful expenditure, conducting predetermined financial inspections as indicated on its operational plan, *ad hoc* investigations, and providing effective and efficient fraud and loss control management services.

Issues	Work performed
Financial delegations	PFMA Accounting Officers Delegations, 2018: <ul style="list-style-type: none"> • Finance Instruction 01 of 2018 issued on 19 April 2018 • (Amendment 1 of 2018) issued on 26 September 2018 PFMA SCM Delegations, 2014: <ul style="list-style-type: none"> • Finance Instruction 6 of 2006 (Amendment 1 of 2018) - Items 340 and 346 of the CPS delegations aligned to Financial Delegations
The development, review, and amendment of SOPs and policies to enhance financial governance	<ul style="list-style-type: none"> • ERMCO Terms of Reference for 2018-2019: <ul style="list-style-type: none"> - Finance Instruction 02 of 2018 issued on 24 May 2018 • Annual Revision of Subsistence and Camping Allowances: <ul style="list-style-type: none"> - Finance Instruction 05 of 2018 issued on 20 July 2018 • 2018-19 Amended ERMCO TOR to effect the new naming convention: <ul style="list-style-type: none"> - Finance Instruction 06 of 2018 issued 12 October 2018 • 2018 Remuneration of Non-official Members – Commissions & Committees of Inquiry and Audit Committees: <ul style="list-style-type: none"> - Finance Instruction 08 of 2018 issued on 24 October 2018 • 2018 Adjustment of remuneration levels – Service benefit packages for Office-bearers of certain Statutory and other Institutions: <ul style="list-style-type: none"> - Finance Instruction 09 of 2018 issued on 24 October 2018 • List of Finance Instructions still applicable and withdrawn: <ul style="list-style-type: none"> - Finance Instruction 10 of 2018 issued on 05 December 2018. • 2018-19 Regulatory audit by the AGSA: <ul style="list-style-type: none"> - Finance Instruction 11 of 2018 issued on 05 December 2018 • 2018-19 Departmental Fraud and Corruption Prevention Plan: <ul style="list-style-type: none"> - Finance Instruction 05 of 2010 (Supplementary 01 of 2018) issued on 15 July 2018

Issues	Work performed
	<ul style="list-style-type: none"> • 2018-19 Fraud Awareness Training: <ul style="list-style-type: none"> - Finance Instruction 15 of 2013 (Supplementary 01 of 2018 issued on 07 September 2018). • Catering Expenditure: <ul style="list-style-type: none"> - Finance Instruction 04 of 2014 (Amendment 01 of 2016) issued on 26 September 2018 • 2018 Adoption of the WCG Anti-Fraud and Corruption Strategy: <ul style="list-style-type: none"> - Finance Instruction 13 of 2016 (Supplementary 01 of 2018) issued on 24 June 2018 • Departmental Anti-Fraud and Anti-Corruption Policy: <ul style="list-style-type: none"> - Finance Instruction 15 of 2016 (Supplementary 01 of 2018) issued on 24 July 2018 • 2018 Adoption of the WCG Whistle-blowing Policy: <ul style="list-style-type: none"> - Finance Instruction 18 of 2016 (Supplementary 01 of 2018) issued on 07 September 2018 • Cost Containment measures: <ul style="list-style-type: none"> - Finance Instruction 31 of 2016 (Supplementary 01 of 2018) issued on 16 July 2018. • 2018-19 Fraud and Corruption Prevention Implementation Plan: <ul style="list-style-type: none"> - Finance Instruction 32 of 2016 (Supplementary 01 of 2018) issued on 29 May 2018
PFS reports	Attended to the recommendations of the 8 reports received
External audit process	To ensure continuity with the prior year audit outcome, essential preparation work was performed prior to the commencement of the new audit cycle in December 2018
Internal audit process	As at 31 March 2019, 6 reports were received, and the implementations of the recommendations are managed through the Departmental Corporate Governance Improvement Plan (DCGIP). Further to this, 3 consultation reports were received and administered.
Retention of financial information	During 2018-2019 financial year 41 980 BAS expenditure vouchers were verified against the monthly document control reports to ensure completeness and safeguarding of financial information
Reporting	
<ul style="list-style-type: none"> • PAC (Resolutions) 	Annually
<ul style="list-style-type: none"> • Public Service Commission (Financial Misconduct) 	Quarterly
<ul style="list-style-type: none"> • DPSA (Corruption and Fraud) 	Quarterly
<ul style="list-style-type: none"> • Top Management (DCGIP) 	Monthly
<ul style="list-style-type: none"> • Audit Committee (DCGIP) 	Quarterly

Issues	Work performed
<ul style="list-style-type: none"> Top Management (Irregular, Fruitless and Wasteful Expenditure) 	Monthly
<ul style="list-style-type: none"> ERMCO (Fraud Prevention Strategy Implementation Plan & Fraud Risk Registers) 	Quarterly
<ul style="list-style-type: none"> IYM (Irregular, Fruitless and Wasteful Expenditure) 	Monthly
DCGIP	The DCGIP is updated with findings from the AGSA Management reports, Internal Audit reports, Provincial Treasury gap analysis, PFS reports and PAC resolutions At year-end, 17 projects in this regard were monitored
Financial Manual on the Electronic Content Management system	Maintenance of the system and loading of governance documents on an ongoing basis
Financial Inspections	Number of compliance inspections and ad-hoc inspections conducted: 35 6 471 BAS and LOGIS [Logistical Information System] payment vouchers were post audited. As part of the Inspectorates Operational Plan, the accruals for LOGIS and BAS Payments for the financial year are verified for correctness prior to submission for the Annual Financial Statements (AFS).
Loss Control case files: Cases relate to claims against the state, damages to Government Motor Vehicles and loss off moveable assets	Opening balance 1 April 2018 (346) New cases registered (356) Cases closed 31 March 2019 (178) Balance as at 31 March 2019 (523)
Irregular, fruitless and wasteful case files	Opening balance 1 April 2018 (0) New cases registered (2) Total cases investigated (2) Cases closed (2) Balance as at 31 March 2019 (0)

11 Chief Directorate Supply Chain Management: Directorate Governance and Demand Management

The Directorate: Governance and Demand Management Directorate's mandate is to render a service with regards to planning, compliance, performance management, capacity building and demand management. During the financial year under review, the directorate was involved in the implementation and application of the AO's SCM System, as well as enhancing its processes through the

development, reviewing and amendment of procedures to address internal control deficiencies. The directorate was also responsible for the management of training programmes.

Issues	Work performed
SCM commentary	Provided comments on the following instructions (Consolidated comments provided via the Provincial Treasury): <ul style="list-style-type: none"> • Chapter 16A: SCM for Goods and Services (Draft) • Section 53 of the Employment Equity Act, 1998 (Issued) • National Treasury Instruction: Participation in any contract arrange by means of a competitive bidding process by any other organ of state (Draft) • Broad-Based Black Economic Empowerment Amendment Act (Draft) • CIDB Act (Draft) • Review of National Travel Policy (Draft)
Public Accounts Committee:	The SCM Unit managed and performed preparation work, assistance and presentations for Standing Committee.
The issuance, development, review, and amendment of SOPs and policies to enhance SCM:	<ul style="list-style-type: none"> • SCM Instruction 1 of 2018/19: GMT: Subsidised motor transport: New subsidised motor transport handbook • SCM Instruction 2 of 2018/19: Misuse of Government vehicles: procedures to ensure consistency with their application of discipline (misuse of GG vehicles) • SCM Instruction 3 of 2018/19: Registration of all government vehicle driver's details on fleetman database • SCM Instruction 4 of 2018/19: Utilisation of Pool GG Vehicles for department of transport (Head Office) • SCM Instruction 5 of 2018/19: Interim Financial Closure 2018/2019 compilation of LOGIS report for the compilation of the inputs for the disclosure note 27 Annual Financial Statements • SCM Instruction 6 of 2018/19: Year-end advertising dates • SCM Instruction 7 of 2018/19: Travel and Accommodation • SCM Instruction 11 of 2018/19: Procurement Plans for 2018/2019 Financial Year in respect of procurement of goods, works and/ or services exceeding R100 000

Capacity and skills programme implemented

The following training interventions were attended during the year:

Date	Description	Type of Training	No. of Attendees
17-18 April 2018	Legal Process Dealing with Construction Disputes	External	3
23 April 2018	Progressive discipline for managers/supervisors	Internal	1
21-23 May 2018	Smart Procurement World Summit	Conference	12
9-11 May 2018	Public Finance Management Conference	Conference	5
10 May 2018	Small Business Expo	Expo	3
18-20 June 2018	Ethics and Risk Management-CPT	External	26
25-27 June 2018	Ethics and Risk Management-CPT	External	26
04-06 June 2018	IDMS SCM Course	External	4
10 July 2018	Protection of Personal Information (POPI) Act	Internal	19
16-18 July 2018	Ethics and Risk Management-Eden	External	22
07 August 2018	POPI Act	Internal	18
07-08 August 2018	Legal Process Dealing with Construction Disputes	External	16
21 August 2018	POPI Act	Internal	15
22 August 2018	Public Sector Ethics Committee Workshop	External	2
12-13 September 2018	Cape Construction Conference	Conference	5
11 September 2018	POPI Act	Internal	16
18-19 September 2018	Legal Process Dealing with Construction Disputes	External	15
20 September 2018	POPI Act	Internal	17
12-14 September 2018	Ethics and Risk Management-Cape Town	External	25
19-21 September 2018	Ethics and Risk Management-Cape Town	External	26
26-28 September 2018	Ethics and Risk Management-Cape Town	External	21
03-05 October 2018	Ethics and Risk Management-Beaufort West	External	36
15-17 October 2018	Association of Certified Fraud Examiners (ACFE) 11th African Summit	Conference	6
17-19 October 2018	Ethics and Risk Management-George	External	20

Date	Description	Type of Training	No. of Attendees
03-04 October 2018	Finance Indaba	Conference	5
14-15 November 2018	Construction Procurement Risk Management Africa Conference	Conference	22
23 November 2018	Anti-Corruption Workshop (DPSA)	Internal	9
23 November 2018	Ethics and Risk Management-George	External	27
23 December 2018	Ethics Management (DPSA)	Internal	15
30-31 January 2019	Ethics and Risk Management	External	23
06-08 February 2019	Ethics and Risk Management	External	25
06 February 2019	Ethics Management (DPSA)	Internal	5
13-15 February 2019	Ethics and Risk Management	External	25
01-Feb to 27 March 2019	Ethics and Risk Management	External	38

Issues	Work performed
Collaboration initiatives with Line Function	Weekly engagements with the line-function on the implementation of the Accounting Officer's SCM System Weekly engagements with the line-function regarding SCM Programme Delivery Bi-weekly engagements with the Centre for E-Innovation on the visualisation of the SCM System
Reporting <ul style="list-style-type: none"> • Procurement Statistics <ul style="list-style-type: none"> - Head of Department - Chief Financial Officer - Provincial Treasury - National Treasury - Auditor-General • Monitoring of the Procurement Plan 	Monthly Monthly Monthly Monthly Monthly Monthly

Issues	Work performed																																	
<ul style="list-style-type: none"> • Awarded contracts <ul style="list-style-type: none"> - CIDB register of contracts (I-Tender) • Departmental Corporate Governance Improvement Plan • Top Management • Infrastructure Delivery Management Committee • Public Accounts Committee • Audit committee • Standing Committee on Transport and Public Works • Ethics 	<p>Monthly</p> <p>Monthly</p> <p>Monthly</p> <p>Monthly</p> <p>As required</p> <p>As required</p> <p>As required</p> <p>Quarterly</p>																																	
<p>Procurement through bidding processes</p>	<p>Formal bids:</p> <table border="1" data-bbox="772 802 1339 930"> <thead> <tr> <th colspan="2" data-bbox="772 802 1339 845">2018-19 financial year</th> </tr> </thead> <tbody> <tr> <td data-bbox="772 845 1160 888">Number of contracts awarded</td> <td data-bbox="1160 845 1339 888">2 704</td> </tr> <tr> <td data-bbox="772 888 1160 930">Value of contracts awarded</td> <td data-bbox="1160 888 1339 930">5 030 349 749</td> </tr> </tbody> </table> <p>*Including framework packages In the main focussed on construction procurement. Value per BBBEE Level Contributor:</p> <table border="1" data-bbox="772 1038 1525 1394"> <thead> <tr> <th data-bbox="772 1038 1070 1082">BBBEE Level Contributor</th> <th data-bbox="1070 1038 1272 1082">Contract Value</th> <th data-bbox="1272 1038 1525 1082">Number of Records</th> </tr> </thead> <tbody> <tr> <td data-bbox="772 1082 1070 1125">0</td> <td data-bbox="1070 1082 1272 1125">114 043 747</td> <td data-bbox="1272 1082 1525 1125">180</td> </tr> <tr> <td data-bbox="772 1125 1070 1168">1</td> <td data-bbox="1070 1125 1272 1168">2 988 979 278</td> <td data-bbox="1272 1125 1525 1168">2 173</td> </tr> <tr> <td data-bbox="772 1168 1070 1211">2</td> <td data-bbox="1070 1168 1272 1211">1 148 137 752</td> <td data-bbox="1272 1168 1525 1211">91</td> </tr> <tr> <td data-bbox="772 1211 1070 1254">3</td> <td data-bbox="1070 1211 1272 1254">312 455 475</td> <td data-bbox="1272 1211 1525 1254">10</td> </tr> <tr> <td data-bbox="772 1254 1070 1297">4</td> <td data-bbox="1070 1254 1272 1297">299 500 834</td> <td data-bbox="1272 1254 1525 1297">110</td> </tr> <tr> <td data-bbox="772 1297 1070 1340">6</td> <td data-bbox="1070 1297 1272 1340">164 449 997</td> <td data-bbox="1272 1297 1525 1340">137</td> </tr> <tr> <td data-bbox="772 1340 1070 1383">8</td> <td data-bbox="1070 1340 1272 1383">2 782 665</td> <td data-bbox="1272 1340 1525 1383">3</td> </tr> <tr> <td data-bbox="772 1383 1070 1394">Total</td> <td data-bbox="1070 1383 1272 1394">5 030 349 749</td> <td data-bbox="1272 1383 1525 1394">2 704</td> </tr> </tbody> </table>	2018-19 financial year		Number of contracts awarded	2 704	Value of contracts awarded	5 030 349 749	BBBEE Level Contributor	Contract Value	Number of Records	0	114 043 747	180	1	2 988 979 278	2 173	2	1 148 137 752	91	3	312 455 475	10	4	299 500 834	110	6	164 449 997	137	8	2 782 665	3	Total	5 030 349 749	2 704
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Issues	Work performed						
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2018-19 financial year							
Number of contracts awarded	595						
Value of contracts awarded	37 523 031						
SCM Compliance Assessments	Compliance inspections with the aim of improving compliance and assisting with the implementation of the SCM Accounting Officer's System and its accompanying delegations: (2 Compliance Assessments were performed for the year under review) Formal assessment with defined methodology. <ul style="list-style-type: none"> • Plan • Engage • Prepare • Assess • Report • Monitoring and evaluation • Identify weakness. • Mutual agreement to address weaknesses. • Continuous one-on-one guidance. • Asset Verification 						
Bidder and Staff Verification	<ul style="list-style-type: none"> • Monthly Compliance Report obtained from Provincial Treasury to identify and verify the potential conflict of interest of employees. • SCM Instruction 5 of 2013/14 - Bidder and staff verification standard operating procedure which facilitates the profiling of potential and current service providers as well as SCM practitioners in relation to private interest and the potential of conflict of interest between private interest and their obligation by public office. • WCBD4 - combined SBD 4, 8 and 9 - Declaration of interest, bidders past SCM practices and independent bid determination is applied • Declaration of Interest by SCM practitioners is adhered to and the SCM Code of Conduct is applied • Declaration of interest of bid committee members 						

Issues	Work performed
Compulsory registration on the Western Cape Supplier Database – central depository of all governance documents for the Western Cape Government, as well as registration on the National Treasury Central Supplier Database	<ul style="list-style-type: none"> Continual facilitation of registering suppliers on the WCSD by participating in Contractor Development Programme with EPWP at construction information session, as well as supplier development sessions (in collaboration with the Department of Economic Development and Tourism as well as various municipalities); mini workshops with suppliers, scrutinising registration documents for completeness and following-up on the status of submitted registration documents. CSD Roadshow in collaboration with the Provincial Treasury as well as to register suppliers on the CSD. Monitoring the WCSD and CSD to ensure that suppliers are still active. Checklists that informs and enforces compliance to compulsory registration
Departmental Corporate Governance Improvement Plan	<ul style="list-style-type: none"> Redress any findings emanating from the AGSA Management report, Internal Audit reports, Provincial Treasury gap analysis and Standing Committee on Public Accounts (SCOPA) resolutions in respect of SCM to close control gaps, review inefficiencies in the process, do skills transfers where necessary or any other relevant consequence management.

BBBEE compliance performance information

Management control element

Refer to Part D: Human Resource Management - Table 3.5.1

Skills development element

Refer to Part D: Human Resource Management - Table 3.5.7

Enterprise and supplier development element

Refer to Part C: SCM Governance and Demand Management – Procurement through bidding processes for the procurement spend on all suppliers.

Refer to Part B: Performance information, Table 40 & 41 for supplier and enterprise development.

Socio economic development element

Refer to Part B: Performance information, Table 25 – Sub-programmes 2.4: Promote and facilitate socio-economic development through infrastructure development and property management projects.

12 Internal Audit

Internal Audit provides management with independent, objective assurance and consulting services designed to add value and to continuously improve the operations of the DTPW. It assists the DTPW to accomplish its objectives by bringing a systematic, disciplined approach to evaluate and improve the effectiveness of governance, risk management and control processes.

The following key activities are performed in this regard:

- Assess and make appropriate recommendations for improving the governance processes in achieving the DTPW's objectives;
- Evaluate the adequacy and effectiveness and contribute to the improvement of the risk management process; and
- Assist the AO in maintaining efficient and effective controls by evaluating those controls to determine their effectiveness and efficiency, and by developing recommendations for enhancement or improvement.

The following assurance engagements were approved and completed in the 2018/19 Internal Audit Plan:

- DPSA Directive on Public Administration and Management Delegations (Assurance Engagement);
- Reporting of EPWP projects;
- Transport Operations;
- Empowerment Impact; and
- Transfer Payments.

The following consulting engagements were approved and completed in the 2018/19 Internal Audit Plan:

- Efficient Utilisation of Office Accommodation (Consulting Engagement);
- Custodian Asset Management Plan (CAMP) (Consulting Engagement); and
- Modified Cash Standard (Consulting Engagement).

13 Audit Committees

The Audit Committee is established as an oversight body, providing independent oversight over governance, risk management and control processes in the DTPW, which include oversight and responsibilities relating to:

Internal Audit function;

- External Audit function AGSA;
- Departmental Accounting and reporting;
- Departmental Accounting policies;
- Review of AGSA management and audit report;
- Review of Departmental In-year Monitoring;
- Departmental Risk Management;
- Internal Control;
- Pre-determined objectives;
- Ethics; and
- Forensic Investigations.

The table below provides information on the audit committee members.

Name	Qualifications	Internal or external	If internal, position in the department	Date appointed	Date resigned	No. of meetings attended
Mr Francois Barnard	BProc; BCompt(Honours); Mcom; CTA; Postgrad Diploma in Auditing; CA(SA)	External	N/A	01 January 2016 (2nd term)	2nd term expired 31 December 2018	5
Mr Johannes Kleyn	Finance and Business Systems, Risk Management and Compliance.	External	N/A	01 January 2015 (1st term)	N/A	7
Ms Judy Gunther	BCompt; CRMA; CIA; AGA; Masters in Cost Accounting;	External	N/A	01 January 2016 (1st term) (2nd Term as Chair)	N/A	7
Mr Mervyn Burton	B Compt; B Compt; (Hons); CA(SA)	External	N/A	01 January 2018 (1st term)	N/A	7
Mr Ebrahiem Abrahams	BCom (Accounting)	External	N/A	1 January 2019 (1st Term)	N/A	2

13.1 Audit Committee Report

We are pleased to present our report for the financial year ended 31 March 2019.

Audit Committee Responsibility

The Audit Committee reports that it has complied with its responsibilities arising from section 38 (1) (a) (ii) of the PFMA and Treasury Regulation 3.1. The Audit Committee also reports that it has adopted appropriate formal Terms of Reference, has regulated its affairs in compliance with these Terms and has discharged its responsibilities as contained therein.

The effectiveness of Internal Control

In line with the PFMA and the King IV Report on Corporate Governance requirements, Internal Audit provides the Audit Committee and Management with reasonable assurance that the internal controls are adequate and effective. This is achieved by an approved risk-based internal audit plan, Internal Audit assessing the adequacy of controls mitigating the risks and the Audit Committee monitoring implementation of corrective actions.

The following internal audit engagements were approved by the Audit Committee and completed by Internal Audit during the year under review:

- DPSA Directive on Public Administration and Management Delegations (Assurance Engagement);
- Inaccurate reporting of EPWP projects (Assurance Engagement);
- Efficient Utilisation of Office Accommodation (Consulting Engagement);
- Custodian Asset Management Plan (Consulting Engagement);
- Transport Operations (Assurance Engagement);
- Modified Cash Standard (Consulting Engagement);
- Empowerment Impact Assessment (Assurance Engagement); and
- Transfer Payments (Assurance Engagement).

The areas for improvement, as noted by Internal Audit during the performance of their work, were agreed to by management. The Audit Committee monitors the implementation of the agreed actions on a quarterly basis.

In-Year Management and Monthly/Quarterly Reports

The Audit Committee is satisfied with the content and quality of the quarterly in-year management and performance reports issued during the year under review by the Accounting Officer of the Department in terms of the National Treasury Regulations and the Division of Revenue Act.

Evaluation of Financial Statements

The Audit Committee has:

- reviewed and discussed the Audited Annual Financial Statements to be included in the Annual Report with the Auditor-General South Africa (AGSA) and the Accounting Officer;
- reviewed the AGSA's Management Report and management's response thereto;
- reviewed changes to accounting policies and practices as reported in the Annual Financial Statements;
- reviewed material adjustments resulting from the audit of the Department.

Compliance

The Audit Committee has reviewed the Department's processes for compliance with legal and regulatory provisions.

Performance Information

The Audit Committee has reviewed the information on predetermined objectives as reported in the Annual Report.

Report of the Auditor-General South Africa

The Audit Committee has:

- on a quarterly basis, reviewed the Department's implementation plan for audit issues raised in the prior year;
- reviewed the AGSA's Management Report and Management's responses thereto;
- met with the AGSA to ensure that there are no unresolved issues that emanated from the regulatory audit.

Corrective actions on the detailed findings raised by the AGSA are monitored by the Audit committee on a quarterly basis.

The Audit Committee concurs and accepts the AGSA's opinion regarding the Annual Financial Statements and proposes that these Audited Annual Financial Statements be accepted and read together with their report.

The Audit Committee commends the Department for maintaining an unqualified audit opinion with no material findings.



Ms J Gunther
Chairperson of the Audit Committee
Department of Transport and Public Works
Date: 2 August 2019



PART D

Human Resource Management

Part D: Human Resource Management

1 Introduction

Our unique contribution to the work of the WCG is as a result of the persistent, and often selfless, efforts of the people within the DTPW.

To consistently deliver improved services to the citizens of the Western Cape is not without its own challenges. The modern people management landscape has shifted significantly in recent years and requires complex navigation between a range of competing variables.

Apart from the fact that these variables are inter-dependent and inter-related, they are also governed by stringent rules and regulations, which prove difficult when retention and attraction initiatives are explored.

These include balancing service delivery imperatives, the attraction and retention of critical and scarce skills, workforce empowerment, career management, succession planning, employment equity and creating an enabling environment where employees are able to thrive. Further to this, the Department is required to function within an austere environment, which demands that managers consider the impact of “doing more with less”.

Despite the changing patterns and increased demands impacting on the modern workplace, the consistent hard work of our people has resulted in remarkable achievements and service delivery improvement during the year under review.

2 Status of people management at the Department

2.1 Departmental workforce planning

The role of workforce planning is important to ensure that the DTPW has the required number of people with the requisite skills, knowledge and attitudes to perform the work. Through this process the DTPW annually assesses its workforce profile against current and future organisational needs.

The aim of this assessment is to identify to what extent the current workforce profile addresses the key people management outcomes that would guarantee service continuity and value.

The Workforce Plan 2015 – 2020, is therefore aligned to the vision and mission of the DTPW's Strategic Plan, as well as the People Management Strategy.

The assumptions on which this Workforce Plan was developed are still valid and the Action Plan was reviewed to ensure that strategies (as per the listed priorities) would achieve its outcomes:

- An equitable workforce;
- Competent people in the right numbers at the right place at the right time with the right attitude;
- A performance conducive workplace;
- Leaders that model the behaviours associated with the organisation's values;
- Motivated employees who are in tune with the culture of the organisation;
- Improved ethical conduct and a reduction of acts of corruption; and
- Highly engaged people.

The Workforce Plan was reviewed to ensure that the workforce strategies and key activities remained valid and appropriate for the 2018/19 financial year. The current Workforce Plan expires on 31 March 2020.

2.2 Employee performance management

The purpose of performance management is to increase performance by encouraging individual commitment, accountability and motivation.

All employees are required to complete a performance agreement before 31 May each year. The agreement is in essence a contract between the employer and the employee containing the projects, programmes, activities, expectations and standards for the required delivery. In order to facilitate a standardised administration process, the WCG has devised an electronic system, namely the Performance Management Information System (PERMIS), that allows for the entire performance management process to be captured, monitored and managed.

The performance management process requires that a mid-year review and an annual assessment is conducted, but that the operational targets and achievements linked to the performance agreement are monitored and communicated on an ongoing basis. In instances where targets or performance expectations are not met, the gaps are addressed through the management of poor performance. In this context, a performance consulting unit has been established within the CSC (Chief Directorate: People Management Practices) to assist line managers (people managers) to deal with poor performance. The process is developmental. However, in instances where individuals have been identified as poor performers in terms of the legislative framework, they are required to subject themselves to a developmental plan or, alternatively, to disciplinary action.

2.3 Employee wellness

The WCG's transversal Employee Health and Wellness Programme (EHWP) follows a holistic approach to employee well-being and is largely preventative in nature, offering both primary and secondary services.

The EHW Programme is monitored in the DTPW through monthly utilisation reports for primary services (24/7/365 telephonic counselling service, online e-Care service and reporting) and secondary services (face-to-face counselling, trauma and critical incidents, training and targeted intervention, executive coaching, advocacy).

A quarterly report is prepared by the Directorate: Organisational Behaviour within the CSC that provides a trend analysis of utilisation, risk identification and its impact on productivity. Furthermore, ongoing reporting to the DPSA is a requirement and such reporting focuses on four areas: Human Immunodeficiency Virus (HIV)/ Acquired Immune Deficiency Syndrome (AIDS); Health and Productivity; Wellness Management; and SHEQ (Safety Health Environment and Quality).

2.4 People management monitoring

In collaboration with the CSC, the DTPW monitors the implementation of a range of people management compliance indicators. The monthly management information, that is developed by the Chief-Directorate: People Management Practices in the CSC, provides the DTPW with regular updates on the workforce profile and other relevant people management data to facilitate decision-making. The indicators include, inter alia, staff establishment information, headcount, people expenditure projections, sick leave patterns, the monetary value of annual leave credits, discipline cases, vacancy rates, staff movement, and employment equity.

During the year under review, the DTPW furthermore participated in the implementation of the annual Management Performance Assessment Tool (MPAT) 1.8 coordinated by the Department of Planning Monitoring and Evaluation. In this regard, an average score of 4 out of 4 was achieved for the people management key performance area (Key Performance Area [KPA] 3). This is amongst the highest scores achieved for this performance area in South Africa.

3 People management oversight statistics

3.1 Personnel related expenditure

The following tables summarise final audited expenditure by programme (Table 3.1.1) and by salary bands (Table 3.1.2).

The figures in Table 3.1.1 are drawn from the BAS and the figures in Table 3.1.2 are drawn from the PERSAL system. The two systems are not synchronised for salary refunds in respect of staff appointments and resignations and/or transfers to and from other departments. This means there may be a difference in the total expenditure reflected on these systems.

The key in the table below is a description of the Programmes within the DTPW. Programmes will be referred to by their number from this point forward.

Programme	Programme Designation
1	Administration
2	Public Works Infrastructure
3	Transport Infrastructure
4	Transport Operations
5	Transport Regulation
6	Community-Based Programmes

Table 3.1.1: Personnel expenditure by Programme, 2018/19

Programme	Total expenditure (R'000)	Personnel expenditure (R'000)	Training expenditure (R'000)	Goods and services (R'000)	Personnel expenditure as a % of total expenditure	Average personnel expenditure per employee (R'000)	Number of employees
1	194 823	131 632	10 271	42 209	67.6	392	336
2	1 910 819	190 346	733	817 029	10.0	375	508
3	3 526 655	200 504	819	676 814	5.7	268	747
4	1 325 087	19 687	125	220 773	1.5	480	41
5	841 049	292 826	120	510 082	34.8	347	845
6	55 875	32 265	9 740	22 786	57.7	529	61
Total	7 854 308	867 260	21 808	2 289 693	11.0	342	2 538

Note: The number of employees refers to all individuals remunerated during the reporting period, including interns (Premier's Advancement of Youth [PAY], matric, graduate etc.), but excluding the Provincial Minister. The number of employees is cumulative and not a snapshot as at a specific date.

Table 3.1.2: Personnel expenditure by salary band, 2018/19

Salary bands	Personnel expenditure (R'000)	% of total personnel expenditure	Average personnel expenditure per employee (R'000)	Number of employees
Interns	2 488	0.3	24	102
Lower skilled (Levels 1-2)	49 030	5.7	156	314
Skilled (Levels 3-5)	116 024	13.4	202	574
Highly skilled production (Levels 6-8)	364 872	42.1	345	1 057
Highly skilled supervision (Levels 9-12)	267 551	30.8	614	436
Senior management (Levels 13-16)	67 713	7.8	1 231	55
Total	867 679	100.0	342	2 538

Note: The number of employees refers to all individuals remunerated during the reporting period, including interns (PAY, matric, graduate etc.), but excluding the Provincial Minister. The number of employees is cumulative and not a snapshot as at a specific date.

Table 3.1.3: Salaries, overtime, housing allowance and medical assistance by programme, 2018/19

Programme	Salaries		Overtime		Housing allowance		Medical assistance	
	Amount (R'000)	Salaries as a % of personnel expenditure	Amount (R'000)	Overtime as a % of personnel expenditure	Amount (R'000)	Housing allowance as a % of personnel expenditure	Amount (R'000)	Medical assistance as a % of personnel expenditure
1	92 209	10.6	702	0.08	2 966	0.3	5 022	0.6
2	136 570	15.7	379	0.04	3 730	0.4	7 099	0.8
3	133 531	15.4	1 028	0.1	8 579	1.0	13 601	1.6
4	13 599	1.6	97	0.01	301	0.03	591	0.07
5	198 015	22.8	7 467	0.9	9 154	1.1	18 419	2.1
6	19 855	2.3	-	-	819	0.09	1 319	0.2
Total	593 779	68.4	9 674	1.1	25 550	2.9	46 051	5.3

Note: The table above does not make provision for other expenditure such as Pensions, Performance Bonus and other allowances, which make up the total personnel expenditure.

Table 3.1.4: Salaries, overtime, housing allowance and medical assistance by salary band, 2018/19

Salary Bands	Salaries		Overtime		Housing allowance		Medical assistance	
	Amount (R'000)	Salaries as a % of personnel expenditure	Amount (R'000)	Overtime as a % of personnel expenditure	Amount (R'000)	Housing allowance as a % of personnel expenditure	Amount (R'000)	Medical assistance as a % of personnel expenditure
Interns	2 442	0.3	2	0.0002	-	-	-	-
Lower skilled (Levels 1-2)	31 193	3.6	270	0.03	4 250	0.5	6 053	0.7
Skilled (Levels 3-5)	77 778	9.0	1 160	0.1	6 299	0.7	10 197	1.2
Highly skilled production (Levels 6-8)	252 404	29.1	7 716	0.9	11 938	1.4	23 188	2.7
Highly skilled supervision (Levels 9-12)	187 101	21.6	526	0.06	2 732	0.3	6 133	0.7
Senior management (Levels 13-16)	42 862	4.9	-	-	331	0.04	480	0.06
Total	593 779	68.4	9 674	1.1	25 550	2.9	46 051	5.3

3.2 Employment and vacancies

The following tables summarise the number of active posts on the establishment, the number of employees (excluding interns and the Minister), and the percentage active vacant posts as at the end of the financial year. This information is presented in terms of three key variables, namely: Programme (Table 3.2.1), Salary Band (Table 3.2.2) and Critical Occupations (Table 3.2.3). All information in this section is provided as a snapshot as at the end of the financial year under review.

Table 3.2.1: Employment and vacancies by programme, as at 31 March 2019

Programme	Number of funded posts	Number of posts filled	Vacancy rate %
1	290	281	3.1%
2	469	445	5.1%
3	703	687	2.3%
4	40	36	10.0%
5	796	775	2.6%
6	55	55	-
Total	2 353	2 279	3.1%

Table 3.2.2: Employment and vacancies by salary band, as at 31 March 2019

Salary Band	Number of funded posts	Number of posts filled	Vacancy rate %
Lower skilled (Levels 1-2)	428	417	2.6%
Skilled (Levels 3-5)	413	405	1.9%
Highly skilled production (Levels 6-8)	1 076	1 042	3.2%
Highly skilled supervision (Levels 9-12)	380	362	4.7%
Senior management (Levels 13-16)	56	53	5.4%
Total	2 353	2 279	3.1%

Table 3.2.3: Employment and vacancies by critical occupation, as at 31 March 2019

Critical occupations	Number of funded posts	Number of posts filled	Vacancy rate %
Architect	36	35	2.8%
Architectural Technician	4	4	-
Architectural Technologist	12	7	41.7%
Construction Project Manager	3	3	-
Engineer	43	39	9.3%
Engineering Technician	28	28	-
Engineering Technologist	2	2	-
GISc Technologist	2	1	50.0%
Quantity Surveyor	22	22	-
Survey Technician	5	5	-
Town and Regional Planner	1	1	-
Total	158	147	7.0%

Note: Critical occupations - refer to occupations that are critical for service delivery. If these occupations are not present in the DTPW, the function/services will collapse.

3.3 Job evaluation

Job evaluation was introduced as a way of ensuring that work of equal value is remunerated equally. Within a nationally determined framework, executing authorities are required to evaluate each new post in his or her organisation or re-evaluate any post where the post mandate or content has significantly changed. This job evaluation process determines the grading and salary level of a post. It should be understood that job evaluation and staff performance management differ in the sense that job evaluation refers to the value/weighting of the activities that are associated with the post and staff performance management refers to the review of an individual's performance.

Table 3.3.1 summarises the number of posts that were evaluated during the year under review. The table also provides statistics on the number of posts that were upgraded or downgraded.

Table 3.3.1: Job evaluation, 1 April 2018 to 31 March 2019

Salary Band	Total number of funded posts as at 31 March 2019	Number of posts evaluated	% of posts evaluated	Posts upgraded		Posts downgraded	
				Number	Posts upgraded as a % of total posts	Number	Posts downgraded as a % of total posts
Lower skilled (Levels 1-2)	428	91	3.9	4	0.2	0	0.0
Skilled (Levels 3-5)	413	19	0.8	5	0.2	9	0.4
Highly skilled production (Levels 6-8)	1 076	5	0.2	1	0.04	0	0.0
Highly skilled supervision (Levels 9-12)	380	3	0.1	0	0.0	0	0.0
Senior Management Service Band A (Level 13)	39	0	0.0	0	0.0	0	0.0
Senior Management Service Band B (Level 14)	12	0	0.0	0	0.0	0	0.0
Senior Management Service Band C (Level 15)	4	0	0.0	0	0.0	0	0.0
Senior Management Service Band D (Level 16)	1	0	0.0	0	0.0	0	0.0
Total	2 353	118	5.0	10	0.4	9	0.4

Note: The "Number of posts evaluated" per Salary Band reflects the Final Approved Post Level after Job Evaluation.

Posts have been upgraded or downgraded in this financial year as a result of national benchmarking and job evaluation processes which have taken place during the period under review

Table 3.3.2: Profile of employees whose salary positions were upgraded due to their posts being upgraded, 1 April 2018 to 31 March 2019

Beneficiaries	African	Indian	Coloured	White	Total
Female	0	0	0	0	0
Male	1	2	0	0	3
Total	1	2	0	0	3
Employees with a disability					0

Note: Table 3.3.2 is a breakdown of posts upgraded in table 3.3.1. The remaining 7 posts upgraded were vacant at the time of implementation.

Table 3.3.3 summarises the number of cases where salary levels exceeded the grade determined by job evaluation or where higher notches awarded to employees within a particular grade. Reasons for the deviation are provided in each case.

Table 3.3.3: Employees who have been granted higher salaries than those determined by job evaluation per major occupation, 1 April 2018 to 31 March 2019

Major occupation	Number of employees	Job evaluation level	Remuneration on a higher salary level	Remuneration on a higher notch of the same salary level	Reason for deviation
None					

Table 3.3.4: Profile of employees who have been granted higher salaries than those determined by job evaluation, 1 April 2018 to 31 March 2019

Beneficiaries	African	Indian	Coloured	White	Total
None					

Note: Table 3.3.4 is a breakdown of table 3.3.3 by race and gender.

3.4 Employment changes

Turnover rates provide an indication of trends in the employment profile of the DTPW during the year under review. The following tables provide a summary of turnover rates by salary band (Table 3.4.1) and by critical occupation (Table 3.4.2). This section does not include intern information.

Table 3.4.1: Annual turnover rates by salary band, 1 April 2018 to 31 March 2019

Salary Band	Number of employees as at 31 March 2018	Turn-over rate 2017/18 %	Appointments into the Department	Transfers into the Department	Terminations out of the Department	Transfers out of the Department	Turnover rate 2018/19 %
Lower skilled) (Levels 1-2)	293	3.0	32	1	10	0	3.4
Skilled (Levels 3-5)	525	11.5	87	5	45	2	9.0
Highly skilled production (Levels 6-8)	925	6.4	85	5	41	10	5.5
Highly skilled supervision (Levels 9-12)	369	14.2	57	3	35	5	10.8
SMS Band A (Level 13)	31	9.1	0	0	1	0	3.2
SMS Band B (Level 14)	14	0.0	1	0	2	0	14.3
SMS Band C (Level 15)	4	50.0	0	0	0	0	0.0
SMS Band D (Level 16)	1	0.0	0	0	0	0	0.0
Total	2 162	7.8	262	14	134	17	7.0
			276		151		

Note: Transfers refer to the lateral movement of employees from one Public Service department to another. The turnover rate is determined by calculating the total exits as a percentage of the baseline (Number of employees as at 31 March 2018).

Table 3.4.2: Annual turnover rates by critical occupation, 1 April 2018 to 31 March 2019

Critical Occupation	Number of employees as at 31 March 2018	Turnover rate 2017/18 %	Appointments into the Department	Transfers into the Department	Terminations out of the Department	Transfers out of the Department	Turnover rate 2018/19 %
Architect	27	14.3	9	0	2	0	7.4
Architectural Technician	4	0.0	0	0	0	0	0.0
Architectural Technologist	4	-	4	0	1	0	25.0
Construction Project Manager	1	-	2	0	0	0	0.0
Engineer	36	17.5	5	1	4	0	11.1
Engineering Technician	25	7.1	3	1	0	0	0.0
Engineering Technologist	2	-	0	0	1	0	50.0
GISc Technologist	1	50.0	0	0	0	0	0.0
Quantity Surveyor	15	4.8	8	0	1	0	6.7
Survey Technician	5	0.0	0	0	0	0	0.0
Town and Regional Planner	1	-	0	0	0	0	0.0
Total	121	12.2	31	2	9	0	7.4

Note: The turnover rate is determined by calculating the total exits as a percentage of the baseline (Number of employees as at 31 March 2018).

Table 3.4.3: Staff leaving the employ of the DTPW, 1 April 2018 to 31 March 2019

Exit category	Number	% of total exits	Number of exits as a % of total number of employees as at 31 March 2018
Death	9	6.0	0.4
Resignation *	60	39.7	2.8
Expiry of contract	37	24.5	1.7
Dismissal – operational changes	0	0.0	0.0
Dismissal – misconduct	3	2.0	0.1
Dismissal – inefficiency	0	0.0	0.0
Discharged due to ill-health	3	2.0	0.1
Retirement	22	14.6	1.0
Employee initiated severance package	0	0.0	0.0

Exit category	Number	% of total exits	Number of exits as a % of total number of employees as at 31 March 2018
Transfers to Statutory Body	0	0.0	0.0
Transfers to other Public Service departments	17	11.3	0.8
Total	151	100.0	7.0

Note: Table 3.4.3 identifies the different exit categories for those staff members who have left the employ of the DTPW.

* Resignations are further discussed in tables 3.4.4 and 3.4.5.

**Dismissal-misconduct includes 2 abscondments

Table 3.4.4: Reasons why staff resigned, 1 April 2018 to 31 March 2019

Resignation reasons	Number	% of total resignations
Better remuneration	1	1.7
Change of occupation	11	18.3
Health-related	6	10.0
Insufficient progression possibilities	2	3.3
No reason provided	33	55.0
*Taking up a permanent position	1	1.7
Personal/ family	4	6.7
Starting own business	2	3.3
Total	60	100.0

Note: * "Taking up a Permanent Position" refers to contract employees who have resigned from their contracts to take up a permanent post in the DTPW.

Table 3.4.5: Different age groups of staff who resigned, 1 April 2018 to 31 March 2019

Age group	Number	% of total resignations
Ages <19	0	0.0
Ages 20 to 24	0	0.0
Ages 25 to 29	6	10.0
Ages 30 to 34	18	30.0
Ages 35 to 39	11	18.3
Ages 40 to 44	4	6.7
Ages 45 to 49	9	15.0
Ages 50 to 54	3	5.0
Ages 55 to 59	8	13.3
Ages 60 to 64	1	1.7
Ages 65 >	0	0.0
Total	60	100.0

Table 3.4.6: Employee initiated severance packages

Total number of employee-initiated severance packages offered in 2018/ 2019	None
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Table 3.4.7: Promotions by salary band, 1 April 2018 to 31 March 2019

Salary Band	Employees as at 31 March 2018	Promotions to another salary level	Promotions as a % of total employees	Progressions to another notch within a salary band	Notch progressions as a % of total employees within a salary band
Lower skilled (Levels 1-2)	293	0	0.0	96	32.8
Skilled (Levels 3-5)	525	11	2.1	319	60.8
Highly skilled production (Levels 6-8)	925	38	4.1	582	62.9
Highly skilled supervision (Levels 9-12)	369	33	8.9	163	44.2
Senior management (Levels 13-16)	50	5	10.0	30	60.0
Total	2 162	87	4.0	1 190	55.0

Note: Employees who do not qualify for notch progressions are not included.

Table 3.4.8: Promotions by critical occupation, 1 April 2018 to 31 March 2019

Critical occupation	Employees as at 31 March 2018	Promotions to another salary level	Promotions as a % of total employees in critical occupations	Progressions to another notch within a critical occupation	Notch progressions as a % of total employees within a critical occupation
Architect	27	4	14.8	8	29.6
Architectural Technician	4	0	0.0	0	0.0
Architectural Technologist	4	0	0.0	1	25.0
Construction Project Manager	1	0	0.0	0	0.0
Engineer	36	6	16.7	5	13.9
Engineering Technician	25	1	4.0	3	12.0
Engineering Technologist	2	0	0.0	0	0.0
GISC Technologist	1	0	0.0	1	100.0
Quantity Surveyor	15	2	13.3	1	6.7
Survey Technician	5	0	0.0	0	0.0
Town and Regional Planner	1	0	0.0	0	0.0
Total	121	13	10.7	19	15.7

Note: Employees who do not qualify for notch progressions are not included.

3.5 Employment equity

Table 3.5.1: Total number of employees (including employees with disabilities) in each of the following occupational levels, as at 31 March 2019

Occupational Levels	Male				Female				Foreign nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Top management (Levels 15-16)	0	2	0	1	0	1	0	1	0	0	5
Senior management (Levels 13-14)	3	14	3	10	3	6	0	9	0	0	48
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	27	136	7	94	28	60	3	39	0	0	394
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	132	313	2	75	128	284	1	68	0	0	1 003
Semi-skilled and discretionary decision making (Levels 3-5)	131	205	1	18	47	115	1	8	0	0	526
Unskilled and defined decision making (Levels 1-2)	70	131	0	4	46	51	0	1	0	0	303
Total	363	801	13	202	252	517	5	126	0	0	2 279
Temporary employees	0	0	0	0	0	0	0	0	0	0	0
Grand total	363	801	13	202	252	517	5	126	0	0	2 279

A = African; C = Coloured; I = Indian; W = White.

Note: The figures reflected per occupational levels include all permanent, part-time and contract employees. Furthermore, the information is presented by salary level and not post level. For the number of employees with disabilities, refer to Table 3.5.2.

Table 3.5.2: Total number of employees (with disabilities only) in each of the following occupational levels, as at 31 March 2019

Occupational Levels	Male				Female				Foreign Nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Top management (Levels 15-16)	0	0	0	0	0	0	0	0	0	0	0
Senior management (Levels 13-14)	0	0	0	1	0	0	0	0	0	0	1
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	0	2	0	0	0	1	0	0	0	0	3
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	0	3	0	3	0	1	0	1	0	0	8

Occupational Levels	Male				Female				Foreign Nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Semi-skilled and discretionary decision making (Levels 3-5)	3	1	0	1	0	1	0	0	0	0	6
Unskilled and defined decision making (Levels 1-2)	0	1	0	1	0	1	0	1	0	0	4
Total	3	7	0	6	0	4	0	2	0	0	22
Temporary employees	0	0	0	0	0	0	0	0	0	0	0
Grand total	3	7	0	6	0	4	0	2	0	0	22

A = African; C = Coloured; I = Indian; W = White.

Note: The figures reflected per occupational level include all permanent, part-time and contract employees. Furthermore, the information is presented by salary level and not post level.

Table 3.5.3: Recruitment, 1 April 2018 to 31 March 2019

Occupational Levels	Male				Female				Foreign nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Top management (Levels 15-16)	0	0	0	0	0	0	0	0	0	0	0
Senior management (Levels 13-14)	0	0	0	1	0	0	0	0	0	0	1
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	3	17	2	13	4	10	1	10	0	0	60
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	17	18	2	9	21	22	0	1	0	0	90
Semi-skilled and discretionary decision making (Levels 3-5)	10	42	0	6	8	26	0	0	0	0	92
Unskilled and defined decision making (Levels 1-2)	6	21	0	2	4	0	0	0	0	0	33
Total	36	98	4	31	37	58	1	11	0	0	276
Temporary employees	0	0	0	0	0	0	0	0	0	0	0
Grand total	36	98	4	31	37	58	1	11	0	0	276

A = African; C = Coloured; I = Indian; W = White.

Note: Recruitment refers to the appointment of new employees to the staff establishment of the Department. The totals include transfers from other government departments and / or institutions, as per Table 3.4.1.

Table 3.5.4: Promotions, 1 April 2018 to 31 March 2019

Occupational Levels	Male				Female				Foreign nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Top management (Levels 15-16)	0	0	0	0	0	0	0	0	0	0	0
Senior management (Levels 13-14)	0	2	0	1	0	0	0	2	0	0	5
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	2	11	1	6	5	4	0	4	0	0	33

Occupational Levels	Male				Female				Foreign nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	6	11	0	1	5	14	0	1	0	0	38
Semi-skilled and discretionary decision making (Levels 3-5)	1	7	0	1	1	1	0	0	0	0	11
Unskilled and defined decision making (Levels 1-2)	0	0	0	0	0	0	0	0	0	0	0
Total	9	31	1	9	11	19	0	7	0	0	87
Temporary employees	0	0	0	0	0	0	0	0	0	0	0
Grand total	9	31	1	9	11	19	0	7	0	0	87

A = African; C = Coloured; I = Indian; W = White.

Note: Promotions refer to the total number of employees who have advanced to a higher post level within the DTPW, as per Table 3.4.7.

Table 3.5.5: Terminations, 1 April 2018 to 31 March 2019

Occupational Levels	Male				Female				Foreign nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Top management (Levels 15-16)	0	0	0	0	0	0	0	0	0	0	0
Senior management (Levels 13-14)	0	0	0	2	0	1	0	0	0	0	3
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	3	10	2	10	7	3	2	3	0	0	40
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	9	10	1	4	8	11	0	8	0	0	51
Semi-skilled and discretionary decision making (Levels 3-5)	9	19	0	3	5	11	0	0	0	0	47
Unskilled and defined decision making (Levels 1-2)	4	3	0	0	1	2	0	0	0	0	10
Total	25	42	3	19	21	28	2	11	0	0	151
Temporary employees	0	0	0	0	0	0	0	0	0	0	0
Grand total	25	42	3	19	21	28	2	11	0	0	151

A = African; C = Coloured; I = Indian; W = White.

Note: Terminations refer to those employees who have left the employ of the DTPW, including transfers to other departments, as per Table 3.4.1.

Table 3.5.6: Disciplinary actions, 1 April 2018 to 31 March 2019

Disciplinary actions	Male				Female				Foreign nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Final Written Warning	0	1	0	0	0	0	0	0	0	0	1
Suspension Without Pay Coupled with A Final Written Warning	1	1	0	0	1	0	0	0	0	0	3

Disciplinary actions	Male				Female				Foreign nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Abscondment/ Desertion	0	2	0	0	0	0	0	0	0	0	2
Dismissal	0	0	0	0	1	0	0	0	0	0	1
Total	1	4	0	0	2	0	0	0	0	0	7

A = African; C = Coloured; I = Indian; W = White.

Note: The disciplinary actions total refers to formal outcomes only and not headcount. For further information on the outcomes of the disciplinary hearings and the types of misconduct addressed at disciplinary hearings, refer to Tables 3.12.2 and Table 3.12.3.

Table 3.5.7: Skills development, 1 April 2018 to 31 March 2019

Occupational Levels	Male				Female				Total
	A	C	I	W	A	C	I	W	
Top management (Levels 15-16)	0	1	0	0	0	0	0	1	2
Senior management (Levels 13-14)	4	6	1	5	1	4	0	6	27
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	17	70	2	39	19	26	2	17	192
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	67	179	4	23	78	134	2	29	516
Semi-skilled and discretionary decision making (Levels 3-5)	25	74	0	7	13	44	0	4	167
Unskilled and defined decision making (Levels 1-2)	14	42	0	3	9	10	0	0	78
Total	127	372	7	77	120	218	4	57	982
Temporary employees	0	0	0	0	0	0	0	0	0
Grand total	127	372	7	77	120	218	4	57	982

A = African; C = Coloured; I = Indian; W = White.

Note: The above table refers to the total number of employees including interns who have received training during the period under review, and not the number of training interventions attended by individuals. For further information on the actual training provided, refer to Table 3.13.2.

3.6 Signing of performance agreements by SMS members

Table 3.6.1: Signing of performance agreements by SMS Members, as at 31 May 2018

SMS Level	Number of active SMS posts per level	Number of SMS members per level	Number of signed performance agreements per level	Signed performance agreements as % of SMS members per level
HOD	1	1	1	100.0
Salary Level 15	4	3	3	100.0
Salary Level 14	13	13	13	100.0
Salary Level 13	36	34	34	100.0
Total	54	51	51	100.0

Note: This table refers to employees who are appointed as SMS members only. Employees who are remunerated higher than a SL12, but who are not SMS members have been excluded. Furthermore, the table reflects post salary details and not the individual salary level of employees. The allocation of performance-related rewards (cash bonus) for SMS members is dealt with later in the report. Refer to Table 3.8.5 in this regard.

Table 3.6.2: Reasons for not having concluded performance agreements with all SMS members on 31 May 2018

Reasons for not concluding performance agreements with all SMS
None required

Table 3.6.3: Disciplinary steps taken against SMS Members for not having concluded Performance Agreements on 31 May 2018

Disciplinary steps taken against SMS members for not having concluded performance agreements
None required

3.7 Filling of SMS posts

Table 3.7.1: SMS posts information, as at 30 September 2018

SMS Level	Number of active SMS posts per level	Number of SMS posts filled per level	% of SMS posts filled per level	Number of SMS posts vacant per level	Per cent of SMS posts vacant per level
HOD	1	1	100.0%	0	-
Salary Level 15	5	4	80.0%	1	20.0%
Salary Level 14	13	13	100.0%	0	-
Salary Level 13	36	34	94.4%	2	5.6%
Total	55	52	94.5%	3	5.5%

Table 3.7.2: SMS posts information, as at 31 March 2019

SMS Level	Number of active SMS posts per level	Number of SMS posts filled per level	% of SMS posts filled per level	Number of SMS posts vacant per level	Per cent of SMS posts vacant per level
HOD	1	1	100.0%	0	-
Salary Level 15	4	3	75.0%	1	25.0%
Salary Level 14	12	12	100.0%	0	-
Salary Level 13	39	37	94.9%	2	5.1%
Total	56	53	94.6%	3	5.4%

Table 3.7.3: Advertising and filling of SMS posts, as at 31 March 2019

SMS Level	Advertising	Filling of posts	
	Number of vacancies per level advertised in 6 months of becoming vacant	Number of vacancies per level filled in 6 months after becoming vacant	Number of vacancies per level not filled in 6 months but filled in 12 months
HOD	0	0	0
Salary Level 15	0	0	0
Salary Level 14	0	0	0
Salary Level 13	3	5	0
Total	3	5	0

Table 3.7.4: Reasons for not having complied with the filling of active vacant SMS posts – Advertised within 6 months and filled within 12 months after becoming vacant

SMS Level	Reasons for non-compliance
HOD	None required
Salary Level 15	None required
Salary Level 14	None required
Salary Level 13	None required

Table 3.7.5: Disciplinary steps taken for not complying with the prescribed timeframes for filling SMS posts within 12 months

Disciplinary steps taken for not complying with the prescribed timeframes for filling SMS posts
None required

3.8 Employee performance

Table 3.8.1: Notch progressions by salary band, 1 April 2018 to 31 March 2019

Salary Band	Employees as at 31 March 2018	Progressions to another notch within a salary band	Notch progressions as a % of total employees within a salary band
Lower skilled (Levels 1-2)	293	96	32.8
Skilled (Levels 3-5)	525	319	60.8
Highly skilled production (Levels 6-8)	925	582	62.9
Highly skilled supervision (Levels 9-12)	369	163	44.2
Senior management (Levels 13-16)	50	30	60.0
Total	2 162	1 190	55.0

Note: Employees who do not qualify for notch progressions are not included.

Table 3.8.2: Notch progressions by critical occupation, 1 April 2018 to 31 March 2019

Critical occupations	Employees as at 31 March 2018	Progressions to another notch within a critical occupation	Notch progressions as a % of total employees within a critical occupation
Architect	27	8	29.6
Architectural Technician	4	0	0.0
Architectural Technologist	4	1	25.0
Construction Project Manager	1	0	0.0
Engineer	36	5	13.9
Engineering Technician	25	3	12.0
Engineering Technologist	2	0	0.0
GISc Technologist	1	1	100.0
Quantity Surveyor	15	1	6.7
Survey Technician	5	0	0.0
Town and Regional Planner	1	0	0.0
Total	121	19	15.7

Note: Employees who do not qualify for notch progressions are not included.

To encourage good performance, the DTPW has granted the following performance rewards to employees for the performance period 2017/18, but paid in the financial year 2018/19. The information is presented in terms of race, gender, and disability (Table 3.8.3), salary bands (Table 3.8.4 and Table 3.8.5) and critical occupations (Table 3.8.6).

Table 3.8.3: Performance rewards by race, gender, and disability, 1 April 2018 to 31 March 2019

Race and gender	Beneficiary profile			Cost	
	Number of beneficiaries	Total number of employees in group as at 31 March 2018	% of total within group	Cost (R'000)	Average cost per beneficiary (R)
African	158	588	26.9	1,205	7 624
Male	95	352	27.0	677	7 129
Female	63	236	26.7	527	8 370
Coloured	510	1 220	41.8	5 946	11 659
Male	289	736	39.3	3 478	12 034
Female	221	484	45.7	2 468	11 168
Indian	9	18	50.0	312	34 620
Male	8	12	66.7	295	36 876
Female	1	6	16.7	17	16 575
White	138	314	43.9	3 467	25 120
Male	80	188	42.6	2 391	29 889
Female	58	126	46.0	1 075	18 543
Employees with a disability	9	22	40.9	87	9 625
Total	824	2 162	38.1	11 017	13 368

Table 3.8.4: Performance rewards (cash bonus), by salary bands for personnel below Senior Management Service level, 1 April 2018 to 31 March 2019

Salary Bands	Beneficiary profile			Cost		
	Number of beneficiaries	Total number of employees in group as at 31 March 2018	% of total within salary bands	Cost (R'000)	Average cost per beneficiary (R)	Cost as a % of the total personnel expenditure
Lower skilled (Levels 1-2)	110	293	37.5	405	3 682	0.1
Skilled (Levels 3-5)	186	525	35.4	1 145	6 154	0.1
Highly skilled production (Levels 6-8)	341	925	36.9	3 428	10 052	0.4
Highly skilled supervision (Levels 9-12)	155	369	42.0	3 784	24 411	0.5
Total	792	2 112	37.5	8 762	1 062	1.1

Note: The cost is calculated as a percentage of the total personnel expenditure for salary levels 1-12, reflected in Table 3.1.2.

Table 3.8.5: Performance rewards (cash bonus), by salary band, for Senior Management Service level, 1 April 2018 to 31 March 2019

Salary Bands	Beneficiary profile			Cost		
	Number of beneficiaries	Total number of employees in group as at 31 March 2018	% of total within salary bands	Cost (R'000)	Average cost per beneficiary (R)	Cost as a % of the total personnel expenditure
SMS Band A (Level 13)	18	31	58.1	1 119	62 141	1.7
SMS Band B (Level 14)	11	14	78.6	848	77 104	1.3
SMS Band C (Level 15)	2	4	50.0	196	97 930	0.3
SMS Band D (Level 16)	1	1	100.0	92	91 829	0.1
Total	32	50	64.0	2 255	70 449	3.3

Note: The cost is calculated as a percentage of the total personnel expenditure for salary levels 13-16, reflected in Table 3.1.2.

Table 3.8.6: Performance rewards (cash bonus) by critical occupation, 1 April 2018 to 31 March 2019

Critical occupation	Beneficiary profile			Cost		
	Number of beneficiaries	Total number of employees in group as at 31 March 2018	% of total within salary bands	Cost (R'000)	Average cost per beneficiary (R)	Cost as a % of total personnel expenditure
Architect	4	27	14.8	103	25 859	0.0
Architectural Technician	0	4	0.0	0	0	0.0
Architectural Technologist	2	4	50.0	33	16 405	0.0
Construction Project Manager	0	1	0.0	0	0	0.0
Engineer	16	36	44.4	575	35 960	0.1
Engineering Technician	4	25	16.0	62	15 532	0.0
Engineering Technologist	0	2	0.0	0	0	0.0
GISc Technologist	1	1	100.0	34	33 698	0.0
Quantity Surveyor	1	15	6.7	27	27 482	0.0
Survey Technician	0	5	0.0	0	0	0.0
Town and Regional Planner	0	1	0.0	0	0	0.0
Total	28	121	23.1	834	29 818	0.1

Note: The cost is calculated as a percentage of the total personnel expenditure reflected in Table 3.1.2.

3.9 Foreign workers

The tables below summarise the employment of foreign nationals in the DTPW in terms of salary bands and by major occupation. The tables also summarise changes in the total number of foreign workers in each salary band and by each major occupation.

Table 3.9.1: Foreign workers by salary band, 1 April 2018 to 31 March 2019

Salary Band	1 April 2018		31 March 2019		Change	
	Number	% of total	Number	% of total	Number	% change
None						

Note: The table above excludes non- citizens with permanent residence in the Republic of South Africa.

Table 3.9.2: Foreign workers by major occupation, 1 April 2018 to 31 March 2019

Major occupation	1 April 2018		31 March 2019		Change	
	Number	% of total	Number	% of total	Number	% change
None						

Note: The table above excludes non- citizens with permanent residence in the Republic of South Africa.

3.10 Leave utilisation for the period 1 January 2018 to 31 December 2018

The following tables provide an indication of the use of sick leave (Table 3.10.1) and incapacity leave (Table 3.10.2). In both instances, the estimated cost of the leave is also provided. The total number of employees refer to all employees remunerated during the period under review.

Table 3.10.1: Sick leave, 1 January 2018 to 31 December 2018

Salary Band	Total days	% days with medical certification	Number of employees using sick leave	Total number of employees	% of total employees using sick leave	Average days per employee	Estimated cost (R'000)
Interns	180	46.1	62	102	60.8	3	32
Lower skilled (Levels 1-2)	1 773	75.9	246	314	78.3	7	723
Skilled (Levels 3-5)	3 045	75.5	424	574	73.9	7	1 832
Highly skilled production (Levels 6-8)	6 650	70.2	844	1 057	79.8	8	6 436
Highly skilled supervision (Levels 9-12)	2 118	71.8	314	435	72.2	7	3 812
Senior management (Levels 13-16)	287	73.5	43	55	78.2	7	857
Total	14 053	72.1	1 933	2 537	76.2	7	13 692

Note: The three-year sick leave cycle started in January 2016 and ends in December 2018. The information in each case reflects the totals excluding incapacity leave taken by employees. For an indication of incapacity leave taken, refer to Table 3.10.2.

Table 3.10.2: Incapacity leave, 1 January 2018 to 31 December 2018

Salary Band	Total days	% days with medical certification	Number of employees using incapacity leave	Total number of employees	% of total employees using incapacity leave	Average days per employee	Estimated cost (R'000)
Interns	0	0.0	0	102	0.0	0	0

Salary Band	Total days	% days with medical certification	Number of employees using incapacity leave	Total number of employees	% of total employees using incapacity leave	Average days per employee	Estimated cost (R'000)
Lower skilled (Levels 1-2)	448	100.0	21	314	6.7	21	191
Skilled (Levels 3-5)	1 269	100.0	35	574	6.1	36	718
Highly skilled production (Levels 6-8)	1 866	100.0	86	1 057	8.1	22	1 882
Highly skilled supervision (Levels 9-12)	648	100.0	14	435	3.2	46	1 080
Senior management (Levels 13-16)	47	100.0	4	55	7.3	12	134
Total	4 278	100.0	160	2 537	6.3	27	4 005

Note: The leave dispensation as determined in the "Leave Determination", read with the applicable collective agreements, provides for normal sick leave of 36 working days in a sick leave cycle of three years. If an employee has exhausted his or her normal sick leave, the employer must conduct an investigation into the nature and extent of the employee's incapacity. Such investigations must be carried out in accordance with item 10(1) of Schedule 8 of the LRA. Incapacity leave is not an unlimited amount of additional sick leave days at an employee's disposal. Incapacity leave is additional sick leave granted conditionally at the employer's discretion, as provided for in the Leave Determination and Policy on Incapacity Leave and Ill-Health Retirement (PILIR).

Table 3.10.3 summarises the utilisation of annual leave. The wage agreement concluded with trade unions in the Public Service Coordinating Bargaining Council (PSCBC) in 2000 requires management of annual leave to prevent high levels of accrued leave having to be paid at the time of termination of service.

Table 3.10.3: Annual Leave, 1 January 2018 to 31 December 2018

Salary Band	Total days taken	Total number employees using annual leave	Average number of days taken per employee
Interns	726	83	9
Lower skilled (Levels 1-2)	7 227	315	23
Skilled (Levels 3-5)	12 643	526	24
Highly skilled production (Levels 6-8)	24 644	1 019	24
Highly skilled supervision (Levels 9-12)	9 183	413	22
Senior management (Levels 13-16)	1 291	55	23
Total	55 714	2 411	23

Table 3.10.4: Capped leave, 1 January 2018 to 31 December 2018

Salary Band	Total capped leave available as at 31 Dec 2017	Total days of capped leave taken	Number of employees using capped leave	Average number of days taken per employee	Number of employees with capped leave as at 31 Dec 2018	Total capped leave available as at 31 Dec 2018
Lower skilled (Levels 1-2)	117	9	1	9	16	80
Skilled (Levels 3-5)	5 100	443	25	18	161	4 731
Highly skilled production (Levels 6-8)	6 161	410	20	21	171	5 675
Highly skilled supervision (Levels 9-12)	5 405	467	14	33	92	5 031
Senior management (Levels 13-16)	1 286	271	2	136	15	1 072
Total	18 069	1 600	62	26	455	16 588

Note: It is possible for the total number of capped leave days to increase as employees who were promoted or transferred into the DTPW, retain their capped leave credits, which form part of that specific salary band and ultimately the departmental total.

Table 3.10.5 summarises capped- and annual leave payments made to employees as a result of non-utilisation.

Table 3.10.5: Leave pay-outs, 1 April 2018 to 31 March 2019

Reason	Total Amount (R'000)	Number of incidents	Average payment per employee
Leave pay-outs during 2018/19 due to non-utilisation of leave for the previous cycle	0	0	0
Capped leave pay-outs on termination of service	2 378	33	72 064
Current leave pay-outs on termination of service	1 666	133	12 530

3.11 Health promotion programmes, including HIV and AIDS

Table 3.11.1: Health promotion programmes, including HIV and AIDS

Units/categories of employees identified to be at high risk of contracting HIV & related diseases (if any)	Key steps taken to reduce the risk
<p>The nature of the Department's work does not expose employees to increased risk of contracting HIV & AIDS. Despite the very low occupational risk, all employees have been targeted at all levels within the Department.</p>	<p>HIV & AIDS counselling and testing (HCT) and wellness screenings were conducted in general. Employee health and wellness services are rendered to all employees in need and include the following:</p> <ul style="list-style-type: none"> • 24/7/365 Telephone counselling; • Face to face counselling (4 session model); • Trauma and critical incident counselling; • Advocacy on HIV&AIDS awareness, including online E-Care services; and • Training, coaching and targeted Interventions where these were required.

Table 3.11.2: Details of health promotion including HIV and AIDS Programmes, 1 April 2018 to 31 March 2019

Question	Yes	No	Details, if yes
<p>1. Has the department designated a member of the SMS to implement the provisions contained in Part VI E of Chapter 1 of the Public Service Regulations, 2016? If so, provide her/his name and position.</p>	√		<p>Reygana Shade, Director: Organisational Behaviour, (Department of the Premier).</p>
<p>2. Does the department have a dedicated unit or has it designated specific staff members to promote the health and well-being of your employees? If so, indicate the number of employees who are involved in this task and the annual budget that is available for this purpose.</p>	√		<p>The Corporate Services Centre in the Department of the Premier provides a transversal service to the 11 departments, including the DTPW. A designated Employee Health and Wellness unit within the Directorate Organisational Behaviour and the Chief Directorate Organisation Development serves to promote the health and well-being of employees in the 11 client departments. The unit consists of a Deputy Director, three Assistant Directors, and three EHW Practitioners. Budget: R2.756 million</p>

Question	Yes	No	Details, if yes
<p>3. Has the department introduced an Employee Assistance or Health Promotion Programme for employees? If so, indicate the key elements/services of this Programme.</p>	√		<p>The Department of the Premier has entered into a service level agreement with Independent Counselling and Advisory Services (ICAS), an external service provider, to render an employee health and wellness service to the 11 departments of the Corporate Services Centre.</p> <p>The following interventions were conducted: diversity awareness, team cohesion, trauma management, empowering women from within, stress and work-life balance, disability and mental health, tipping point, enhancing relationships, effective communication, me in a team (building stronger, effective teams), HIV and STI [sexually transmitted infection] practices, eye screening, HCT and wellness screening, coaching for managers. E-Care profiling, and Information Desk employee information sessions.</p> <p>These interventions are based on trends reflected in the quarterly reports and implemented to address employee needs.</p> <p>The targeted interventions for both employees and managers were aimed at personal development; promotion of healthy lifestyles; and improving coping skills. This involved presentations, workshops, group discussions to create awareness and encourage employees to have a proactive approach to limit the impact of these problems in the workplace. Targeted Interventions were also implemented to equip managers with tools to engage employees in the workplace.</p> <p>Information sessions were also provided to inform employees of the EHW service and how to access the Employee Health and Wellness Programme. Promotional material such as pamphlets, posters and brochures were distributed.</p>
<p>4. Has the department established (a) committee(s) as contemplated in Part VI E.5 (e) of Chapter 1 of the Public Service Regulations, 2016? If so, please provide the names of the members of the committee and the stakeholder(s) that they represent.</p>	√		<p>The Provincial Employee Health and Wellness Steering Committee has been established with members nominated by each department.</p> <p>The Department of the Transport and Public Works is represented by Mr Carl Marx.</p>

Question	Yes	No	Details, if yes
<p>5. Has the department reviewed its employment policies and practices to ensure that these do not unfairly discriminate against employees on the basis of their HIV status? If so, list the employment policies/practices so reviewed.</p>	√		<p>The Transversal Management Framework for Employee Health and Wellness Programmes in the Western Cape Government is in effect and was adopted by the Coordinating Chamber of the PSCBC for the Western Cape Province on 10 August 2005.</p> <p>In this regard, all employment policies make provision for fair practices, regardless of the HIV status of staff or applicants. Workplace practices are continually monitored to ensure policy compliance and fairness.</p> <p>Under the EHW banner, four EHW policies were approved, including one on HIV & AIDS and tuberculosis (TB) management that responds to the prevention of discrimination against employees affected and infected by HIV & AIDS and TB in the workplace.</p> <p>Further to this, the Department of Health, the lead department for HIV & AIDS, has approved the Transversal HIV and AIDS/STI Workplace Policy and Programme that is applicable to all departments of the Western Cape Government. The document is in line with the four pillars of the EHW Strategic Framework 2008.</p> <p>During the reporting period, the transversal EHW policies including the HIV, AIDS and TB Management Policy have been audited by DPSA against the DPSA policies as well as the National Strategic Plan for HIV, TB and STIs (2017 – 2022) which aims to ensure inclusivity and elimination of discrimination and stigma against employees with HIV.</p>
<p>6. Has the department introduced measures to protect HIV-positive employees or those perceived to be HIV-positive from discrimination? If so, list the key elements of these measures.</p>	√		<p>The Provincial Strategic Plan on HIV & AIDS, STIs and TB 2017 – 2022 has been implemented to mainstream HIV and TB and its gender and rights-based dimensions into the core mandates to reduce HIV-related stigma.</p> <p>The aim is to:</p> <ul style="list-style-type: none"> • Reduce HIV and TB discrimination in the workplace. This includes campaigns against unfair discrimination and empowerment of employees. • Reduce unfair discrimination in access to services. This includes ensuring that the Directorate: Employee Relations addresses complaints or grievances relating to unfair discrimination and provides training to employees. <p>The Department implemented the following measures to address the stigma and discrimination against those infected or perceived to be infected with HIV:</p> <ul style="list-style-type: none"> • Wellness screenings (blood pressure, glucose, cholesterol, TB and body mass index) • HCT screenings • TB talks and screenings • Distributing posters and pamphlets; • Condom distribution and spot talks; • Commemorating World AIDS Day; and

Question	Yes	No	Details, if yes
7. Does the department encourage its employees to undergo HIV counselling and testing? If so, list the results that you have you achieved.	√		<ul style="list-style-type: none"> • A range of wellness events. <p>HCT sessions: The following wellness and HCT screening sessions were conducted:</p> <ul style="list-style-type: none"> • The Department participated in 2 HCT and wellness screening sessions. • 55 employees were tested and counselled for HIV, TB and STIs. • There was 1 clinical referral for further management of TB, HIV or STIs.
8. Has the department developed measures/ indicators to monitor and evaluate the impact of its health promotion programme? If so, list these measures/ indicators.	√		<p>The impact of health promotion programmes is indicated through information provided through the EHW contract with ICAS.</p> <p>The EHWP is monitored through quarterly and annual reporting and trend analysis can be derived through comparison of departmental utilisation and demographics i.e. age, gender, problem profiling, employee vs. manager utilisation, and number of cases. Themes and trends also provide a picture of the risks and impact the EHW issues have on individuals in the workplace.</p>

3.12 Labour relations

The following provincial collective agreements were entered into with trade unions for the period under review.

Table 3.12.1: Collective agreements, 1 April 2018 to 31 March 2019

Total collective agreements	None
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Table 3.12.2 summarises the outcome of disciplinary hearings conducted within the DTPW for the period.

Table 3.12.2: Misconduct and disciplinary hearings finalised, 1 April 2018 to 31 March 2019

Outcomes of disciplinary hearings	Number of cases finalised	% of total
Final Written Warning	1	14.3
Suspension without pay coupled with a Final Written Warning	3	42.9
Desertion	2	28.6
Dismissal	1	14.3
Total	7	100.0
Percentage of total employment		0.3

Note: Outcomes of disciplinary hearings refer to formal cases only.

Table 3.12.3: Types of misconduct addressed at disciplinary hearings, 1 April 2018 to 31 March 2019

Type of misconduct	Number	% of total
Absent from work without reason or permission	4	57.1
Assault/attempts or threaten to assault a person	1	14.3
Damages and / or causes loss of state property	1	14.3
Sexual harassment	1	14.3
Total	7	100.0

Table 3.12.4: Grievances lodged, 1 April 2018 to 31 March 2019

Grievances lodged	Number	% of total
Number of grievances resolved	70	63.6
Number of grievances not resolved	40	36.4
Total number of grievances lodged	110	100.0

Note: Grievances lodged refer to cases that were finalised within the reporting period. Grievances not resolved refer to cases finalised, but where the outcome was not in favour of the aggrieved and found to be unsubstantiated.

Table 3.12.5: Disputes lodged with councils, 1 April 2018 to 31 March 2019

Disputes lodged with councils	Number	% of total
Number of disputes upheld	2	16.7
Number of disputes dismissed	10	83.3
Total number of disputes lodged	12	100.0

Note: Councils refer to the PSCBC and General Public Service Sector Bargaining Council. When a dispute is "upheld", it means that the Council endorses the appeal as legitimate and credible in favour of the aggrieved. When a dispute is "dismissed", it means that the Council is not ruling in favour of the aggrieved.

Table 3.12.6: Strike actions, 1 April 2018 to 31 March 2019

Strike actions	Number
Total number of persons working days lost	0
Total cost of working days lost	0
Amount recovered as a result of no work no pay	0

Table 3.12.7: Precautionary suspensions, 1 April 2018 to 31 March 2019

Precautionary suspensions	Number
Number of people suspended	2
Number of people whose suspension exceeded 30 days	2
Average number of days suspended	132
Cost of suspensions	160

Note: Precautionary suspensions refer to staff who were suspended with full pay, whilst the case was being investigated.

3.13 Skills development

Table 3.13.1: Training needs identified, 1 April 2018 to 31 March 2019

Occupational categories	Gender	Number of employees as at 1 April 2018	Training needs identified at start of reporting period			
			Learnerships	Skills programmes and other short courses	Other forms of training	Total
Legislators, senior officials and managers	Female	19	0	30	0	30
	Male	32	0	32	0	32
Professionals	Female	115	0	309	0	309
	Male	246	0	451	0	451
Technicians and associate professionals	Female	447	0	1 158	0	1 158
	Male	464	0	1 116	0	1 116
Clerks	Female	170	0	432	0	432
	Male	343	0	436	0	436
Elementary occupations	Female	97	0	54	0	54
	Male	192	0	109	0	109
Sub Total	Female	853	0	1 983	0	1 983
	Male	1 294	0	2 144	0	2 144
Total		2 147	0	4 127	0	4 127
Employees with disabilities	Female	5	0	0	0	0
	Male	17	0	0	0	0

Note: The above table identifies the training needs at the start of the reporting period as per the DTPW's Workplace Skills Plan.

Table 3.13.2: Training provided, 1 April 2018 to 31 March 2019

Occupational categories	Gender	Number of employees as at 31 March 2019	Training provided during the reporting period			
			Learnerships	Skills programmes and other short courses	Other forms of training	Total
Legislators, senior officials and managers	Female	20	0	38	0	38
	Male	32	0	28	0	28
Professionals	Female	129	0	120	0	120
	Male	262	0	277	0	277
Technicians and associate professionals	Female	480	0	444	0	444
	Male	516	0	584	0	584
Clerks	Female	170	0	89	0	89
	Male	350	0	152	0	152
Elementary occupations	Female	96	0	20	0	20
	Male	203	0	77	0	77
Sub Total	Female	901	0	713	0	713
	Male	1 379	0	1 119	0	1 119
Total		2 280	0	1 832	0	1 832
Employees with disabilities	Female	6	0	2	0	2
	Male	16	0	1	0	1

3.14 Injury on duty

Table 3.14.1 provides basic information on injuries sustained whilst being on official duty.

Table 3.14.1: Injury on duty, 1 April 2018 to 31 March 2019

Nature of injury on duty	Number	% of total
Required basic medical attention only	8	12.1
Temporary disablement	58	87.9
Permanent disablement	0	0.0
Fatal	0	0.0
Total	66	100.0
Percentage of total employment		2.6

3.15 Utilisation of consultants

Table 3.15.1: Utilisation of consultants

Programme	Project title	Nature of the project	Total number of consultants that worked on the project	(Duration)	Programme	Project title	Nature of the project	Total number of consultants that worked on the project
Programme 2	Professional Service	Appointment of an Urban Designer/ Architect to assist the special projects directorate with enablement work in preparation of the release phase for the Founders' Garden/Artscape precinct	1	2 months	R16 720	1	1	2
	Professional Service	Appointment of service provider to assist with the finalisation of the draft Two Rivers Urban Park (TRUP) Local Spatial Development Framework (LSDF)	1	14 months	R1 395 008	1	1	2
	Professional Service	Provision of professional project management service for the management of the release phases of the Founders' Garden precinct	1	36 months	R4 731 120	1	1	0
	Professional Service	Provision of professional services to assist the Special Projects Directorate with enablement work in preparation of the release phase for the Founders' Garden project	5	8 months	R1 516 821	1	5	4
	Professional Service	Appointment of a provincial strategic hydrogeological advisor to the Head of Western Cape Government Water Business Continuity Planning	1	3 years	R6 976 622	1	2	4
	Professional Service	Appointing a suitably established service provider to prepare and publish the Department's 7th annual Property Efficiency Report	1	12 months	R357 022	1	1	4

Programme	Project title	Nature of the project	Total number of consultants that worked on the project	(Duration)	Programme	Project title	Nature of the project	Total number of consultants that worked on the project
Programme 2	Professional Service	Appointment of a service provider to deliver a property market pursuant to the proposed development of Founders' Garden (Erf 186) Cape Town	1	3 months	R230 000	1	1	0
	Professional Services	Appointment of a registered professional valuer to determine the market-related rental of the Paarl School of Skills	1	2 weeks	R5 500	1	1	4
	Professional Services	Appointment of a registered professional valuer to determine market-related rental value: Erf 3779: Hout Bay	1	2 weeks	R3 600	1	1	4
	Professional Service	Appointment of a registered professional valuer to determine the market value: Erf 80: Laingsville: St Helena Bay	1	2 weeks	R4 521	1	1	4
	Professional Service	Appointment of a registered land surveyor to sub-divide a portion of Erf 810 Khayelitsha	1	8 months	R28 000	1	1	2
	Professional Service	Appointment of a registered Land Surveyor to sub-divide Erf 4940: Hartenbos	1	8 months	R25 000	1	1	2
	Professional Service	Valuation of Erven 24150, 24151 and 24165 Cape Town at Maitland	1	2 weeks	R4 200	1	1	4
	Professional Service	Valuation of portion of Farm 235, Stellenbosch Road, Jagershof: Kuils River	1	2 weeks	R3 800	1	1	4
	Professional Service	Appointment of a registered professional valuer to determine the market-related rental value of a portion of Erf 100301: Welcome Estate	1	12 months	R10 757	1	1	0
	Professional Service	Appointment of a registered professional valuer to determine the market value: Erf 8972: Weltevreden Valley	1	2 weeks	R4 000	1	1	4

Programme	Project title	Nature of the project	Total number of consultants that worked on the project	(Duration)	Programme	Project title	Nature of the project	Total number of consultants that worked on the project
Programme 2	Professional Service	Appointment of a registered professional valuer to determine the market-related rental: Erven 25066: Milnerton and 27852: Blue Downs	1	2 weeks	R5 000	1	1	4
	Professional Service	Appointment of a Traffic Engineer to conduct impact assessment for Erven 47204, 47205, 47206, 47207, 47209, 47214 and 47252: Rondebosch	1	3 months	R44 500	1	1	4
	Professional Service	Appointment of a registered town planner to rezone Erf 25166: Maitland	1	12 months	R35 000	1	1	2
	Professional Service	Appointment of a registered professional valuer to determine the market value of Portion 10 of Farm 727: De Novo	1	14 days	R14 710	1	1	0
	Professional Service	Appointment of a registered professional valuer to determine the market value of Erf 83380: Retreat	1	10 days	R55 000	1	1	4
	Professional Service	Appointment of a registered professional valuer to determine the market related rental value of various houses: Robertson	1	12 months	R34 500	1	1	4
	Professional Service	Appointment of a registered professional valuer to determine the market related rental of Erf 70634: McGregor House: 4 Victoria Road: Plumstead	1	14 days	R4 900	1	1	4
	Professional Service	Appointment of a registered professional valuer to determine the market value of Erf 2909: Kuils River	1	14 days	R3 695	1	1	4
	Professional Service	Appointment of a registered professional valuer to determine the market related rental value of Erf 11409: Mfuleni	1	14 days	R3 600	1	1	4

Programme	Project title	Nature of the project	Total number of consultants that worked on the project	(Duration)	Programme	Project title	Nature of the project	Total number of consultants that worked on the project
Programme 2	Professional Service	Appointment of a registered professional valuer to determine the market related rental value of Grand Central Building: Cape Town: Floors 1-11, Shops 16 and 16A and 100 parking bays	1	14 days	R18 975	1	1	4
	Professional Service	Appointment of a registered professional valuer to determine the market value of Erf 14811: Kraaifontein	1	14 days	R3 800	1	1	4
	Professional Service	Valuation of various educational institutions	1	4 weeks	R59 000	1	1	4
	Professional Service	Appointment of a registered professional valuer to determine the market related rental value of a portion of Erf 1375: Delft	1	2 weeks	R12 420	1	1	2
	Professional Service	Valuation of Erf 1095: Knysna 13 Pitt Street	1	12 months	R5 250	1	1	4
	Professional Service	Valuation of Erf 11405: Mfuleni	1	12 months	R4 975	1	1	4
	Professional Service	Appointment of a registered land surveyor: Hector Peterson School: Erf 14227 and 18526	1	12 months	R57 500	1	1	4
	Professional Service	Appointment of a registered professional valuer to determine the market value of Erf 34473, a portion of Erf 11112, Erf 34719 and portion of Erf 14335: Strand	1	10 days	R5 200	1	1	4
	Professional Service	Appointment of a registered professional valuer to determine the market value of fourth floor, Oude Bloemhof Building, Plein Street Stellenbosch	1	14 days	R3 700	1	1	4

Programme	Project title	Nature of the project	Total number of consultants that worked on the project	(Duration)	Programme	Project title	Nature of the project	Total number of consultants that worked on the project
Programme 3	Professional Service	Appointment of a specialist consultant to investigate the cause or causes of the premature failure on Main Road 347	1	12 months	R460 000	1	1	0
Programme 4	Professional Service	Technical, advisory and consulting engineering services in the areas of network systems and route planning; operational optimisation planning; infrastructure conceptual planning; education and training, business mentoring and advisory service to the VOC; and technical advisory services	1	3 years	R42 000 000	1	17	2
	Professional Service	Support for the financial management, funding strategy and structuring, budget management, business planning, structuring and oversight and governance support during the roll-out phase of GIPTN	1	3 years	R86 000 000	1	33	2
	Professional Service	Provision of professional service for ICT development, maintenance and support for entire Department	45	3 years	R150 000 000	1	45	4
Programme 5	Professional Service	Appointment of a judge to mediate between current provincial executive of SANTACO Western Cape and a disgruntled group of taxi leaders	1	30 days	R240 000	1	1	0
	Professional Service	Provision of strategic and tactical support services, and programme and project management services	1	3 years	R4 025 000	1	1	4
Programme 6	Professional Service	Appointment of a consultant to conduct Empowerment Targets Implementation Report for a building project: West Coast Region: Vredenburg	1	16 months	R188 508	1	1	0

Programme	Project title	Nature of the project	Total number of consultants that worked on the project	(Duration)	Programme	Project title	Nature of the project	Total number of consultants that worked on the project
	Professional Service	Appointment of a consultant to conduct Empowerment Targets Implementation Report for a building project: Cape Metro Region: Claremont	1	16 months	R168 525	1	1	1
	Professional Service	Appointment of a consultant to conduct Empowerment Targets Implementation Report for a building project: Cape Metro: Willows Primary School	1	18 months	R189 088	1	1	1
Programme 6	Professional Service	Appointment of a consultant to provide offer enterprise development mentoring services: Cape Winelands: Paarl Group 3	1	1 month	R33 540	1	1	1
	Professional Service	Appointment of a registered civil engineer to provide mentoring and development services to civil engineering candidates registered with ECSA	1	12 months	R429 120	1	1	4
	Professional Service	Appointment of a consultant to conduct Empowerment Targets Implementation Report for the Nelspoort Hospital	1	10 months	R222 180	1	1	1
	Professional Service	Appointment of a consultant to conduct Empowerment Targets Implementation Report for a building project: Paarl CDC	1	27 months	R275 640	1	1	1
	Professional Service	Appointment of a consultant to conduct Empowerment Impact Assessment and Empowerment Targets Implementation Report for a building project: Replacement of Villiersdorp Clinic	1	12 months	R197 760	1	1	1

Programme	Project title	Nature of the project	Total number of consultants that worked on the project	(Duration)	Programme	Project title	Nature of the project	Total number of consultants that worked on the project
	Professional Service	Appointment of a consultant to conduct Empowerment Impact Assessment and Empowerment Targets Implementation Report for a building project: Macassar: Cape Metro	1	18 months	R219 792	1	1	1
	Professional Service	Appointment of a consultant to conduct Empowerment Impact Assessment (EMPIA) Targets Implementation (ETIR) for a building project: Mfuleni High School: Cape Metro	1	18 months	R274 068	1	1	1
Programme 6	Professional Service	Appointment of a consultant to conduct Empowerment Impact Assessment Targets Implementation Report for a building project: Nyanga: Cape Metro	1	18 months	R234 000	1	1	1
	Professional Service	Appointment of a consultant to conduct Empowerment Impact Assessment and Empowering Targets Implementation report for the Lady Michaelis Community Day Centre: Wynberg	1	14 months	R180 300	1	1	1
	Professional Service	Appointment of a consultant to conduct Empowerment Impact Assessment and Empowerment Targets Implementation Report for a building project: Karl Bremer Hospital: Bellville	1	25 months	R290 640	1	1	1
	Professional Service	Appointment of a consultant to conduct Empowerment Impact Assessment and Empowerment Targets Implementation report for a building project: Somerset Hospital: Green Point	1	19 months	R236 328	1	1	1

Programme	Project title	Nature of the project	Total number of consultants that worked on the project	(Duration)	Programme	Project title	Nature of the project	Total number of consultants that worked on the project
	Professional Service	Appointment of a consultant to conduct Empowerment Impact Assessment Targets Implementation Report for a building project: Moorreesburg High School	1	14 months	R219 330	1	1	1
	Professional Service	Appointment of a consultant to conduct Empowerment Targets Implementation Report for a building project: Cape Metro: Woodlands Primary School	1	14 months	R153 511	1	1	1
	Professional Service	Appointment of a consultant to conduct Empowerment Impact Assessment (EMPIA) Targets Implementation (ETIR) for a building project: Ravensmead	1	18 months	R230 520	1	1	1
Grand total					R302 152 266			

Note: 0 - in terms of BBBEE level refers to a non-compliant contributor.



PARTE



Financial Information

Part E: Financial Information

1 Report of the Auditor-General

Report on the audit of the financial statements

Opinion

1. I have audited the financial statements of the Western Cape Department of Transport and Public Works set out on pages 248 to 337 which comprise the appropriation statement, the statement of financial position as at 31 March 2019, the statement of financial performance, statement of changes in net assets and cash flow statement for the year then ended, as well as the notes to the financial statements, including a summary of significant accounting policies.
2. In my opinion, the financial statements present fairly, in all material respects, the financial position of the Western Cape Department of Transport and Public Works as at 31 March 2019, and its financial performance and cash flows for the year then ended in accordance with the Modified Cash Standard (MCS) prescribed by the National Treasury and the requirements of the Public Finance Management Act of South Africa, 1999 (Act 1 of 1999) (PFMA) and the Division of Revenue Act of South Africa, 2018 (Act 31 of 2018) (Dora).

Basis for opinion

3. I conducted my audit in accordance with the International Standards on Auditing (ISAs). My responsibilities under those standards are further described in the auditor-general's responsibilities for the audit of the financial statements section of this auditor's report.
4. I am independent of the department in accordance with sections 290 and 291 of the International Ethics Standards Board for Accountants' *Code of ethics for professional accountants* and parts 1 and 3 of the International Ethics Standards Board for Accountants' *International code of ethics for professional accounts (including International Independence Standards)* (IESBA code) as well as the ethical requirements that are relevant to my audit in South Africa. I have fulfilled my other ethical responsibilities in accordance with these requirements and the IESBA code.
5. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

Emphasis of matter

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

Uncertainty relating to future outcome of litigation

7. The department is a defendant in road accidents and damages claims by private individuals as disclosed in note 17.1 to the financial statements. The outcome of these open cases against the department cannot be presently determined and no provision for any liability that may result has been made in the financial statements.

Other matter

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

Unaudited supplementary schedules

9. The supplementary information set out on pages 338 to 349 does not form part of the financial statements and is presented as additional information. I have not audited these schedules and, accordingly, I do not express an opinion thereon.

Responsibilities of the accounting officer for the financial statements

10. The accounting officer is responsible for the preparation and fair presentation of the financial statements in accordance with the MCS prescribed by the National Treasury and the requirements of the PFMA and Dora and for such internal control as the accounting officer determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.
11. In preparing the financial statements, the accounting officer is responsible for assessing the Western Cape Department of Transport and Public Works' ability to continue as a going concern, disclosing, as applicable, matters relating to going concern and using the going concern basis of accounting unless the appropriate governance structure either intends to liquidate the department or to cease operations, or has no realistic alternative but to do so.

Auditor-general's responsibilities for the audit of the financial statements

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

Report on the audit of the annual performance report

Introduction and scope

14. In accordance with the Public Audit Act of South Africa, 2004 (Act 25 of 2004) (PAA) and the general notice issued in terms thereof, I have a responsibility to report material findings on the reported performance information against predetermined objectives for selected programmes presented in the annual performance report. I performed procedures to identify findings but not to gather evidence to express assurance.
15. My procedures address the reported performance information, which must be based on the approved performance planning documents of the department. I have not evaluated the completeness and appropriateness of the performance indicators/measures included in the planning documents. My procedures also did not extend to any disclosures or assertions relating to planned performance strategies and information in respect of future periods that may be included as part of the reported performance information. Accordingly, my findings do not extend to these matters.
16. I evaluated the usefulness and reliability of the reported performance information in accordance with the criteria developed from the performance management and reporting framework, as defined in the general notice, for the following selected programmes presented in the annual performance report of the department for the year ended 31 March 2019:

Programmes	Pages in the annual performance report
Programme 2 – public works infrastructure	86 - 109
Programme 3 – transport infrastructure	110 - 117

17. I performed procedures to determine whether the reported performance information was properly presented and whether performance was consistent with the approved performance planning documents. I performed further procedures to determine whether the indicators and related targets were measurable and relevant, and assessed the reliability of the reported performance information to determine whether it was valid, accurate and complete.
18. I did not raise any material findings on the usefulness and reliability of the reported performance information for the following programmes:
 - Programme 2 – public works infrastructure
 - Programme 3 – transport infrastructure

Other matters

19. I draw attention to the matter below.

Achievement of planned targets

20. Refer to the annual performance report on pages 86 to 109 and 110 to 117 for information on the achievement of planned targets for the year and explanations provided for the under- or overachievement of a number of targets.

Adjustment of material misstatements

21. I identified material misstatements in the annual performance report submitted for auditing. These material misstatements were on the reported performance information of programme 2 – public works infrastructure and programme 3 – transport infrastructure. As management subsequently corrected the misstatements, I did not raise any material findings on the usefulness and reliability of the reported performance information.

Report on the audit of compliance with legislation

Introduction and scope

22. In accordance with the PAA and the general notice issued in terms thereof, I have a responsibility to report material findings on the compliance of the department with specific matters in key legislation. I performed procedures to identify findings but not to gather evidence to express assurance.
23. I did not raise material findings on compliance with the specific matters in key legislation set out in the general notice issued in terms of the PAA.

Other information

24. The accounting officer is responsible for the other information. The other information comprises the information included in the annual report. The other information does not include the financial statements, the auditor's report and those selected programmes presented in the annual performance report that have been specifically reported in the auditor's report.
25. My opinion on the financial statements and findings on the reported performance information and compliance with legislation do not cover the other information and I do not express an audit opinion or any form of assurance conclusion thereon.
26. In connection with my audit, my responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements and the selected programmes presented in the annual performance report, or my knowledge obtained in the audit, or otherwise appears to be materially misstated.
27. If, based on the work I have performed, I conclude that there is a material misstatement in this other information, I am required to report that fact.
28. I have nothing to report in this regard.

Internal control deficiencies

29. I considered internal control relevant to my audit of the financial statements, reported performance information and compliance with applicable legislation; however, my objective was not to express any form of assurance on it. I did not identify any significant deficiencies in internal control.

Auditor-General

Cape Town

31 July 2019



AUDITOR - GENERAL
SOUTH AFRICA

Auditing to build public confidence

2 Annexure – Auditor-general’s responsibility for the audit

1. As part of an audit in accordance with the ISAs, I exercise professional judgement and maintain professional scepticism throughout my audit of the financial statements, and the procedures performed on reported performance information for selected programmes and on the department’s compliance with respect to the selected subject matters.

Financial statements

2. In addition to my responsibility for the audit of the financial statements as described in the auditor’s report, I also:
 - identify and assess the risks of material misstatement of the financial statements whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control
 - obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the department’s internal control
 - evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the accounting officer
 - conclude on the appropriateness of the accounting officer’s use of the going concern basis of accounting in the preparation of the financial statements. I also conclude, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Western Cape Department of Transport and Public Works’ ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor’s report to the related disclosures in the financial statements about the material uncertainty or, if such disclosures are inadequate, to modify the opinion on the financial statements. My conclusions are based on the information available to me at the date of this auditor’s report. However, future events or conditions may cause a department to cease operating as a going concern
 - evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation

Communication with those charged with governance

3. I communicate with the accounting officer regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.
4. I also confirm to the accounting officer that I have complied with relevant ethical requirements regarding independence, and communicate all relationships and other matters that may reasonably be thought to have a bearing on my independence and, where applicable, related safeguards.

3 Annual Financial Statements for the year ended 31 March 2018

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**WESTERN CAPE GOVERNMENT
TRANSPORT AND PUBLIC WORKS
VOTE 10**

**APPROPRIATION STATEMENT
for the year ended 31 March 2019**

Appropriation per programme									
2018/19								2017/18	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Programme									
1. Administration	200 966	-	(4 607)	196 359	194 823	1 536	99.2%	174 981	172 753
2. Public Works Infrastructure	1 970 169	-	(50 243)	1 919 926	1 910 819	9 107	99.5%	1 866 836	1 842 558
3. Transport Infrastructure	3 526 627	-	2 508	3 529 135	3 526 655	2 480	99.9%	3 438 947	3 429 381
4. Transport Operations	1 313 656	-	11 433	1 325 089	1 325 087	2	100.0%	1 212 071	1 211 596
5. Transport Regulation	801 997	-	40 637	842 634	841 049	1 585	99.8%	801 912	794 428
6. Community Based Programmes	55 606	-	272	55 878	55 875	3	100.0%	53 841	52 904
Total	7 869 021	-	-	7 869 021	7 854 308	14 713	99.8%	7 548 588	7 503 620
Reconciliation with statement of financial performance									
ADD									
Departmental receipts				135 466				229 015	
Actual amounts per statement of financial performance (total revenue)				8 004 487				7 777 603	
Actual amounts per statement of financial performance (total expenditure)					7 854 308				7 503 620

**WESTERN CAPE GOVERNMENT
TRANSPORT AND PUBLIC WORKS
VOTE 10**

**APPROPRIATION STATEMENT
for the year ended 31 March 2019**

Appropriation per economic classification									
2018/19								2017/18	
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	3 184 284	(12 823)	(3 399)	3 168 062	3 156 976	11 086	99.7%	2 945 035	2 926 742
Compensation of employees	867 292	-	-	867 292	867 260	32	100.0%	793 220	776 230
Salaries and wages	744 281	1 916	1 650	747 847	747 817	30	100.0%	678 046	667 990
Social contributions	123 011	(1 916)	(1 650)	119 445	119 443	2	100.0%	115 174	108 240
Goods and services	2 316 992	(12 846)	(3 399)	2 300 747	2 289 693	11 054	99.5%	2 151 796	2 150 493
Administrative fees	347 969	119	10 591	358 679	358 653	26	100.0%	335 527	335 420
Advertising	7 456	(1 475)	18 769	24 750	24 276	474	98.1%	21 384	21 384
Minor assets	4 189	143	379	4 711	4 711	-	100.0%	3 801	3 795
Audit costs: External	10 082	(575)	(200)	9 307	9 307	-	100.0%	13 026	13 026
Bursaries: Employees	4 524	(918)	(1 285)	2 321	2 081	240	89.7%	1 525	1 525
Catering: Departmental activities	2 185	51	-	2 236	2 236	-	100.0%	1 535	1 409
Communication	10 757	(4 499)	-	6 258	5 356	902	85.6%	5 729	5 702
Computer services	36 381	22 135	3 672	62 188	61 982	206	99.7%	42 894	42 892
Consultants: Business and advisory services	484 647	(50 316)	(37 565)	396 766	390 665	6 101	98.5%	362 930	362 721
Infrastructure and planning services	28 093	17 089	-	45 182	45 182	-	100.0%	42 802	42 802
Laboratory services	16	-	-	16	5	11	31.3%	7	7
Legal services	16 860	3 889	147	20 896	20 896	-	100.0%	15 546	15 478
Contractors	504 373	(56 182)	-	448 191	447 327	864	99.8%	441 009	441 009
Agency and support / outsourced services	25 882	15 973	-	41 855	41 855	-	100.0%	27 267	27 267
Entertainment	134	(34)	(2)	98	42	56	42.9%	43	28

**WESTERN CAPE GOVERNMENT
TRANSPORT AND PUBLIC WORKS
VOTE 10**

**APPROPRIATION STATEMENT
for the year ended 31 March 2019**

Fleet services	61 418	(243)	947	62 122	62 122	-	100.0%	52 342	52 336
Inventory: Other supplies	4 500	(295)	(1 173)	3 032	2 683	349	88.5%	7 531	7 516
Consumable supplies	29 245	9 228	-	38 473	38 473	-	100.0%	40 926	40 908
Consumable: Stationery, printing and office supplies	12 806	2 134	628	15 568	15 568	-	100.0%	14 414	14 203
Operating leases	180 425	(2 868)	-	177 557	177 372	185	99.9%	167 989	167 878
Property payments	488 696	34 055	-	522 751	522 751	-	100.0%	511 110	511 083
Transport provided: Departmental activity	5	4	-	9	9	-	100.0%	-	-
Travel and subsistence	31 636	1	-	31 637	30 133	1 504	95.2%	25 022	24 875
Training and development	17 875	159	1 693	19 727	19 727	-	100.0%	12 798	12 778
Operating payments	5 255	(548)	-	4 707	4 571	136	97.1%	3 767	3 638
Venues and facilities	1 583	111	-	1 694	1 694	-	100.0%	849	790
Rental and hiring	-	16	-	16	16	-	100.0%	23	23
Interest and rent on land	-	23	-	23	23	-	100.0%	19	19
Interest	-	23	-	23	23	-	100.0%	19	19
Transfers and subsidies	1 738 515	1 319	91	1 739 925	1 737 992	1 933	99.9%	1 659 568	1 640 477
Provinces and municipalities	772 465	-	-	772 465	770 599	1 866	99.8%	719 496	700 599
Provinces	3 622	1 662	-	5 284	5 280	4	99.9%	3 997	3 980
Provincial agencies and funds	3 622	1 662	-	5 284	5 280	4	99.9%	3 997	3 980
Municipalities	768 843	(1 662)	-	767 181	765 319	1 862	99.8%	715 499	696 619
Municipal bank accounts	768 843	(1 662)	-	767 181	765 319	1 862	99.8%	715 499	696 619
Departmental agencies and accounts	114	2	-	116	49	67	42.2%	124	15
Departmental agencies and accounts	114	2	-	116	49	67	42.2%	124	15
Public corporations and private enterprises	952 824	-	-	952 824	952 824	-	100.0%	922 921	922 921
Private enterprises	952 824	-	-	952 824	952 824	-	100.0%	922 921	922 921
Other transfers to private enterprises	952 824	-	-	952 824	952 824	-	100.0%	922 921	922 921
Households	13 112	1 317	91	14 520	14 520	-	100.0%	17 027	16 942

**WESTERN CAPE GOVERNMENT
TRANSPORT AND PUBLIC WORKS
VOTE 10**

**APPROPRIATION STATEMENT
for the year ended 31 March 2019**

Social benefits	3 220	1 160	91	4 471	4 471	-	100.0%	6 444	6 444
Other transfers to households	9 892	157	-	10 049	10 049	-	100.0%	10 583	10 498
Payments for capital assets	2 945 841	10 018	3 308	2 959 167	2 957 473	1 694	99.9%	2 941 702	2 934 326
Buildings and other fixed structures	2 710 819	8 393	3 308	2 722 520	2 722 520	-	100.0%	2 760 167	2 754 484
Buildings	266 976	6 191	-	273 167	273 167	-	100.0%	274 252	268 569
Other fixed structures	2 443 843	2 202	3 308	2 449 353	2 449 353	-	100.0%	2 485 915	2 485 915
Machinery and equipment	161 103	17 985	-	179 088	177 394	1 694	99.1%	123 857	122 700
Transport equipment	68 140	10 882	(732)	78 290	76 596	1 694	97.8%	83 274	82 595
Other machinery and equipment	92 963	7 103	732	100 798	100 798	-	100.0%	40 583	40 105
Land and subsoil assets	39 967	(7 010)	-	32 957	32 957	-	100.0%	26 110	26 110
Intangible assets	33 952	(9 350)	-	24 602	24 602	-	100.0%	31 568	31 032
Payments for financial assets	381	1 486	-	1 867	1 867	-	100.0%	2 283	2 075
Total	7 869 021	-	-	7 869 021	7 854 308	14 713	99.8%	7 548 588	7 503 620

**WESTERN CAPE GOVERNMENT
TRANSPORT AND PUBLIC WORKS
VOTE 10**

**APPROPRIATION STATEMENT
for the year ended 31 March 2019**

Programme 1: Administration									
2018/19							2017/18		
Sub programme	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
1. Office of the MEC	6 733	(26)	-	6 707	6 707	-	100.0%	6 937	6 584
2. Management of the Department	4 764	(89)	-	4 675	4 670	5	99.9%	5 100	4 599
3. Corporate Support	145 397	708	(480)	145 625	144 355	1 270	99.1%	122 665	122 346
4. Departmental Strategy	44 072	(593)	(4 127)	39 352	39 091	261	99.3%	40 279	39 224
Total for sub programmes	200 966	-	(4 607)	196 359	194 823	1 536	99.2%	174 981	172 753

2018/19							2017/18		
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	182 263	(2 260)	(4 607)	175 396	173 862	1 534	99.1%	157 157	155 209
Compensation of employees	127 335	-	4 297	131 632	131 632	-	100.0%	119 127	117 179
Salaries and wages	110 682	110	3 916	114 708	114 708	-	100.0%	104 070	102 210
Social contributions	16 653	(110)	381	16 924	16 924	-	100.0%	15 057	14 969
Goods and services	54 928	(2 281)	(8 904)	43 743	42 209	1 534	96.5%	38 030	38 030
Administrative fees	140	-	-	140	140	-	100.0%	119	119
Advertising	1 948	(1 278)	-	670	196	474	29.3%	168	168
Minor assets	242	96	-	338	338	-	100.0%	325	325
Audit costs: External	10 082	(575)	(200)	9 307	9 307	-	100.0%	13 026	13 026
Bursaries: Employees	4 524	(918)	(1 285)	2 321	2 081	240	89.7%	1 525	1 525

**WESTERN CAPE GOVERNMENT
TRANSPORT AND PUBLIC WORKS
VOTE 10**

**APPROPRIATION STATEMENT
for the year ended 31 March 2019**

Catering: Departmental activities	428	107	-	535	535	-	100.0%	261	261
Communication	1 195	(12)	-	1 183	816	367	69.0%	859	859
Computer services	2 339	-	-	2 339	2 135	204	91.3%	3 541	3 541
Consultants: Business and advisory services	17 027	(126)	(6 192)	10 709	10 656	53	99.5%	6 852	6 852
Legal services	15	(11)	-	4	4	-	100.0%	2	2
Contractors	248	611	-	859	859	-	100.0%	306	306
Agency and support/outsourced services	45	(45)	-	-	-	-	-	-	-
Entertainment	51	(12)	(2)	37	26	11	70.3%	18	18
Fleet services	867	42	-	909	909	-	100.0%	652	652
Consumable supplies	247	231	-	478	478	-	100.0%	634	634
Consumable: Stationery, printing and office supplies	923	146	-	1 069	1 069	-	100.0%	933	933
Operating leases	992	-	-	992	807	185	81.4%	846	846
Property payments	-	-	-	-	-	-	-	204	204
Transport provided: Departmental activity	5	(5)	-	-	-	-	-	-	-
Travel and subsistence	3 488	1	(825)	2 664	2 664	-	100.0%	2 112	2 112
Training and development	9 045	(455)	(400)	8 190	8 190	-	100.0%	4 848	4 848
Operating payments	562	106	-	668	668	-	100.0%	588	588
Venues and facilities	515	(184)	-	331	331	-	100.0%	211	211
Interest and rent on land	-	21	-	21	21	-	100.0%	-	-
Interest	-	21	-	21	21	-	100.0%	-	-
Transfers and subsidies	12 685	532	-	13 217	13 215	2	100.0%	13 348	13 348
Provinces and municipalities	3 000	-	-	3 000	3 000	-	100.0%	3 000	3 000
Municipalities	3 000	-	-	3 000	3 000	-	100.0%	3 000	3 000
Municipal bank accounts	3 000	-	-	3 000	3 000	-	100.0%	3 000	3 000
Departmental agencies and accounts	3	1	-	4	2	2	50.0%	1	1

**WESTERN CAPE GOVERNMENT
TRANSPORT AND PUBLIC WORKS
VOTE 10**

**APPROPRIATION STATEMENT
for the year ended 31 March 2019**

Departmental agencies	3	1	-	4	2	2	50.0%	1	1
Households	9 682	531	-	10 213	10 213	-	100.0%	10 347	10 347
Social benefits	-	383	-	383	383	-	100.0%	1 190	1 190
Other transfers to households	9 682	148	-	9 830	9 830	-	100.0%	9 157	9 157
Payments for capital assets	6 018	570	-	6 588	6 588	-	100.0%	3 796	3 723
Machinery and equipment	6 018	570	-	6 588	6 588	-	100.0%	3 726	3 723
Transport equipment	1 398	260	-	1 658	1 658	-	100.0%	1 184	1 184
Other machinery and equipment	4 620	310	-	4 930	4 930	-	100.0%	2 542	2 539
Intangible assets	-	-	-	-	-	-	-	70	-
Payments for financial assets	-	1 158	-	1 158	1 158	-	100.0%	680	473
Total	200 966	-	(4 607)	196 359	194 823	1 536	99.2%	174 981	172 753

1.1 Office of the MEC									
Economic classification	2018/19						2017/18		
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	6 406	(64)	-	6 342	6 342	-	100.0%	6 568	6 215
Compensation of employees	5 725	(107)	-	5 618	5 618	-	100.0%	5 816	5 463
Goods and services	681	43	-	724	724	-	100.0%	752	752
Transfers and subsidies	1	-	-	1	1	-	100.0%	1	1
Departmental agencies and accounts	1	-	-	1	1	-	100.0%	1	1
Payments for capital assets	326	34	-	360	360	-	100.0%	368	368
Machinery and equipment	326	34	-	360	360	-	100.0%	368	368
Payments for financial assets	-	4	-	4	4	-	100.0%	-	-
Total	6 733	(26)	-	6 707	6 707	-	100.0%	6 937	6 584

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1.2 Management of the Department									
2018/19							2017/18		
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	4 738	(94)	-	4 644	4 640	4	99.9%	5 069	4 568
Compensation of employees	4 306	17	-	4 323	4 323	-	100.0%	4 697	4 196
Goods and services	432	(111)	-	321	317	4	98.8%	372	372
Transfers and subsidies	1	-	-	1	-	1	-	-	-
Departmental agencies and accounts	1	-	-	1	-	1	-	-	-
Payments for capital assets	25	5	-	30	30	-	100.0%	31	31
Machinery and equipment	25	5	-	30	30	-	100.0%	31	31
Total	4 764	(89)	-	4 675	4 670	5	99.9%	5 100	4 599

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1.3 Corporate Support									
	2018/19							2017/18	
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	130 907	(1 648)	(480)	128 779	127 509	1 270	99.0%	109 028	108 989
Compensation of employees	85 712	-	3 946	89 658	89 658	-	100.0%	80 112	80 073
Goods and services	45 195	(1 669)	(4 426)	39 100	37 830	1 270	96.8%	28 916	28 916
Interest and rent on land	-	21	-	21	21	-	100.0%	-	-
Transfers and subsidies	9 682	456	-	10 138	10 138	-	100.0%	10 060	10 060
Departmental agencies and accounts	-	1	-	1	1	-	100.0%	-	-
Households	9 682	455	-	10 137	10 137	-	100.0%	10 060	10 060
Payments for capital assets	4 808	747	-	5 555	5 555	-	100.0%	2 899	2 826
Machinery and equipment	4 808	747	-	5 555	5 555	-	100.0%	2 829	2 826
Intangible assets	-	-	-	-	-	-	-	70	-
Payments for financial assets	-	1 153	-	1 153	1 153	-	100.0%	678	471
Total	145 397	708	(480)	145 625	144 355	1 270	99.1%	122 665	122 346

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1.4 Departmental Strategy									
	2018/19							2017/18	
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	40 212	(454)	(4 127)	35 631	35 371	260	99.3%	36 492	35 437
Compensation of employees	31 592	90	351	32 033	32 033	-	100.0%	28 502	27 447
Goods and services	8 620	(544)	(4 478)	3 598	3 338	260	92.8%	7 990	7 990
Transfers and subsidies	3 001	76	-	3 077	3 076	1	100.0%	3 287	3 287
Provinces and municipalities	3 000	-	-	3 000	3 000	-	100.0%	3 000	3 000
Departmental agencies and accounts	1	-	-	1	-	1	-	-	-
Households	-	76	-	76	76	-	100.0%	287	287
Payments for capital assets	859	(216)	-	643	643	-	100.0%	498	498
Machinery and equipment	859	(216)	-	643	643	-	100.0%	498	498
Payments for financial assets	-	1	-	1	1	-	100.0%	2	2
Total	44 072	(593)	(4 127)	39 352	39 091	261	99.3%	40 279	39 224

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Programme 2: Public Works Infrastructure									
2018/19							2017/18		
Sub programme	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
1. Programme Support	361 577	(373)	(29 459)	331 745	324 081	7 664	97.7%	310 285	303 466
2. Planning	32 827	(7 479)	(14 003)	11 345	11 066	279	97.5%	48 316	48 316
3. Construction	306 656	(200)	(6 747)	299 709	299 360	349	99.9%	295 495	289 812
4. Maintenance	205 922	(32 937)	-	172 985	172 985	-	100.0%	186 886	186 886
5. Immovable Asset Management	981 373	2 051	-	983 424	982 609	815	99.9%	899 394	887 618
6. Facility Operations	81 814	38 938	(34)	120 718	120 718	-	100.0%	126 460	126 460
Total for sub programmes	1 970 169	-	(50 243)	1 919 926	1 910 819	9 107	99.5%	1 866 836	1 842 558

2018/19							2017/18		
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	1 060 924	(738)	(44 635)	1 015 551	1 007 377	8 174	99.2%	1 019 291	1 012 834
Compensation of employees	189 846	-	500	190 346	190 346	-	100.0%	164 533	158 352
Salaries and wages	165 730	257	500	166 487	166 487	-	100.0%	139 232	138 570
Social contributions	24 116	(257)	-	23 859	23 859	-	100.0%	25 301	19 782
Goods and services	871 078	(740)	(45 135)	825 203	817 029	8 174	99.0%	854 758	854 482
Administrative fees	67	-	-	67	64	3	95.5%	69	33

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Advertising	435	373	-	808	808	-	100.0%	824	824
Minor assets	2 792	409	-	3 201	3 201	-	100.0%	2 512	2 512
Catering: Departmental activities	216	(79)	-	137	137	-	100.0%	87	58
Communication	1 435	-	-	1 435	1 062	373	74.0%	1 040	1 040
Computer services	1 712	840	-	2 552	2 552	-	100.0%	2 095	2 095
Consultants: Business and advisory services	202 202	(36 820)	(43 811)	121 571	115 523	6 048	95.0%	167 803	167 803
Infrastructure and planning services	1 973	(1 086)	-	887	887	-	100.0%	188	188
Legal services	3 213	1 730	-	4 943	4 943	-	100.0%	2 227	2 227
Contractors	230	392	-	622	622	-	100.0%	2 353	2 353
Entertainment	36	-	-	36	-	36	-	11	-
Fleet services	2 673	32	-	2 705	2 705	-	100.0%	2 318	2 318
Inventory: Other supplies	4 500	(295)	(1 173)	3 032	2 683	349	88.5%	7 286	7 286
Consumable supplies	2 185	(329)	-	1 856	1 856	-	100.0%	7 991	7 991
Consumable: Stationery, printing and office supplies	509	348	-	857	857	-	100.0%	784	700
Operating leases	176 089	(2 533)	-	173 556	173 556	-	100.0%	164 047	163 936
Property payments	464 046	35 522	-	499 568	499 568	-	100.0%	488 053	488 048
Travel and subsistence	5 420	-	(151)	5 269	3 904	1 365	74.1%	3 804	3 804
Training and development	-	733	-	733	733	-	100.0%	-	-
Operating payments	1 225	95	-	1 320	1 320	-	100.0%	1 026	1 026
Venues and facilities	120	(72)	-	48	48	-	100.0%	240	240
Interest and rent on land	-	2	-	2	2	-	100.0%	-	-
Interest	-	2	-	2	2	-	100.0%	-	-
Transfers and subsidies	570 797	625	-	571 422	570 607	815	99.9%	531 845	520 069

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Provinces and municipalities	570 137	-	-	570 137	569 322	815	99.9%	529 100	517 324
Municipalities	570 137	-	-	570 137	569 322	815	99.9%	529 100	517 324
Municipal bank accounts	570 137	-	-	570 137	569 322	815	99.9%	529 100	517 324
Departmental agencies and accounts	-	1	-	1	1	-	100.0%	3	3
Departmental agencies	-	1	-	1	1	-	100.0%	3	3
Households	660	624	-	1 284	1 284	-	100.0%	2 742	2 742
Social benefits	660	624	-	1 284	1 284	-	100.0%	1 904	1 904
Other transfers to households	-	-	-	-	-	-	-	838	838
Payments for capital assets	338 448	109	(5 608)	332 949	332 831	118	100.0%	315 676	309 632
Buildings and other fixed structures	300 156	-	(5 574)	294 582	294 582	-	100.0%	285 127	279 444
Buildings	266 976	6 191	-	273 167	273 167	-	100.0%	274 252	268 569
Other fixed structures	33 180	(6 191)	(5 574)	21 415	21 415	-	100.0%	10 875	10 875
Machinery and equipment	5 825	(381)	(34)	5 410	5 292	118	97.8%	4 439	4 078
Transport equipment	2 610	(68)	-	2 542	2 424	118	95.4%	2 429	2 117
Other machinery and equipment	3 215	(313)	(34)	2 868	2 868	-	100.0%	2 010	1 961
Land and subsoil assets	32 467	490	-	32 957	32 957	-	100.0%	26 110	26 110
Payments for financial assets	-	4	-	4	4	-	100.0%	24	23
Total	1 970 169	-	(50 243)	1 919 926	1 910 819	9 107	99.5%	1 866 836	1 842 558

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2.1 Programme Support									
2018/19								2017/18	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	355 142	(630)	(29 459)	325 053	317 507	7 546	97.7%	304 058	297 601
Compensation of employees	189 846	-	500	190 346	190 346	-	100.0%	164 533	158 352
Goods and services	165 296	(632)	(29 959)	134 705	127 159	7 546	94.4%	139 525	139 249
Interest and rent on Land	-	2	-	2	2	-	100.0%	-	-
Transfers and subsidies	660	625	-	1 285	1 285	-	100.0%	1 969	1 969
Departmental agencies and accounts	-	1	-	1	1	-	100.0%	3	3
Households	660	624	-	1 284	1 284	-	100.0%	1 966	1 966
Payments for capital assets	5 775	(372)	-	5 403	5 285	118	97.8%	4 234	3 873
Machinery and equipment	5 775	(372)	-	5 403	5 285	118	97.8%	4 234	3 873
Payments for financial assets	-	4	-	4	4	-	100.0%	24	23
Total	361 577	(373)	(29 459)	331 745	324 081	7 664	97.7%	310 285	303 466

2.2 Planning									
2018/19								2017/18	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	32 827	(7 479)	(14 003)	11 345	11 066	279	97.5%	48 316	48 316
Goods and services	32 827	(7 479)	(14 003)	11 345	11 066	279	97.5%	48 316	48 316
Total	32 827	(7 479)	(14 003)	11 345	11 066	279	97.5%	48 316	48 316

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2.3 Construction									
2018/19								2017/18	
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	6 500	(200)	(1 173)	5 127	4 778	349	93.2%	10 203	10 203
Goods and services	6 500	(200)	(1 173)	5 127	4 778	349	93.2%	10 203	10 203
Payments for capital assets	300 156	-	(5 574)	294 582	294 582	-	100.0%	285 292	279 609
Buildings and other fixed structures	300 156	-	(5 574)	294 582	294 582	-	100.0%	285 127	279 444
Machinery and equipment	-	-	-	-	-	-	-	165	165
Total	306 656	(200)	(6 747)	299 709	299 360	349	99.9%	295 495	289 812

2.4 Maintenance									
2018/19								2017/18	
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	205 922	(32 937)	-	172 985	172 985	-	100.0%	186 886	186 886
Goods and services	205 922	(32 937)	-	172 985	172 985	-	100.0%	186 886	186 886
Total	205 922	(32 937)	-	172 985	172 985	-	100.0%	186 886	186 886

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2.5 Immovable Asset Management									
	2018/19							2017/18	
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	378 769	1 561	-	380 330	380 330	-	100.0%	343 408	343 408
Goods and services	378 769	1 561	-	380 330	380 330	-	100.0%	343 408	343 408
Transfers and subsidies	570 137	-	-	570 137	569 322	815	99.9%	529 876	518 100
Provinces and municipalities	570 137	-	-	570 137	569 322	815	99.9%	529 100	517 324
Households	-	-	-	-	-	-	-	776	776
Payments for capital assets	32 467	490	-	32 957	32 957	-	100.0%	26 110	26 110
Land and subsoil assets	32 467	490	-	32 957	32 957	-	100.0%	26 110	26 110
Total	981 373	2 051	-	983 424	982 609	815	99.9%	899 394	887 618

2.6 Facility Operations									
	2018/19							2017/18	
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	81 764	38 947	-	120 711	120 711	-	100.0%	126 420	126 420
Goods and services	81 764	38 947	-	120 711	120 711	-	100.0%	126 420	126 420
Payments for capital assets	50	(9)	(34)	7	7	-	100.0%	40	40
Machinery and equipment	50	(9)	(34)	7	7	-	100.0%	40	40
Total	81 814	38 938	(34)	120 718	120 718	-	100.0%	126 460	126 460

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Programme 3: Transport Infrastructure									
2018/19							2017/18		
Sub programme	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
1. Programme Support Infrastructure	42 249	4 902	-	47 151	47 092	59	99.9%	38 245	37 791
2. Infrastructure Planning	65 638	13 945	-	79 583	79 583	-	100.0%	52 341	52 341
3. Infrastructure Design	231 211	(1 057)	6 670	236 824	235 547	1 277	99.5%	216 221	214 213
4. Construction	1 379 915	223 388	1 298	1 604 601	1 604 384	217	100.0%	1 710 930	1 704 416
5. Maintenance	1 807 614	(241 178)	(5 460)	1 560 976	1 560 049	927	99.9%	1 421 210	1 420 620
Total for sub programmes	3 526 627	-	2 508	3 529 135	3 526 655	2 480	99.9%	3 438 947	3 429 381

2018/19									
2018/19							2017/18		
Economic Classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	894 583	(9 624)	(6 267)	878 692	877 318	1 374	99.8%	798 344	795 990
Compensation of employees	206 800	-	(6 267)	200 533	200 504	29	100.0%	184 202	181 848
Salaries and wages	175 741	1 115	(4 590)	172 266	172 237	29	100.0%	157 280	154 926
Social contributions	31 059	(1 115)	(1 677)	28 267	28 267	-	100.0%	26 922	26 922
Goods and services	687 783	(9 624)	-	678 159	676 814	1 345	99.8%	614 124	614 124
Administrative fees	71	(10)	-	61	38	23	62.3%	29	29
Advertising	140	(59)	-	81	81	-	100.0%	84	84
Minor assets	473	(34)	-	439	439	-	100.0%	451	451
Catering: Departmental activities	224	17	-	241	241	-	100.0%	150	150

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Communication	1 555	(93)	-	1 462	1 300	162	88.9%	1 452	1 452
Computer services	26 955	17 932	-	44 887	44 885	2	100.0%	27 398	27 398
Consultants: Business and advisory services	58 038	(9 806)	-	48 232	48 232	-	100.0%	43 063	43 063
Infrastructure and planning services	26 120	18 175	-	44 295	44 295	-	100.0%	42 614	42 614
Laboratory services	16	-	-	16	5	11	31.3%	7	7
Legal services	154	1 848	-	2 002	2 002	-	100.0%	1 417	1 417
Contractors	502 757	(59 946)	-	442 811	441 947	864	99.8%	427 648	427 648
Agency and support/outsourced services	-	11 626	-	11 626	11 626	-	100.0%	-	-
Entertainment	25	(8)	-	17	9	8	52.9%	6	6
Fleet services	19 785	3 530	-	23 315	23 315	-	100.0%	16 718	16 718
Consumable supplies	18 017	9 582	-	27 599	27 599	-	100.0%	23 461	23 461
Consumable: Stationery, printing and office supplies	1 229	(94)	-	1 135	1 135	-	100.0%	1 161	1 161
Operating leases	799	(45)	-	754	754	-	100.0%	822	822
Property payments	21 554	(1 414)	-	20 140	20 140	-	100.0%	20 446	20 446
Travel and subsistence	7 402	(200)	-	7 202	7 063	139	98.1%	5 990	5 990
Training and development	1 361	(542)	-	819	819	-	100.0%	455	455
Operating payments	1 059	(34)	-	1 025	889	136	86.7%	751	751
Venues and facilities	49	(49)	-	-	-	-	-	1	1
Interest and rent on land	-	-	-	-	-	-	-	18	18
Interest	-	-	-	-	-	-	-	18	18
Transfers and subsidies	71 016	(1)	(107)	70 908	69 802	1 106	98.4%	77 091	69 879
Provinces and municipalities	68 565	-	-	68 565	67 518	1 047	98.5%	74 011	66 907
Provinces	3 611	1 662	-	5 273	5 273	-	100.0%	3 976	3 976
Provincial agencies and funds	3 611	1 662	-	5 273	5 273	-	100.0%	3 976	3 976
Municipalities	64 954	(1 662)	-	63 292	62 245	1 047	98.3%	70 035	62 931
Municipal bank accounts	64 954	(1 662)	-	63 292	62 245	1 047	98.3%	70 035	62 931

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Departmental agencies and accounts	100	-	-	100	41	59	41.0%	115	7
Departmental agencies	100	-	-	100	41	59	41.0%	115	7
Households	2 351	(1)	(107)	2 243	2 243	-	100.0%	2 965	2 965
Social benefits	2 301	(7)	(107)	2 187	2 187	-	100.0%	2 537	2 537
Other transfers to households	50	6	-	56	56	-	100.0%	428	428
Payments for capital assets	2 560 828	9 339	8 882	2 579 049	2 579 049	-	100.0%	2 562 282	2 562 282
Buildings and other fixed structures	2 410 663	8 393	8 882	2 427 938	2 427 938	-	100.0%	2 475 040	2 475 040
Other fixed structures	2 410 663	8 393	8 882	2 427 938	2 427 938	-	100.0%	2 475 040	2 475 040
Machinery and equipment	113 099	19 337	-	132 436	132 436	-	100.0%	65 282	65 282
Transport equipment	33 870	13 307	-	47 177	47 177	-	100.0%	39 650	39 650
Other machinery and equipment	79 229	6 030	-	85 259	85 259	-	100.0%	25 632	25 632
Land and sub-soil assets	7 500	(7 500)	-	-	-	-	-	-	-
Intangible assets	29 566	(10 891)	-	18 675	18 675	-	100.0%	21 960	21 960
Payments for financial assets	200	286	-	486	486	-	100.0%	1 230	1 230
Total	3 526 627	-	2 508	3 529 135	3 526 655	2 480	99.9%	3 438 947	3 429 381

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3.1 Programme Support Infrastructure									
2018/19							2017/18		
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	36 781	8 168	-	44 949	44 949	-	100.0%	34 569	34 223
Compensation of employees	33 446	3 597	-	37 043	37 043	-	100.0%	29 152	28 806
Goods and services	3 335	4 571	-	7 906	7 906	-	100.0%	5 417	5 417
Transfers and subsidies	1 366	(278)	-	1 088	1 029	59	94.6%	118	10
Departmental agencies and accounts	100	(1)	-	99	40	59	40.4%	115	7
Households	1 266	(277)	-	989	989	-	100.0%	3	3
Payments for capital assets	4 102	(3 130)	-	972	972	-	100.0%	3 558	3 558
Machinery and equipment	4 102	(3 130)	-	972	972	-	100.0%	3 558	3 558
Payments for financial assets	-	142	-	142	142	-	100.0%	-	-
Total	42 249	4 902	-	47 151	47 092	59	99.9%	38 245	37 791

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3.2 Infrastructure Planning									
	2018/19						2017/18		
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	58 168	20 727	-	78 895	78 895	-	100.0%	44 382	44 382
Compensation of employees	9 195	2 502	-	11 697	11 697	-	100.0%	9 341	9 341
Goods and services	48 973	18 225	-	67 198	67 198	-	100.0%	35 041	35 041
Transfers and subsidies	-	309	-	309	309	-	100.0%	332	332
Households	-	309	-	309	309	-	100.0%	332	332
Payments for capital assets	7 470	(7 091)	-	379	379	-	100.0%	7 616	7 616
Buildings and other fixed structures	7 000	(7 000)	-	-	-	-	-	7 599	7 599
Machinery and equipment	470	(91)	-	379	379	-	100.0%	17	17
Payments for financial assets	-	-	-	-	-	-	-	11	11
Total	65 638	13 945	-	79 583	79 583	-	100.0%	52 341	52 341

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3.3 Infrastructure Design									
	2018/19							2017/18	
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	80 954	(20 267)	(914)	59 773	58 496	1 277	97.9%	70 229	68 221
Compensation of employees	29 786	(2 502)	(914)	26 370	26 341	29	99.9%	27 034	25 026
Goods and services	51 168	(17 765)	-	33 403	32 155	1 248	96.3%	43 195	43 195
Transfers and subsidies	100	73	-	173	173	-	100.0%	1 324	1 324
Households	100	73	-	173	173	-	100.0%	1 324	1 324
Payments for capital assets	150 157	19 137	7 584	176 878	176 878	-	100.0%	144 668	144 668
Buildings and other fixed structures	115 064	43 473	7 584	166 121	166 121	-	100.0%	125 983	125 983
Machinery and equipment	2 093	(600)	-	1 493	1 493	-	100.0%	748	748
Land and sub-soli assets	7 500	(7 500)	-	-	-	-	-	-	-
Intangible assets	25 500	(16 236)	-	9 264	9 264	-	100.0%	17 937	17 937
Total	231 211	(1 057)	6 670	236 824	235 547	1 277	99.5%	216 221	214 213

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3.4 Construction									
2018/19							2017/18		
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Transfers and subsidies	50 373	-	-	50 373	50 156	217	99.6%	64 090	57 576
Provinces and municipalities	50 373	-	-	50 373	50 156	217	99.6%	64 090	57 576
Payments for capital assets	1 329 542	223 388	1 298	1 554 228	1 554 228	-	100.0%	1 646 840	1 646 840
Buildings and other fixed structures	1 329 542	223 388	1 298	1 554 228	1 554 228	-	100.0%	1 646 840	1 646 840
Total	1 379 915	223 388	1 298	1 604 601	1 604 384	217	100.0%	1 710 930	1 704 416

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3.5 Maintenance									
	2018/19						2017/18		
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	718 680	(18 252)	(5 353)	695 075	694 978	97	100.0%	649 164	649 164
Compensation of employees	134 373	(3 597)	(5 353)	125 423	125 423	-	100.0%	118 675	118 675
Goods and services	584 307	(14 655)	-	569 652	569 555	97	100.0%	530 471	530 471
Interest and rent on land	-	-	-	-	-	-	-	18	18
Transfers and subsidies	19 177	(105)	(107)	18 965	18 135	830	95.6%	11 227	10 637
Provinces and municipalities	18 192	-	-	18 192	17 362	830	95.4%	9 921	9 331
Departmental agencies and accounts	-	1	-	1	1	-	100.0%	-	-
Households	985	(106)	(107)	772	772	-	100.0%	1 306	1 306
Payments for capital assets	1 069 557	(222 965)	-	846 592	846 592	-	100.0%	759 600	759 600
Buildings and other fixed structures	959 057	(251 468)	-	707 589	707 589	-	100.0%	694 618	694 618
Machinery and equipment	106 434	23 158	-	129 592	129 592	-	100.0%	60 959	60 959
Intangible assets	4 066	5 345	-	9 411	9 411	-	100.0%	4 023	4 023
Payments for financial assets	200	144	-	344	344	-	100.0%	1 219	1 219
Total	1 807 614	(241 178)	(5 460)	1 560 976	1 560 049	927	99.9%	1 421 210	1 420 620

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Programme 4: Transport Operations									
2018/19								2017/18	
Sub programme	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
1. Programme Support Operations	2 600	(144)	466	2 922	2 922	-	100.0%	2 747	2 679
2. Public Transport Services	1 157 918	1 132	2 578	1 161 628	1 161 627	1	100.0%	1 110 888	1 110 885
3. Transport Safety and Compliance	25 897	(1 570)	-	24 327	24 327	-	100.0%	5 254	4 917
4. Transport Systems	127 241	582	8 389	136 212	136 211	1	100.0%	93 182	93 115
Total for sub programmes	1 313 656	-	11 433	1 325 089	1 325 087	2	100.0%	1 212 071	1 211 596

2018/19								2017/18	
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	229 743	(7)	10 725	240 461	240 460	1	100.0%	175 410	175 087
Compensation of employees	18 831	-	856	19 687	19 687	-	100.0%	17 334	17 334
Salaries and wages	16 481	178	815	17 474	17 474	-	100.0%	15 451	15 451
Social contributions	2 350	(178)	41	2 213	2 213	-	100.0%	1 883	1 883
Goods and services	210 912	(7)	9 869	220 774	220 773	1	100.0%	158 076	157 753
Administrative fees	96	50	-	146	146	-	100.0%	109	109
Advertising	175	(166)	-	9	9	-	100.0%	266	266
Minor assets	28	-	36	64	64	-	100.0%	33	30
Catering: Departmental activities	24	(9)	-	15	15	-	100.0%	27	17
Communication	164	(36)	-	128	128	-	100.0%	128	110

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Computer services	-	2	62	64	64	-	100.0%	10	10
Consultants: Business and advisory services	189 438	(25)	7 836	197 249	197 249	-	100.0%	136 824	136 615
Legal services	12 271	-	147	12 418	12 418	-	100.0%	11 226	11 176
Contractors	11	73	-	84	84	-	100.0%	3	3
Entertainment	6	(2)	-	4	3	1	75.0%	4	2
Fleet services	6 783	56	947	7 786	7 786	-	100.0%	7 415	7 411
Consumable supplies	22	(3)	-	19	19	-	100.0%	24	17
Consumable: Stationery, printing and office supplies	74	(34)	-	40	40	-	100.0%	61	43
Operating leases	135	21	-	156	156	-	100.0%	141	141
Transport provided: Departmental activity	-	9	-	9	9	-	100.0%	-	-
Travel and subsistence	1 468	91	841	2 400	2 400	-	100.0%	1 711	1 711
Training and development	125	-	-	125	125	-	100.0%	-	-
Operating payments	92	(34)	-	58	58	-	100.0%	94	92
Transfers and subsidies	1 083 577	7	-	1 083 584	1 083 583	1	100.0%	1 036 295	1 036 294
Provinces and municipalities	130 752	-	-	130 752	130 752	-	100.0%	113 364	113 364
Municipalities	130 752	-	-	130 752	130 752	-	100.0%	113 364	113 364
Municipal bank accounts	130 752	-	-	130 752	130 752	-	100.0%	113 364	113 364
Departmental agencies and accounts	1	-	-	1	-	1	-	1	-
Departmental agencies	1	-	-	1	-	1	-	1	-
Public corporations and private enterprises	952 824	-	-	952 824	952 824	-	100.0%	922 921	922 921
Private enterprises	952 824	-	-	952 824	952 824	-	100.0%	922 921	922 921
Other transfers to private enterprises	952 824	-	-	952 824	952 824	-	100.0%	922 921	922 921
Households	-	7	-	7	7	-	100.0%	9	9
Social benefits	-	7	-	7	7	-	100.0%	9	9

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Payments for capital assets	327	-	708	1 035	1 035	-	100.0%	364	213
Machinery and equipment	327	-	708	1 035	1 035	-	100.0%	364	213
Transport equipment	51	51	-	102	102	-	100.0%	47	40
Other machinery and equipment	276	(51)	708	933	933	-	100.0%	317	173
Payments for financial assets	9	-	-	9	9	-	100.0%	2	2
Total	1 313 656	-	11 433	1 325 089	1 325 087	2	100.0%	1 212 071	1 211 596

4.1 Programme Support Operations									
Economic classification	2018/19						2017/18		
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	2 484	(33)	466	2 917	2 917	-	100.0%	2 607	2 583
Compensation of employees	2 127	-	466	2 593	2 593	-	100.0%	2 279	2 279
Goods and services	357	(33)	-	324	324	-	100.0%	328	304
Payments for capital assets	116	(111)	-	5	5	-	100.0%	140	96
Machinery and equipment	116	(111)	-	5	5	-	100.0%	140	96
Total	2 600	(144)	466	2 922	2 922	-	100.0%	2 747	2 679

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4.2 Public Transport Services									
	2018/19						2017/18		
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	93 927	1 058	2 578	97 563	97 562	1	100.0%	79 355	79 355
Compensation of employees	10 465	433	390	11 288	11 288	-	100.0%	9 973	9 973
Goods and services	83 462	625	2 188	86 275	86 274	1	100.0%	69 382	69 382
Transfers and subsidies	1 063 910	7	-	1 063 917	1 063 917	-	100.0%	1 031 465	1 031 465
Provinces and municipalities	111 086	-	-	111 086	111 086	-	100.0%	108 544	108 544
Public corporations and private enterprises	952 824	-	-	952 824	952 824	-	100.0%	922 921	922 921
Households	-	7	-	7	7	-	100.0%	-	-
Payments for capital assets	76	67	-	143	143	-	100.0%	68	65
Machinery and equipment	76	67	-	143	143	-	100.0%	68	65
Payments for financial assets	5	-	-	5	5	-	100.0%	-	-
Total	1 157 918	1 132	2 578	1 161 628	1 161 627	1	100.0%	1 110 888	1 110 885

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4.3 Transport Safety and Compliance									
2018/19							2017/18		
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	6 181	(1 586)	-	4 595	4 595	-	100.0%	5 184	4 885
Compensation of employees	3 864	(88)	-	3 776	3 776	-	100.0%	3 370	3 370
Goods and services	2 317	(1 498)	-	819	819	-	100.0%	1 814	1 515
Transfers and subsidies	19 666	-	-	19 666	19 666	-	100.0%	-	-
Provinces and municipalities	19 666	-	-	19 666	19 666	-	100.0%	-	-
Payments for capital assets	46	16	-	62	62	-	100.0%	68	30
Machinery and equipment	46	16	-	62	62	-	100.0%	68	30
Payments for financial assets	4	-	-	4	4	-	100.0%	2	2
Total	25 897	(1 570)	-	24 327	24 327	-	100.0%	5 254	4 917

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4.4 Transport Systems									
	2018/19							2017/18	
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	127 151	554	7 681	135 386	135 386	-	100.0%	88 264	88 264
Compensation of employees	2 375	(345)	-	2 030	2 030	-	100.0%	1 712	1 712
Goods and services	124 776	899	7 681	133 356	133 356	-	100.0%	86 552	86 552
Transfers and subsidies	1	-	-	1	-	1	-	4 830	4 829
Provinces and municipalities	-	-	-	-	-	-	-	4 820	4 820
Departmental agencies and accounts	1	-	-	1	-	1	-	1	-
Households	-	-	-	-	-	-	-	9	9
Payments for capital assets	89	28	708	825	825	-	100.0%	88	22
Machinery and equipment	89	28	708	825	825	-	100.0%	88	22
Total	127 241	582	8 389	136 212	136 211	1	100.0%	93 182	93 115

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Programme 5: Transport Regulation									
2018/19							2017/18		
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Sub programme	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
1. Programme Support Regulation	6 601	(381)	-	6 220	6 217	3	100.0%	7 315	6 765
2. Transport Administration and Licensing	391 601	1 052	11 363	404 016	404 014	2	100.0%	384 541	379 989
3. Operator Licence and Permits	67 303	2 124	1 756	71 183	71 090	93	99.9%	63 400	62 203
4. Law Enforcement	336 492	(2 795)	27 518	361 215	359 728	1 487	99.6%	346 656	345 471
Total for sub programmes	801 997	-	40 637	842 634	841 049	1 585	99.8%	801 912	794 428

2018/19							2017/18		
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	761 877	(194)	41 225	802 908	802 908	-	100.0%	742 079	735 443
Compensation of employees	290 279	-	2 547	292 826	292 826	-	100.0%	275 255	269 196
Salaries and wages	245 799	256	2 547	248 602	248 602	-	100.0%	233 191	228 459
Social contributions	44 480	(256)	-	44 224	44 224	-	100.0%	42 064	40 737
Goods and services	471 598	(194)	38 678	510 082	510 082	-	100.0%	466 823	466 246
Administrative fees	347 499	103	10 591	358 193	358 193	-	100.0%	335 134	335 063
Advertising	4 413	-	18 769	23 182	23 182	-	100.0%	19 773	19 773
Minor assets	232	69	343	644	644	-	100.0%	425	425
Catering: Departmental activities	696	(225)	-	471	471	-	100.0%	473	390

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Communication	6 238	(4 367)	-	1 871	1 871	-	100.0%	2 070	2 063
Computer services	5 375	3 361	3 610	12 346	12 346	-	100.0%	9 850	9 848
Consultants: Business and advisory services	14 394	(3 795)	4 602	15 201	15 201	-	100.0%	5 419	5 419
Legal services	1 207	322	-	1 529	1 529	-	100.0%	671	653
Contractors	1 022	2 725	-	3 747	3 747	-	100.0%	10 635	10 635
Agency and support / outsourced services	25 837	4 392	-	30 229	30 229	-	100.0%	27 209	27 209
Entertainment	12	(8)	-	4	4	-	100.0%	2	2
Fleet services	30 405	(3 874)	-	26 531	26 531	-	100.0%	24 601	24 599
Inventory: Other supplies	-	-	-	-	-	-	-	245	230
Consumable supplies	8 509	(538)	-	7 971	7 971	-	100.0%	8 310	8 299
Consumable: Stationery, printing and office supplies	9 901	1 801	628	12 330	12 330	-	100.0%	11 278	11 256
Operating leases	2 248	(335)	-	1 913	1 913	-	100.0%	1 975	1 975
Property payments	3 096	(112)	-	2 984	2 984	-	100.0%	2 407	2 385
Travel and subsistence	7 205	808	135	8 148	8 148	-	100.0%	4 858	4 733
Training and development	427	(307)	-	120	120	-	100.0%	133	113
Operating payments	2 183	(661)	-	1 522	1 522	-	100.0%	1 189	1 069
Venues and facilities	699	431	-	1 130	1 130	-	100.0%	143	84
Rental and hiring	-	16	-	16	16	-	100.0%	23	23
Interest and rent on land	-	-	-	-	-	-	-	1	1
Interest	-	-	-	-	-	-	-	1	1
Transfers and subsidies	411	156	198	765	756	9	98.8%	935	833
Provinces and municipalities	11	-	-	11	7	4	63.6%	21	4
Provinces	11	-	-	11	7	4	63.6%	21	4
Provincial agencies and funds	11	-	-	11	7	4	63.6%	21	4
Departmental agencies and accounts	10	-	-	10	5	5	50.0%	3	3
Departmental agencies	10	-	-	10	5	5	50.0%	3	3

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Households	390	156	198	744	744	-	100.0%	911	826
Social benefits	230	153	198	581	581	-	100.0%	793	793
Other transfers to households	160	3	-	163	163	-	100.0%	118	33
Payments for capital assets	39 537	-	(786)	38 751	37 175	1 576	95.9%	58 551	57 805
Machinery and equipment	35 151	(1 541)	(786)	32 824	31 248	1 576	95.2%	49 023	48 733
Transport equipment	29 703	(2 708)	(786)	26 209	24 633	1 576	94.0%	39 282	39 114
Other machinery and equipment	5 448	1 167	-	6 615	6 615	-	100.0%	9 741	9 619
Intangible assets	4 386	1 541	-	5 927	5 927	-	100.0%	9 528	9 072
Payments for financial assets	172	38	-	210	210	-	100.0%	347	347
Total	801 997	-	40 637	842 634	841 049	1 585	99.8%	801 912	794 428

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**APPROPRIATION STATEMENT
for the year ended 31 March 2019**

5.1 Programme Support Regulation									
	2018/19						2017/18		
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	6 397	(306)	-	6 091	6 091	-	100.0%	7 230	6 680
Compensation of employees	5 688	(24)	-	5 664	5 664	-	100.0%	6 548	6 151
Goods and services	709	(282)	-	427	427	-	100.0%	682	529
Transfers and subsidies	1	-	-	1	-	1	-	67	67
Departmental agencies and accounts	1	-	-	1	-	1	-	-	-
Households	-	-	-	-	-	-	-	67	67
Payments for capital assets	203	(75)	-	128	126	2	98.4%	18	18
Machinery and equipment	203	(75)	-	128	126	2	98.4%	18	18
Total	6 601	(381)	-	6 220	6 217	3	100.0%	7 315	6 765

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**APPROPRIATION STATEMENT
for the year ended 31 March 2019**

5.2 Transport Administration and Licensing									
	2018/19						2017/18		
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	386 601	(471)	11 219	397 349	397 349	-	100.0%	374 077	370 161
Compensation of employees	28 832	(471)	-	28 361	28 361	-	100.0%	30 695	26 870
Goods and services	357 769	-	11 219	368 988	368 988	-	100.0%	343 382	343 291
Transfers and subsidies	42	-	144	186	184	2	98.9%	53	53
Departmental agencies and accounts	2	-	-	2	-	2	-	-	-
Households	40	-	144	184	184	-	100.0%	53	53
Payments for capital assets	4 958	1 523	-	6 481	6 481	-	100.0%	10 390	9 754
Machinery and equipment	572	(18)	-	554	554	-	100.0%	862	682
Intangible assets	4 386	1 541	-	5 927	5 927	-	100.0%	9 528	9 072
Payments for financial assets	-	-	-	-	-	-	-	21	21
Total	391 601	1 052	11 363	404 016	404 014	2	100.0%	384 541	379 989

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**APPROPRIATION STATEMENT
for the year ended 31 March 2019**

5.3 Operator Licence and Permits									
	2018/19							2017/18	
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	66 347	(62)	1 702	67 987	67 987	-	100.0%	62 354	61 267
Compensation of employees	42 238	(63)	-	42 175	42 175	-	100.0%	40 521	39 714
Goods and services	24 109	1	1 702	25 812	25 812	-	100.0%	21 833	21 553
Transfers and subsidies	88	-	54	142	142	-	100.0%	25	25
Departmental agencies and accounts	1	-	-	1	1	-	100.0%	1	1
Households	87	-	54	141	141	-	100.0%	24	24
Payments for capital assets	868	2 186	-	3 054	2 961	93	97.0%	1 013	903
Machinery and equipment	868	2 186	-	3 054	2 961	93	97.0%	1 013	903
Payments for financial assets	-	-	-	-	-	-	-	8	8
Total	67 303	2 124	1 756	71 183	71 090	93	99.9%	63 400	62 203

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**APPROPRIATION STATEMENT
for the year ended 31 March 2019**

5.4 Law Enforcement									
	2018/19							2017/18	
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	302 532	645	28 304	331 481	331 481	-	100.0%	298 418	297 335
Compensation of employees	213 521	558	2 547	216 626	216 626	-	100.0%	197 491	196 461
Goods and services	89 011	87	25 757	114 855	114 855	-	100.0%	100 926	100 873
Interest and rent on land	-	-	-	-	-	-	-	1	1
Transfers and subsidies	280	156	-	436	430	6	98.6%	790	688
Provinces and municipalities	11	-	-	11	7	4	63.6%	21	4
Departmental agencies and accounts	6	-	-	6	4	2	66.7%	2	2
Households	263	156	-	419	419	-	100.0%	767	682
Payments for capital assets	33 508	(3 634)	(786)	29 088	27 607	1 481	94.9%	47 130	47 130
Machinery and equipment	33 508	(3 634)	(786)	29 088	27 607	1 481	94.9%	47 130	47 130
Payments for financial assets	172	38	-	210	210	-	100.0%	318	318
Total	336 492	(2 795)	27 518	361 215	359 728	1 487	99.6%	346 656	345 471

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**APPROPRIATION STATEMENT
for the year ended 31 March 2019**

Programme 6: Community Based Programmes									
2018/19							2017/18		
Sub programme	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
1. Programme Support Community Based	2 273	(123)	-	2 150	2 147	3	99.9%	1 872	1 829
2. Innovation and Empowerment	36 560	134	1 282	37 976	37 976	-	100.0%	36 610	35 945
3. EPWP co-ordination and Compliance Monitoring	16 773	(11)	(1 010)	15 752	15 752	-	100.0%	15 359	15 130
Total for sub programmes	55 606	-	272	55 878	55 875	3	100.0%	53 841	52 904

2018/19							2017/18		
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	54 894	-	160	55 054	55 051	3	100.0%	52 754	52 179
Compensation of employees	34 201	-	(1 933)	32 268	32 265	3	100.0%	32 769	32 321
Salaries and wages	29 848	-	(1 538)	28 310	28 309	1	100.0%	28 822	28 374
Social contributions	4 353	-	(395)	3 958	3 956	2	99.9%	3 947	3 947
Goods and services	20 693	-	2 093	22 786	22 786	-	100.0%	19 985	19 858
Administrative fees	96	(24)	-	72	72	-	100.0%	67	67
Advertising	345	(345)	-	-	-	-	-	269	269
Minor assets	422	(397)	-	25	25	-	100.0%	55	52
Catering: Departmental activities	597	240	-	837	837	-	100.0%	537	533

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**APPROPRIATION STATEMENT
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Communication	170	9	-	179	179	-	100.0%	180	178
Consultants: Business and advisory services	3 548	256	-	3 804	3 804	-	100.0%	2 969	2 969
Legal services	-	-	-	-	-	-	-	3	3
Contractors	105	(37)	-	68	68	-	100.0%	64	64
Agency and support / outsourced services	-	-	-	-	-	-	-	58	58
Entertainment	4	(4)	-	-	-	-	-	2	-
Fleet services	905	(29)	-	876	876	-	100.0%	638	638
Consumable supplies	265	285	-	550	550	-	100.0%	506	506
Consumable: Stationery, printing and office supplies	170	(33)	-	137	137	-	100.0%	197	110
Operating leases	162	24	-	186	186	-	100.0%	158	158
Property Payments	-	59	-	59	59	-	100.0%	-	-
Travel and subsistence	6 653	(699)	-	5 954	5 954	-	100.0%	6 547	6 525
Training and development	6 917	730	2 093	9 740	9 740	-	100.0%	7 362	7 362
Operating payments	134	(20)	-	114	114	-	100.0%	119	112
Venues and facilities	200	(15)	-	185	185	-	100.0%	254	254
Transfers and subsidies	29	-	-	29	29	-	100.0%	54	54
Departmental agencies and accounts	-	-	-	-	-	-	-	1	1
Departmental agencies	-	-	-	-	-	-	-	1	1
Households	29	-	-	29	29	-	100.0%	53	53
Social benefits	29	-	-	29	29	-	100.0%	11	11
Other transfers to households	-	-	-	-	-	-	-	42	42
Payments for capital assets	683	-	112	795	795	-	100.0%	1 033	671
Machinery and equipment	683	-	112	795	795	-	100.0%	1 023	671

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Transport equipment	508	40	54	602	602	-	100.0%	682	490
Other machinery and equipment	175	(40)	58	193	193	-	100.0%	341	181
Intangible assets	-	-	-	-	-	-	-	10	-
Total	55 606	-	272	55 878	55 875	3	100.0%	53 841	52 904

6.1 Programme Support Community Based									
Economic classification	2018/19							2017/18	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	2 258	(108)	-	2 150	2 147	3	99.9%	1 808	1 803
Compensation of employees	1 918	-	-	1 918	1 915	3	99.8%	1 612	1 612
Goods and services	340	(108)	-	232	232	-	100.0%	196	191
Payments for capital assets	15	(15)	-	-	-	-	-	64	26
Machinery and equipment	15	(15)	-	-	-	-	-	64	26
Total	2 273	(123)	-	2 150	2 147	3	99.9%	1 872	1 829

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**APPROPRIATION STATEMENT
for the year ended 31 March 2019**

6.2 Innovation and Empowerment									
	2018/19							2017/18	
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	36 208	119	1 262	37 589	37 589	-	100.0%	35 944	35 505
Compensation of employees	17 390	-	(831)	16 559	16 559	-	100.0%	17 520	17 082
Goods and services	18 818	119	2 093	21 030	21 030	-	100.0%	18 424	18 423
Transfers and subsidies	29	-	-	29	29	-	100.0%	43	43
Households	29	-	-	29	29	-	100.0%	43	43
Payments for capital assets	323	15	20	358	358	-	100.0%	623	397
Machinery and equipment	323	15	20	358	358	-	100.0%	613	397
Intangible assets	-	-	-	-	-	-	-	10	-
Total	36 560	134	1 282	37 976	37 976	-	100.0%	36 610	35 945

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**APPROPRIATION STATEMENT
for the year ended 31 March 2019**

6.3 EPWP Co-ordination and Compliance Monitoring									
	2018/19						2017/18		
Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	16 428	(11)	(1 102)	15 315	15 315	-	100.0%	15 002	14 871
Compensation of employees	14 893	-	(1 102)	13 791	13 791	-	100.0%	13 637	13 627
Goods and services	1 535	(11)	-	1 524	1 524	-	100.0%	1 365	1 244
Transfers and subsidies	-	-	-	-	-	-	-	11	11
Departmental agencies and accounts	-	-	-	-	-	-	-	1	1
Households	-	-	-	-	-	-	-	10	10
Payments for capital assets	345	-	92	437	437	-	100.0%	346	248
Machinery and equipment	345	-	92	437	437	-	100.0%	346	248
Total	16 773	(11)	(1 010)	15 752	15 752	-	100.0%	15 359	15 130

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**NOTES TO THE APPROPRIATION STATEMENT
for the year ended 31 March 2019**

1. **Detail of transfers and subsidies as per Appropriation Act (after Virement):**

Detail of these transactions can be viewed in the note on Transfers and subsidies, disclosure notes and Annexure 1 (A-D) to the Annual Financial Statements.

2. **Detail of specifically and exclusively appropriated amounts voted (after Virement):**

Detail of these transactions can be viewed in note 1 (Annual Appropriation) to the Annual Financial Statements.

3. **Detail on payments for financial assets**

Detail of these transactions per programme can be viewed in the note on Payments for financial assets to the Annual Financial Statements.

4. **Explanations of material variances from Amounts Voted (after Virement):**

4.1 Per economic classification	Final	Actual	Variance	Variance as a % of
	Appropriation	Expenditure		Final
	R'000	R'000	R'000	Appropriation
				%
Current payments				
Compensation of employees	867 292	867 260	32	0.00%
Goods and services	2 300 747	2 289 693	11 054	0.48%
Interest and rent on land	23	23	-	0.00%
Transfers and subsidies				
Provinces and municipalities	772 465	770 599	1 866	0.24%
Departmental agencies and accounts	116	49	67	57.76%
Public corporations and private enterprises	952 824	952 824	-	0.00%
Households	14 520	14 520	-	0.00%
Payments for capital assets				
Buildings and other fixed structures	2 722 520	2 722 520	-	0.00%
Machinery and equipment	179 088	177 394	1 694	0.95%
Land and subsoil assets	32 957	32 957	-	0.00%
Intangible assets	24 602	24 602	-	0.00%
Payments for financial assets	1 867	1 867	-	0.00%

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**NOTES TO THE APPROPRIATION STATEMENT
for the year ended 31 March 2019**

4.2 Per conditional grant	Final Appropriation R'000	Actual Expenditure R'000	Variance R'000	Variance as a % of Final Appropriation %
<u>Public Works Infrastructure / Transport Infrastructure</u>				
Expanded Public Works Programme Integrated Grant for Province	12 586	12 586	-	0.00%
<u>Transport Infrastructure</u>				
Provincial Roads Maintenance Grant	1 007 414	1 007 414	-	0.00%
<u>Transport Operations</u>				
Public Transport Operations Grant	952 824	952 824	-	0.00%

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**STATEMENT OF FINANCIAL PERFORMANCE
for the year ended 31 March 2019**

	Note	2018/19 R'000	2017/18 R'000
REVENUE			
Annual appropriation	1	7 869 021	7 548 588
Departmental revenue	2	135 466	229 015
TOTAL REVENUE		8 004 487	7 777 603
EXPENDITURE			
Current expenditure			
Compensation of employees	3	867 260	776 230
Goods and services	4	2 289 693	2 150 493
Interest and rent on land	5	23	19
Total current expenditure		3 156 976	2 926 742
Transfers and subsidies			
Transfers and subsidies	7	1 737 992	1 640 477
Total transfers and subsidies		1 737 992	1 640 477
Expenditure for capital assets			
Tangible assets	8	2 932 871	2 903 294
Intangible assets	8	24 602	31 032
Total expenditure for capital assets		2 957 473	2 934 326
Payments for financial assets	6	1 867	2 075
TOTAL EXPENDITURE		7 854 308	7 503 620
SURPLUS FOR THE YEAR		150 179	273 983
Reconciliation of Net Surplus for the year			
Voted funds		14 713	44 968
Annual appropriation		14 713	44 968
Departmental revenue	13	135 466	229 015
SURPLUS FOR THE YEAR		150 179	273 983

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**STATEMENT OF FINANCIAL POSITION
as at 31 March 2019**

	Note	2018/19 R'000	2017/18 R'000
ASSETS			
Current assets		142 150	170 805
Cash and cash equivalents	9	93 788	126 203
Prepayments and advances	10	17 972	15 779
Receivables	11	30 390	28 823
Non-current assets		366	399
Receivables	11	366	399
TOTAL ASSETS		142 516	171 204
LIABILITIES			
Current liabilities		140 102	167 997
Voted funds to be surrendered to the Revenue Fund	12	14 713	44 968
Departmental revenue to be surrendered to the Revenue Fund	13	116 788	109 355
Payables	14	8 601	13 674
TOTAL LIABILITIES		140 102	167 997
NET ASSETS		2 414	3 207
Represented by:			
Recoverable revenue		2 414	3 207
TOTAL		2 414	3 207

**WESTERN CAPE GOVERNMENT
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**STATEMENT OF CHANGES IN NET ASSETS
for the year ended 31 March 2019**

	Note	2018/19 R'000	2017/18 R'000
Recoverable revenue			
Opening balance		3 207	3 125
Transfers:		(793)	82
Irrecoverable amounts written off	6.2	(925)	(313)
Debts revised		(348)	(293)
Debts recovered (included in departmental receipts)		(577)	(482)
Debts raised		1 057	1 170
Closing balance		<u>2 414</u>	<u>3 207</u>
TOTAL		<u><u>2 414</u></u>	<u><u>3 207</u></u>

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**CASH FLOW STATEMENT
for the year ended 31 March 2019**

	Note	2018/19 R'000	2017/18 R'000
CASH FLOWS FROM OPERATING ACTIVITIES			
Receipts		9 698 182	9 270 327
Annual appropriated funds received	1.1	7 869 021	7 548 588
Departmental revenue received	2	1 829 019	1 720 755
Interest received	2.3	142	984
Net (increase)/decrease in working capital		(8 800)	(26 919)
Surrendered to Revenue Fund		(1 872 979)	(1 746 401)
Current payments		(3 156 953)	(2 926 723)
Interest paid	5	(23)	(19)
Payments for financial assets		(1 867)	(2 075)
Transfers and subsidies paid		(1 737 992)	(1 640 477)
Net cash flow available from operating activities	15	2 919 568	2 927 713
CASH FLOWS FROM INVESTING ACTIVITIES			
Payments for capital assets	8	(2 957 473)	(2 934 326)
Proceeds from sale of capital assets	2.4	6 283	475
Net cash flows from investing activities		(2 951 190)	(2 933 851)
CASH FLOWS FROM FINANCING ACTIVITIES			
Increase/(decrease) in net assets		(793)	82
Net cash flows from financing activities		(793)	82
Net increase/(decrease) in cash and cash equivalents		(32 415)	(6 056)
Cash and cash equivalents at beginning of period		126 203	132 259
Cash and cash equivalents at end of period	16	93 788	126 203

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**NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2019**

PART A: ACCOUNTING POLICIES

Summary of significant accounting policies

The financial statements have been prepared in accordance with the following policies, which have been applied consistently in all material aspects, unless otherwise indicated. Management has concluded that the financial statements present fairly the department's primary and secondary information.

The historical cost convention has been used, except where otherwise indicated. Management has used assessments and estimates in preparing the annual financial statements. These are based on the best information available at the time of preparation.

Where appropriate and meaningful, additional information has been disclosed to enhance the usefulness of the financial statements and to comply with the statutory requirements of the Public Finance Management Act (PFMA), Act 1 of 1999 (as amended by Act 29 of 1999), and the Treasury Regulations issued in terms of the PFMA and the annual Division of Revenue Act.

1 Basis of preparation

The financial statements have been prepared in accordance with the Modified Cash Standard.

2 Going concern

The financial statements have been prepared on a going concern basis.

3 Presentation currency

Amounts have been presented in the currency of the South African Rand (R) which is also the functional currency of the department.

4 Rounding

Unless otherwise stated financial figures have been rounded to the nearest one thousand Rand (R'000).

5 Foreign currency translation

Cash flows arising from foreign currency transactions are translated into South African Rands using the spot exchange rates prevailing at the date of payment / receipt.

6 Comparative information

6.1 Prior period comparative information

Prior period comparative information has been presented in the current year's financial statements. Where necessary figures included in the prior period financial statements have been reclassified to ensure that the format in which the information is presented is consistent with the format of the current year's financial statements.

6.2 Current year comparison with budget

A comparison between the approved, final budget and actual amounts for each programme and economic classification is included in the appropriation statement.

7 Revenue

7.1 Appropriated funds

Appropriated funds comprise of departmental allocations as well as direct charges against the revenue fund (i.e. statutory appropriation).

Appropriated funds are recognised in the statement of financial performance on the date the appropriation becomes effective. Adjustments made in terms of the adjustments budget process are recognised in the statement of financial performance on the date the adjustments become effective.

The net amount of any appropriated funds due to / from the relevant revenue fund at the reporting date is

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**NOTES TO THE ANNUAL FINANCIAL STATEMENTS
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recognised as a payable / receivable in the statement of financial position.

7.2 Departmental revenue

Departmental revenue is recognised in the statement of financial performance when received and is subsequently paid into the relevant revenue fund, unless stated otherwise.

Any amount owing to the relevant revenue fund at the reporting date is recognised as a payable in the statement of financial position.

7.3 Accrued departmental revenue

Accruals in respect of departmental revenue (excluding tax revenue) are recorded in the notes to the financial statements when:

- it is probable that the economic benefits or service potential associated with the transaction will flow to the department; and
- the amount of revenue can be measured reliably.

The accrued revenue is measured at the fair value of the consideration receivable.

Accrued tax revenue (and related interest and / penalties) is measured at amounts receivable from collecting agents.

Write-offs are made according to the department's debt write-off policy.

8 Expenditure

8.1 Compensation of employees

8.1.1 Salaries and wages

Salaries and wages are recognised in the statement of financial performance on the date of payment.

8.1.2 Social contributions

Social contributions made by the department in respect of current employees are recognised in the statement of financial performance on the date of payment.

Social contributions made by the department in respect of ex-employees are classified as transfers to households in the statement of financial performance on the date of payment.

8.2 Other expenditure

Other expenditure (such as goods and services, transfers and subsidies and payments for capital assets) is recognised in the statement of financial performance on the date of payment. The expense is classified as a capital expense if the total consideration paid is more than the capitalisation threshold.

8.3 Accruals and payables not recognised

Accruals and payables not recognised are recorded in the notes to the financial statements at cost at the reporting date.

8.4 Leases

8.4.1 Operating leases

Operating lease payments made during the reporting period are recognised as current expenditure in the statement of financial performance on the date of payment.

The operating lease commitments are recorded in the notes to the financial statements.

8.4.2 Finance leases

Finance lease payments made during the reporting period are recognised as capital expenditure in the statement of financial performance on the date of payment.

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The finance lease commitments are recorded in the notes to the financial statements and are not apportioned between the capital and interest portions.

Finance lease assets acquired at the end of the lease term are recorded and measured at the lower of:

- cost, being the fair value of the asset; or
- the sum of the minimum lease payments made, including any payments made to acquire ownership at the end of the lease term, excluding interest.

Finance lease liabilities are not recognised in the statement of financial position and as such finance lease payments do not reduce liabilities in the statement of financial position. Payments to the lessors are recognised as payments for capital assets in the statement of financial performance and as a result are reflected as cash for investing activities in the cash flow statement.

9 Aid Assistance

9.1 Aid assistance received

Aid assistance received in cash is recognised in the statement of financial performance when received. In-kind aid assistance is recorded in the notes to the financial statements on the date of receipt and is measured at fair value.

Aid assistance not spent for the intended purpose and any unutilised funds from aid assistance that are required to be refunded to the donor are recognised as a payable in the statement of financial position.

9.2 Aid assistance paid

Aid assistance paid is recognised in the statement of financial performance on the date of payment. Aid assistance payments made prior to the receipt of funds are recognised as a receivable in the statement of financial position.

10 Cash and cash equivalents

Cash and cash equivalents are stated at cost in the statement of financial position.

Bank overdrafts are shown separately on the face of the statement of financial position as a current liability.

For the purposes of the cash flow statement, cash and cash equivalents comprise cash on hand, deposits held, other short-term highly liquid investments and bank overdrafts.

11 Prepayments and advances

Prepayments and advances are recognised in the statement of financial position when the department receives or disburses the cash.

Prepayments and advances are initially and subsequently measured at cost.

12 Loans and receivables

Loans and receivables are recognised in the statement of financial position at cost plus accrued interest, where interest is charged, less amounts already settled or written-off. Write-offs are made according to the department's write-off policy.

13 Investments

Investments are recognised in the statement of financial position at cost.

14 Financial assets

14.1 Financial assets (not covered elsewhere)

A financial asset is recognised initially at its cost-plus transaction costs that are directly attributable to the acquisition or issue of the financial asset.

At the reporting date, a department shall measure its financial assets at cost, less amounts already settled

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or written-off, except for recognised loans and receivables, which are measured at cost plus accrued interest, where interest is charged, less amounts already settled or written-off.

14.2 Impairment of financial assets

Where there is an indication of impairment of a financial asset, an estimation of the reduction in the recorded carrying value, to reflect the best estimate of the amount of the future economic benefits expected to be received from that asset, is recorded in the notes to the financial statements.

15 Payables

Payables recognised in the statement of financial position are recognised at cost.

16 Capital Assets

16.1 Immovable capital assets

Immovable assets reflected in the asset register of the department are recorded in the notes to the financial statements at cost or fair value where the cost cannot be determined reliably. Immovable assets acquired in a non-exchange transaction are recorded at fair value at the date of acquisition. Immovable assets are subsequently carried in the asset register at cost and are not currently subject to depreciation or impairment.

Subsequent expenditure of a capital nature forms part of the cost of the existing asset when ready for use.

Additional information on immovable assets not reflected in the assets register is provided in the notes to financial statements.

16.2 Movable capital assets

Movable capital assets are initially recorded in the notes to the financial statements at cost. Movable capital assets acquired through a non-exchange transaction is measured at fair value as at the date of acquisition.

Where the cost of movable capital assets cannot be determined reliably, the movable capital assets are measured at fair value and where fair value cannot be determined; the movable assets are measured at R1.

All assets acquired prior to 1 April 2002 (or a later date as approved by the OAG) may be recorded at R1.

Movable capital assets are subsequently carried at cost and are not subject to depreciation or impairment.

Subsequent expenditure that is of a capital nature forms part of the cost of the existing asset when ready for use.

16.3 Intangible assets

Intangible assets are initially recorded in the notes to the financial statements at cost. Intangible assets acquired through a non-exchange transaction are measured at fair value as at the date of acquisition.

Internally generated intangible assets are recorded in the notes to the financial statements when the department commences the development phase of the project.

Where the cost of intangible assets cannot be determined reliably, the intangible capital assets are measured at fair value and where fair value cannot be determined; the intangible assets are measured at R1.

All assets acquired prior to 1 April 2002 (or a later date as approved by the OAG) may be recorded at R1.

Intangible assets are subsequently carried at cost and are not subject to depreciation or impairment.

Subsequent expenditure of a capital nature forms part of the cost of the existing asset when ready for use.

16.4 Project Costs: Work-in-progress

Expenditure of a capital nature is initially recognised in the statement of financial performance at cost when

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paid.

Amounts paid towards capital projects are separated from the amounts recognised and accumulated in work-in-progress until the underlying asset is ready for use. Once ready for use, the total accumulated payments are recorded in an asset register. Subsequent payments to complete the project are added to the capital asset in the asset register.

Where the department is not the custodian of the completed project asset, the asset is transferred to the custodian subsequent to completion.

17 Provisions and Contingents

17.1 Provisions

Provisions are recorded in the notes to the financial statements when there is a present legal or constructive obligation to forfeit economic benefits as a result of events in the past and it is probable that an outflow of resources embodying economic benefits or service potential will be required to settle the obligation and a reliable estimate of the obligation can be made. The provision is measured as the best estimate of the funds required to settle the present obligation at the reporting date.

17.2 Contingent liabilities

Contingent liabilities are recorded in the notes to the financial statements when there is a possible obligation that arises from past events, and whose existence will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not within the control of the department or when there is a present obligation that is not recognised because it is not probable that an outflow of resources will be required to settle the obligation or the amount of the obligation cannot be measured reliably.

17.3 Contingent assets

Contingent assets are recorded in the notes to the financial statements when a possible asset arises from past events, and whose existence will be confirmed by the occurrence or non-occurrence of one or more uncertain future events not within the control of the department.

17.4 Commitments

Commitments (other than for transfers and subsidies) are recorded at cost in the notes to the financial statements when there is a contractual arrangement or an approval by management in a manner that raises a valid expectation that the department will discharge its responsibilities thereby incurring future expenditure that will result in the outflow of cash.

18 Unauthorised expenditure

Unauthorised expenditure is recognised in the statement of financial position until such time as the expenditure is either:

- approved by Parliament or the Provincial Legislature with funding and the related funds are received; or
- approved by Parliament or the Provincial Legislature without funding and is written off against the appropriation in the statement of financial performance; or
- transferred to receivables for recovery.

Unauthorised expenditure is measured at the amount of the confirmed unauthorised expenditure.

19 Fruitless and wasteful expenditure

Fruitless and wasteful expenditure is recorded in the notes to the financial statements when confirmed. The amount recorded is equal to the total value of the fruitless and or wasteful expenditure incurred.

Fruitless and wasteful expenditure is removed from the notes to the financial statements when it is resolved

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or transferred to receivables for recovery.

Fruitless and wasteful expenditure receivables are measured at the amount that is expected to be recoverable and are de-recognised when settled or subsequently written-off as irrecoverable.

20 Irregular expenditure

Irregular expenditure is recorded in the notes to the financial statements when confirmed. The amount recorded is equal to the value of the irregular expenditure incurred unless it is impracticable to determine, in which case reasons therefor are provided in the note.

Irregular expenditure is removed from the note when it is either condoned by the relevant authority, transferred to receivables for recovery or not condoned and is not recoverable.

Irregular expenditure receivables are measured at the amount that is expected to be recoverable and are de-recognised when settled or subsequently written-off as irrecoverable.

21 Changes in accounting policies, accounting estimates and errors

Changes in accounting policies that are affected by management have been applied retrospectively in accordance with MCS requirements, except to the extent that it is impracticable to determine the period-specific effects or the cumulative effect of the change in policy. In such instances the department shall restate the opening balances of assets, liabilities and net assets for the earliest period for which retrospective restatement is practicable.

Changes in accounting estimates are applied prospectively in accordance with MCS requirements.

Correction of errors is applied retrospectively in the period in which the error has occurred in accordance with MCS requirements, except to the extent that it is impracticable to determine the period-specific effects or the cumulative effect of the error. In such cases the department shall restate the opening balances of assets, liabilities and net assets for the earliest period for which retrospective restatement is practicable.

22 Events after the reporting date

Events after the reporting date that are classified as adjusting events have been accounted for in the financial statements. The events after the reporting date that are classified as non-adjusting events after the reporting date have been disclosed in the notes to the financial statements.

23 Principal-Agent arrangements

The department is acting as a principal when it has the power to exercise beneficial control over an activity. The department has beneficial control when it has both the power to direct the activity, and the ability to benefit from that power. In the public sector, "benefits" can consist of economic benefits, service potential or both. Activities, in this context, would consist of events, tasks or processes that give rise to a flow of economic benefits or service potential between the department and other parties.

Where the department acts as a principal it discloses as part of the primary financial information, the following in the notes to the financial statements, the total payments made to its agents (where applicable) during the period; and an explanation about the nature, circumstances and terms relating to the arrangements.

Where a department is acting as an agent for another department or public sector entity it shall disclose as part of the primary financial information, the following in the notes to the financial statements; a reconciliation between total agency funds received and disbursements made in executing the agency services; an explanation of differences between amounts spent on behalf of the other party, and any reimbursements received in the reporting period; any revenue earned from rendering the agency service, and the amount of revenue recognised based on cash receipts during the reporting period; a narrative description and explanation of assets belonging to other entities that are held in the custody of the department; and an explanation about the nature, circumstances and terms relating to the arrangements

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24 Capitalisation reserve

The capitalisation reserve comprises of financial assets and/or liabilities originating in a prior reporting period but which are recognised in the statement of financial position for the first time in the current reporting period. Amounts are recognised in the capitalisation reserves when identified in the current period and are transferred to the National/Provincial Revenue Fund when the underlying asset is disposed and the related funds are received.

25 Recoverable revenue

Amounts are recognised as recoverable revenue when a payment made in a previous financial year becomes recoverable from a debtor in the current financial year. Amounts are either transferred to the National/Provincial Revenue Fund when recovered or are transferred to the statement of financial performance when written-off.

26 Related party transactions

A related party transaction is a transfer of resources, services or obligations between the reporting entity and a related party. Related party transactions within the Minister/MEC's portfolio are recorded in the notes to the financial statements when the transaction is not at arm's length.

Key management personnel are those persons having the authority and responsibility for planning, directing and controlling the activities of the department. The number of individuals and their full compensation is recorded in the notes to the financial statements.

27 Inventories (Effective from date determined in a Treasury Instruction)

At the date of acquisition, inventories are recognised at cost in the statement of financial performance.

Where inventories are acquired as part of a non-exchange transaction, the inventories are measured at fair value as at the date of acquisition.

Inventories are subsequently measured at the lower of cost and net realisable value or where intended for distribution (or consumed in the production of goods for distribution) at no or a nominal charge, the lower of cost and current replacement value.

The cost of inventories is assigned by using the weighted average cost basis.

28 Public-Private Partnerships

Public Private Partnerships are accounted for based on the nature and or the substance of the partnership. The transaction is accounted for in accordance with the relevant accounting policies.

A summary of the significant terms of the PPP agreement, the parties to the agreement, and the date of commencement thereof together with the description and nature of the concession fees received, the unitary fees paid, rights and obligations of the department are recorded in the notes to the financial statements.

29 Employee benefits

The value of each major class of employee benefit obligation (accruals, payables not recognised and provisions) is disclosed in the Employee benefits note.

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PART B: EXPLANATORY NOTES

1. Annual Appropriation

1.1 Annual Appropriation

Included are funds appropriated in terms of the Appropriation Act (and the Adjustments Appropriation Act) for National Departments (Voted funds) and Provincial Departments:

	2018/19			2017/18	
	Final	Actual Funds	Funds not	Final	Appropriation
	Appropriation	Received	requested/not received	Appropriation	received
	R'000	R'000	R'000	R'000	R'000
Administration	196 359	196 359	-	174 981	174 981
Public Works	1 919 926	1 919 926	-	1 866 836	1 866 836
Infrastructure					
Transport	3 529 135	3 529 135	-	3 438 947	3 438 947
Infrastructure					
Transport Operations	1 325 089	1 325 089	-	1 212 071	1 212 071
Transport Regulation	842 634	842 634	-	801 912	801 912
Community Based Programmes	55 878	55 878	-	53 841	53 841
Total	7 869 021	7 869 021	-	7 548 588	7 548 588

1.2 Conditional grants

	Note	2018/19	2017/18
		R'000	R'000
Total grants received	33	<u>1 972 824</u>	<u>1 879 462</u>

2. Departmental revenue

	Note	2018/19	2017/18
		R'000	R'000
Tax revenue		1 684 941	1 572 067
Sales of goods and services other than capital assets	2.1	119 028	127 679
Fines, penalties and forfeits	2.2	2 409	1 602
Interest, dividends and rent on land	2.3	142	984
Sales of capital assets	2.4	6 283	475
Transactions in financial assets and liabilities	2.5	15 641	16 407
Transfer received	2.6	7 000	3 000
Total revenue collected		<u>1 835 444</u>	<u>1 722 214</u>
Less: Own revenue included in appropriation	13	<u>(1 699 978)</u>	<u>(1 493 199)</u>
Departmental revenue collected		<u>135 466</u>	<u>229 015</u>

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2.1	Sales of goods and services other than capital assets		2018/19	2017/18
		Note	R'000	R'000
		2		
	Sales of goods and services produced by the department		117 457	127 639
	Sales by market establishment		82 325	88 127
	Administrative fees		31 653	36 304
	Other sales		3 479	3 208
	Sales of scrap, waste and other used current goods		1 571	40
	Total		119 028	127 679
2.2	Fines, penalties and forfeits		2018/19	2017/18
		Note	R'000	R'000
		2		
	Fines – Impound fees		2 409	1 602
	Total		2 409	1 602
2.3	Interest, dividends and rent on land		2018/19	2017/18
		Note	R'000	R'000
		2		
	Interest		142	984
	Total		142	984
2.4	Sale of capital assets		2018/19	2017/18
		Note	R'000	R'000
		2		
	Tangible assets			
	Buildings and other fixed structures	29	1 500	475
	Machinery and equipment	27	4 783	-
	Total		6 283	475
2.5	Transactions in financial assets and liabilities		2018/19	2017/18
		Note	R'000	R'000
		2		
	Receivables		1 637	928
	Other Receipts including Recoverable Revenue		14 004	15 479
	Total		15 641	16 407
2.6	Transfers received		2018/19	2017/18
		Note	R'000	R'000
		2		
	Other governmental units		7 000	3 000
	Total		7 000	3 000

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3.	Compensation of employees		
3.1	Salaries and Wages		
		2018/19	2017/18
		R'000	R'000
	Basic salary	594 310	532 503
	Performance award	11 146	7 901
	Service Based	1 602	1 704
	Compensative/circumstantial	27 840	22 015
	Periodic payments	290	1 126
	Other non-pensionable allowances	112 629	102 741
	Total	<u>747 817</u>	<u>667 990</u>
3.2	Social contributions		
		2018/19	2017/18
		R'000	R'000
	Employer contributions		
	Pension	73 326	65 653
	Medical	45 920	42 408
	Bargaining council	197	179
	Total	<u>119 443</u>	<u>108 240</u>
	Total compensation of employees	<u>867 260</u>	<u>776 230</u>
	Average number of employees	<u>2 236</u>	<u>2 184</u>

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4. Goods and services

	Note	2018/19 R'000	2017/18 R'000
Administrative fees		358 653	335 420
Advertising		24 276	21 384
Minor assets	4.1	4 711	3 795
Bursaries (employees)		2 081	1 525
Catering		2 236	1 409
Communication		5 356	5 702
Computer services	4.2	61 982	42 892
Consultants: Business and advisory services		390 665	362 721
Infrastructure and planning services		45 182	42 802
Laboratory services		5	7
Legal services		20 896	15 478
Contractors		447 327	441 009
Agency and support / outsourced services		41 855	27 267
Entertainment		42	28
Audit cost – external	4.3	9 307	13 026
Fleet services		62 122	52 336
Inventory	4.4	2 683	7 516
Consumables	4.5	54 041	55 111
Operating leases		177 372	167 878
Property payments	4.6	522 751	511 083
Rental and hiring		16	23
Transport provided as part of departmental activities		9	-
Travel and subsistence	4.7	30 133	24 875
Venues and facilities		1 694	790
Training and development		19 727	12 778
Other operating expenditure	4.8	4 571	3 638
Total		2 289 693	2 150 493

4.1 Minor assets

	Note	2018/19 R'000	2017/18 R'000
	4		
Tangible assets			
Machinery and equipment		4 711	3 795
Total		4 711	3 795

4.2 Computer services

	Note	2018/19 R'000	2017/18 R'000
	4		
SITA computer services		1 891	1 799
External computer service providers		60 091	41 093
Total		61 982	42 892

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4.3	Audit cost – External			
		Note	2018/19	2017/18
		4	R'000	R'000
	Regularity audits		8 952	12 660
	Computer audits		355	366
	Total		<u>9 307</u>	<u>13 026</u>
4.4	Inventory			
		Note	2018/19	2017/18
			R'000	R'000
	Other supplies	4.4.1	2 683	7 516
	Total		<u>2 683</u>	<u>7 516</u>
4.4.1	Other supplies			
		Note	2018/19	2017/18
		4.4	R'000	R'000
	Ammunition and security supplies		-	230
	Assets for distribution			
	Other assets for distribution		2 683	7 286
	Total		<u>2 683</u>	<u>7 516</u>
4.5	Consumables			
		Note	2018/19	2017/18
		4	R'000	R'000
	Consumable supplies		38 473	40 908
	Uniform and clothing		5 162	9 836
	Household supplies		2 188	1 643
	Building material and supplies		25 843	27 079
	Communication accessories		3 623	176
	IT consumables		231	146
	Other consumables		1 426	2 028
	Stationery, printing and office supplies		15 568	14 203
	Total		<u>54 041</u>	<u>55 111</u>
4.6	Property payments			
		Note	2018/19	2017/18
		4	R'000	R'000
	Municipal services		124 633	112 539
	Property management fees		4 854	6 106
	Property maintenance and repairs		249 513	248 073
	Other		143 751	144 365
	Total		<u>522 751</u>	<u>511 083</u>

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4.7	Travel and subsistence		2018/19	2017/18
		Note	R'000	R'000
		4		
	Local		29 093	24 662
	Foreign		1 040	213
	Total		<u><u>30 133</u></u>	<u><u>24 875</u></u>
4.8	Other operating expenditure		2018/19	2017/18
		Note	R'000	R'000
		4		
	Professional bodies, membership and subscription fees		234	171
	Resettlement costs		380	224
	Other		3 957	3 243
	Total		<u><u>4 571</u></u>	<u><u>3 638</u></u>
5.	Interest and rent on land		2018/19	2017/18
		Note	R'000	R'000
	Interest paid		23	19
	Total		<u><u>23</u></u>	<u><u>19</u></u>
6.	Payments for financial assets		2018/19	2017/18
		Note	R'000	R'000
	Other material losses written off	6.1	718	1 548
	Debts written off	6.2	1 149	527
	Total		<u><u>1 867</u></u>	<u><u>2 075</u></u>
6.1	Other material losses written off		2018/19	2017/18
		Note	R'000	R'000
		6		
	Nature of losses			
	Damages and losses to Government Motor Transport Vehicles (31 cases)		346	318
	Damages and losses to Road Construction and Maintenance Plant Equipment (59 cases)		344	1 162
	Other Losses – Damage to Private vehicles (2 cases)		-	66
	Damages to hired vehicles (2 cases)		6	2
	Other Losses (2 cases)		22	-
	Total		<u><u>718</u></u>	<u><u>1 548</u></u>

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6.2	Debts written off		2018/19	2017/18
		Note	R'000	R'000
		6		
	Nature of debts written off			
	Recoverable revenue written off			
	Debts - Ex-employees (2 cases)		5	1
	Other (17 cases)		249	186
	Debts - Bursaries (4 cases)		671	126
	Total		<u>925</u>	<u>313</u>
	Other debt written off			
	Other debts (37 cases)		218	87
	Debts - Bursaries (1 case)		-	104
	Debts - Ex Employees (4 cases)		6	23
	Total		<u>224</u>	<u>214</u>
	Total debt written off		<u>1 149</u>	<u>527</u>

Other debts written off mainly relates to irrecoverable leave without pay.

7.	Transfers and subsidies		2018/19	2017/18
			R'000	R'000
		Note		
	Provinces and municipalities	Annex 1A	770 599	700 599
	Departmental agencies and accounts	Annex 1B	49	15
	Public corporations and private enterprises	Annex 1C	952 824	922 921
	Households	Annex 1D	14 520	16 942
	Total		<u>1 737 992</u>	<u>1 640 477</u>

8.	Expenditure for capital assets		2018/19	2017/18
		Note	R'000	R'000
	Tangible assets			
			2 932 871	2 903 294
	Buildings and other fixed structures	29	2 722 520	2 754 484
	Machinery and equipment	27	177 394	122 700
	Land and subsoil assets	29	32 957	26 110
	Intangible assets			
			24 602	31 032
	Software	28	24 602	31 032
	Total		<u>2 957 473</u>	<u>2 934 326</u>

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8.1 Analysis of funds utilised to acquire capital assets – 2018/19	Voted funds R'000	Aid assistance R'000	Total R'000
Tangible assets	2 932 871	-	2 932 871
Buildings and other fixed structures	2 722 520	-	2 722 520
Machinery and equipment	177 394	-	177 394
Land and subsoil assets	32 957	-	32 957
Intangible assets	24 602	-	24 602
Software	24 602	-	24 602
Total	2 957 473	-	2 957 473

8.2 Analysis of funds utilised to acquire capital assets – 2017/18	Voted funds R'000	Aid assistance R'000	Total R'000
Tangible assets	2 903 294	-	2 903 294
Buildings and other fixed structures	2 754 484	-	2 754 484
*Machinery and equipment	122 700	-	122 700
Land and subsoil assets	26 110	-	26 110
Intangible assets	31 032	-	31 032
Software	31 032	-	31 032
Total	2 934 326	-	2 934 326

*Included in Machinery and equipment is an advance expensed to the amount of R20 million, relating to motor vehicle equipment for Traffic Law Enforcement (2017/18).

8.3 Finance lease expenditure included in Expenditure for capital assets	Note	2018/19 R'000	2017/18 R'000
Tangible assets			
Machinery and equipment		30 288	27 181
Total		30 288	27 181

9. Cash and cash equivalents	Note	2018/19 R'000	2017/18 R'000
Consolidated Paymaster General Account		141 203	152 526
Cash receipts		-	(23)
Disbursements		(47 420)	(26 305)
Cash on hand		5	5
Total		93 788	126 203

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10.	Prepayments and advances			
		Note	2018/19	2017/18
			R'000	R'000
	Travel and subsistence		71	85
	Advances paid (Not expensed)	10.1	17 901	15 694
	Total		<u>17 972</u>	<u>15 779</u>

10.1	Advances paid (Not expensed)			
		Note	Less: Amount expensed in current year	Add: Current Year advances
			Balance as at 1 April 2018	Balance as at 31 March 2019
			R'000	R'000
	District Municipalities	10	15 694	(567)
	Total		<u>15 694</u>	<u>(567)</u>

		Note	Less: Amount expensed in current year	Add: Current Year advances
			Balance as at 1 April 2017	Balance as at 31 March 2018
			R'000	R'000
	District Municipalities	10	18 413	(5 794)
	Total		<u>18 413</u>	<u>(5 794)</u>

10.2	Advances paid (Expensed)			
		Note	Less: Received in the current year	Add: Current Year advances
			Amount as at 1 April 2018	Amount as at 31 March 2019
			R'000	R'000
	Government Motor Transport	10	20 000	(20 000)
	Total		<u>20 000</u>	<u>(20 000)</u>

		Note	Less: Received in the current year	Add: Current Year advances
			Amount as at 1 April 2017	Amount as at 31 March 2018
			R'000	R'000
	Government Motor Transport		-	-
	Total		<u>-</u>	<u>-</u>

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11. Receivables

		2018/19			2017/18		
		Current	Non-current	Total	Current	Non-current	Total
		R'000	R'000	R'000	R'000	R'000	R'000
	Note						
Claims recoverable	11.1	23 005	-	23 005	21 953	-	21 953
Recoverable expenditure	11.2	3 228	-	3 228	2 267	-	2 267
Staff debt	11.3	4 157	366	4 523	4 603	399	5 002
Total		30 390	366	30 756	28 823	399	29 222

11.1 Claims recoverable

		Note	2018/19	2017/18
			R'000	R'000
National departments		Annex 3	371	34
Provincial departments		Annex 3	7 945	17 081
Trading entity		Annex 3	3 399	2 971
Households and non-profit institutions			181	181
Local governments			11 109	1 686
Total			23 005	21 953

11.2 Recoverable expenditure (disallowance accounts)

		Note	2018/19	2017/18
			R'000	R'000
Disallowance: Miscellaneous			234	26
Disallowance: Damages and Losses			2 994	2 241
Total			3 228	2 267

11.3 Staff debt

		Note	2018/19	2017/18
			R'000	R'000
Staff Debt/Ex-employees/Bursary Debt			4 519	4 985
Salary Tax Debt			1	1
Salary Medical Aid Debt			1	5
Salary Pension Fund			2	11
Total			4 523	5 002

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11.4	Impairment of receivables	Note	2018/19 R'000	2017/18 R'000
	Estimate of impairment of receivables		2 642	3 401
	Total		<u>2 642</u>	<u>3 401</u>

The impairment is based on debtors that were handed over to the State Attorney and Legal Services for recovery.

12.	Voted funds to be surrendered to the Revenue Fund	Note	2018/19 R'000	2017/18 R'000
	Opening balance		44 968	63 956
	Transfer from statement of financial performance		14 713	44 968
	Paid during the year		(44 968)	(63 956)
	Closing balance		<u>14 713</u>	<u>44 968</u>

13.	Departmental revenue and NRF Receipts to be surrendered to the Revenue Fund	Note	2018/19 R'000	2017/18 R'000
	Opening balance		109 355	69 586
	Transfer from Statement of Financial Performance		135 466	229 015
	Own revenue included in appropriation		1 699 978	1 493 199
	Paid during the year		(1 828 011)	(1 682 445)
	Closing balance		<u>116 788</u>	<u>109 355</u>

14.	Payables – current	Note	2018/19 R'000	2017/18 R'000
	Clearing accounts	14.1	285	48
	Other payables	14.2	8 316	13 626
	Total		<u>8 601</u>	<u>13 674</u>

14.1	Clearing accounts	Note	2018/19 R'000	2017/18 R'000
	Salary: Government Employees Housing Fund refunds	14	121	36
	Salary: Income Tax		164	12
	Total		<u>285</u>	<u>48</u>

14.2	Other payables	Note	2018/19 R'000	2017/18 R'000
	National Skills Fund	14	2 704	3 056
	Contractor Guarantees		2 442	2 843
	E- Natis (Administrative fees)		3 170	7 727
	Total		<u>8 316</u>	<u>13 626</u>

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15.	Net cash flow available from operating activities			
		Note	2018/19	2017/18
			R'000	R'000
	Net surplus as per Statement of Financial Performance		150 179	273 983
	Add back non- cash/cash movements not deemed operating activities		2 769 389	2 653 730
	(Increase)/decrease in receivables		(1 534)	(18 085)
	(Increase)/decrease in prepayments and advances		(2 193)	2 736
	Increase/(decrease) in payables – current		(5 073)	(11 570)
	Proceeds from sale of capital assets		(6 283)	(475)
	Expenditure on capital assets		2 957 473	2 934 326
	Surrenders to Revenue Fund		(1 872 979)	(1 746 401)
	Own revenue included in appropriation		1 699 978	1 493 199
	Net cash flow generated by operating activities		<u>2 919 568</u>	<u>2 927 713</u>
16.	Reconciliation of cash and cash equivalents for cash flow purposes			
		Note	2018/19	2017/18
			R'000	R'000
	Consolidated Paymaster General account		141 203	152 526
	Cash receipts		-	(23)
	Disbursements		(47 420)	(26 305)
	Cash on hand		5	5
	Total		<u>93 788</u>	<u>126 203</u>

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17. Contingent liabilities and contingent assets

17.1 Contingent liabilities

Liable to	Nature	Note	2018/19 R'000	2017/18 R'000
Housing loan guarantees	Employees	Annex 2A	75	75
*Other guarantees	Borrow Pits	Annex 2A	14 749	14 749
**Private individuals	Claims against the department	Annex 2B	40 274	71 651
***Various Departments	Intergovernmental payables (unconfirmed balances)	Annex 4	2 809	2 999
Total			57 907	89 474

*Other guarantees represent the guarantees provided by the department for the rehabilitation of the borrow pits only if the department defaults on the contract.

**All cases which were submitted to Legal Services and State Attorney have been included as contingent liabilities as the outcome of all the open cases are uncertain.

***All unconfirmed intergovernmental payable balances have been included in the account as the department is not in agreement with outstanding balances at year end.

17.2 Contingent assets

There are 16 PILIR cases under investigation which were as yet not finalised by the Department of the Premier as at 31 March 2019.

At this stage the Department is not able to reliably measure the contingent asset in terms of the Government Employees Housing Scheme of the Individually Linked Saving Facility (ILSF), relating to resignations and termination of service.

18. Commitments

	Note	2018/19 R'000	2017/18 R'000
Current expenditure		438 208	424 986
Approved and contracted		405 548	424 986
Approved but not yet contracted		32 660	-
Capital expenditure		3 041 316	2 413 170
Approved and contracted		3 041 316	2 413 170
Total Commitments		3 479 524	2 838 156

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Capital expenditure: Included in commitments are 63 capital projects which will be completed after one year.
Current expenditure: Included in commitments are 48 cleaning projects which will be completed after one year.

19. Accruals and payables not recognised

19.1 Accruals

	2018/19			2017/18
	R'000			R'000
Listed by economic classification				
	30 Days	30+ Days	Total	Total
Goods and services	89 686	-	89 686	40 380
Interest and rent on land	-	-	-	23
Transfers and subsidies	3 489	-	3 489	1 008
Capital assets	51 360	-	51 360	63 864
Total	144 535	-	144 535	105 275
		Note	2018/19	2017/18
			R'000	R'000
Listed by programme level				
Programme 1: Administration			5 276	2 024
Programme 2: Public Works Infrastructure			23 356	28 882
Programme 3: Transport Infrastructure			97 464	68 408
Programme 4: Transport Operations			222	191
Programme 5: Transport Regulation			18 079	5 511
Programme 6: Community Based Programmes			138	259
Total			144 535	105 275

The material accruals represent property payments, maintenance and repairs and capital project payments.

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19.2 Payables not recognised

		2018/19 R'000	2017/18 R'000
Listed by economic classification			
	30 Days	30+ Days	Total
Goods and services	29 569	106	29 675
Transfers and subsidies	112	-	112
Capital assets	26 361	20	26 381
Total	56 042	126	56 168
		Note	2017/18 R'000
Listed by programme level			
Programme 1: Administration		85	343
Programme 2: Public Works Infrastructure		20 006	10 851
Programme 3: Transport Infrastructure		33 128	51
Programme 4: Transport Operations		2 057	19
Programme 5: Transport Regulation		803	451
Programme 6: Community Based Programmes		89	501
Total		56 168	12 216
		Note	2017/18 R'000
Included in the above totals are the following:			
Confirmed balances with other departments	Annex 4	262	498
Confirmed balances with other government entities	Annex 4	4 232	3 127
Total		4 494	3 625

The material payables represent property payments, maintenance and repairs and capital project payments.

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20. Employee benefits

	Note	2018/19 R'000	2017/18 R'000
*Leave entitlement		27 842	24 902
Service bonus (Thirteenth cheque)		21 312	19 314
Performance awards		4 044	9 058
Capped leave commitments		22 827	23 778
**Other		5 278	5 352
Total		81 303	82 404

*Negative leave amounts for 2018/19 of R1,577 million is not included in leave entitlement provision.

**At this stage the department is not able to reliably measure the long-term portion of the long service awards. Included in other are accruals in respect of compensation of employees.

Included in other is an amount of R1,366 million (2018/19) and R1,143 million (2017/18) in respect of a provision for an exit gratuity owing to Minister DAC Grant.

21. Lease commitments

21.1 Operating leases

2018/19	Buildings and other fixed structures R'000	Machinery and equipment R'000	Total R'000
Not later than 1 year	128 721	3 608	132 329
Later than 1 year and not later than 5 years	221 090	3 260	224 350
Later than five years	15 793	-	15 793
Total lease commitments	365 604	6 868	372 472

2017/18	Buildings and other fixed structures R'000	Machinery and equipment R'000	Total R'000
Not later than 1 year	100 526	3 224	103 750
Later than 1 year and not later than 5 years	159 544	1 803	161 347
Later than five years	21 661	-	21 661
Total lease commitments	281 731	5 027	286 758

Property lease commitments are calculated based on a contractual obligation between the department and the lessors. The leases have an annual escalation of between 0% and 12%. The Department currently leases 130 facilities.

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21.2 Finance leases

2018/19	Machinery and equipment	Total
	R'000	R'000
Not later than 1 year	31 199	31 199
Later than 1 year and not later than 5 years	54 332	54 332
Total lease commitments	85 531	85 531

2017/18	Machinery and equipment	Total
	R'000	R'000
Not later than 1 year	27 548	27 548
Later than 1 year and not later than 5 years	39 742	39 742
Total lease commitments	67 290	67 290

The department leased 501 vehicles from Government Motor Transport (GMT) as at 31 March 2019 (March 2018: 508 vehicles). Daily tariffs are payable on a monthly basis, covering the operational costs, capital costs of the replacement of vehicles and the implicit finance costs in this type of arrangement.

The implicit interest is based on Provincial Treasury's approved tariffs for GMT. The department uses the vehicle for most of the useful life of the vehicle. The agreement does not provide for contingent lease payments, and at the end of the useful life as determined by the lessor, the vehicles are returned, where it is sold on auction for the benefit of the lessor.

21.3 Operating lease future revenue

2018/19	Buildings and other fixed structures	Total
	R'000	R'000
Not later than 1 year	52 002	52 002
Later than 1 year and not later than 5 years	151 004	151 004
Later than five years	195 627	195 627
Total operating lease revenue receivable	398 633	398 633

2017/18	Buildings and other fixed structures	Total
	R'000	R'000
Not later than 1 year	47 791	47 791
Later than 1 year and not later than 5 years	162 742	162 742
Later than five years	222 172	222 172
Total operating lease revenue receivable	432 705	432 705

The lease commitments are calculated based on a contractual obligation between the department and the lessee and shows the amount of revenue that is expected to be received. This amounts to 39 leases. The leases have an annual escalation of between 0% and 9%.

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22. Accrued departmental revenue

	Note	2018/19 R'000	2017/18 R'000
Tax revenue		39 760	20 013
Sales of goods and services other than capital assets		74 759	80 180
Sales of capital assets		200	843
Total		114 719	101 036

It should further be noted that the not signing of lease agreements of un-lawful occupants of government properties could result that the department is at risk of losing R 1,109 million rental income per year. Credit balances to the value of R 6,791 million were excluded when calculating the outstanding debt.

22.1 Analysis of accrued departmental revenue

	Note	2018/19 R'000	2017/18 R'000
Opening balance		101 036	122 150
Less: amounts received		(102 981)	(120 853)
Add: amounts recorded		118 159	100 964
Less: amounts written-off/reversed as irrecoverable		(1 495)	(1 225)
Closing balance		114 719	101 036

22.2 Accrued department revenue written off

	Note	2018/19 R'000	2017/18 R'000
Nature of losses			
Rentals - Irrecoverable		1 495	1 225
Total		1 495	1 225

22.3 Impairment of accrued departmental revenue

	Note	2018/19 R'000	2017/18 R'000
Estimate of impairment of accrued departmental revenue		43 331	41 507
Total		43 331	41 507

The impairment is based on debtors handed over to the state attorney and legal services for recovery.

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23. Irregular expenditure

23.1 Reconciliation of irregular expenditure

	Note	2018/19 R'000	2017/18 R'000
Opening balance		447	-
Add: Irregular expenditure – relating to current year	1	1	450
Less: Prior year amounts condoned		(447)	-
Less: Current year amounts condoned		(1)	(3)
Closing balance		<u>-</u>	<u>447</u>

Analysis of awaiting condonation per age classification

Current year	-	447
Total	<u>-</u>	<u>447</u>

23.2 Details of irregular expenditure – added current year (relating to current and prior years)

Incident	Disciplinary steps taken/criminal proceedings	2018/19 R'000
Non-compliance to Department Policy	Referred to Labour Relations for disciplinary action	1
Total		<u>1</u>

23.3 Details of irregular expenditure condoned

Incident	Condoned by (condoning authority)	2018/19 R'000
Non-compliance to Department Policy	Relevant authority	1
Non-compliance to Preferential Procurement System and National Treasury Instruction 3 of 2017/2018	Relevant authority	447
Total		<u>448</u>

23.4 Details of irregular expenditures under assessment (not included in the main note)

Incident	2018/2019 R'000
Exceeded limitations in terms of Departmental Catering Policy (1 case)	8
Non-compliance to Procurement Preferential Regulations 2017 (2 cases)	178
Non-compliance to Departmental Travel & Subsistence Policy (2 cases)	25
Total	<u>211</u>

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23.5	Prior period error	Note	2017/18 R'000
	Nature of prior period error		
	Relating to 2017/18		
	Non-compliance to Preferential Procurement System and National Treasury Instruction 3 of 2017/2018		447
	Total prior period errors		447

Irregular expenditure was confirmed in current year, but expenditure occurred in the prior period.

24. Related party transactions

The Department provides buildings free of charge to the following departments as well as entities reporting to these departments:

- Department of the Premier
- Provincial Parliament
- Provincial Treasury
- Community Safety (including Police Ombudsman)
- Education
- Health (including Hospital Facility Boards of Provincial Hospital, National Health Laboratory Service, Red Cross Children's Trust, Groote Schuur Hospital Facility Board, and Cape Medical Depot)
- Social Development
- Local Government and Housing
- Human Settlements (including Rental Housing Tribunal)
- Environmental Affairs and Development Planning
- Agriculture
- Economic Development and Tourism
- Cultural Affairs and Sport (including Artscape, Heritage Western Cape, Cultural Commission and World Anti-doping Agency (WADA))
- Provincial Operating Licence Board (POLB) / Provincial Regulating Entity (PRE)
- Provincial Transport Registrar
- Government Motor Transport
- Western Cape Gambling and Racing Board
- Construction Industrial Development Board
- Western Cape Nature Conservation Board

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- Higher Educations Institutions (including University of the Western Cape, University of Cape Town, University of Stellenbosch and TVET Colleges)

The Department provides parking spaces for government officials at approved fees that are not market related.

The Department receives corporate services from the Corporate Service Centre of the Department of the Premier in the Western Cape with effect from 1 November 2010 in respect of the following service areas:

- Information and Communication Technology
- Organisation Development
- Provincial Training (transversal)
- Human Resource Management
- Enterprise Risk Management
- Internal Audit
- Provincial Forensic Services
- Legal Services
- Corporate Communication

The Department makes use of government motor vehicles managed by Government Motor Transport (GMT) based on tariffs approved by the Provincial Treasury.

The Department receives Security Advisory Services and Security Operations from Department of Community Safety in the Western Cape.

25. Key management personnel

	No. of Individuals	2018/19 R'000	2017/18 R'000
Political office bearers (MEC)	1	1 978	1 978
Officials:			
*Management	19	<u>27 223</u>	<u>26 860</u>
Total		<u>29 201</u>	<u>28 838</u>

*Management refers to Level 14's and above, including the CFO for this department who have significant influence over the financial and operational policy decisions of the department.

26. Public Private Partnership

	Note	2018/19 R'000	2017/18 R'000
Other			
Other obligations		<u>16 367</u>	<u>17 741</u>
Total		<u>16 367</u>	<u>17 741</u>

A concession agreement was concluded for the design, construction, financing, operating and maintaining of Chapman's Peak Drive as a toll road for 30 years. At the end of the concession period the road is returned to

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the Provincial Government of the Western Cape in a clearly defined condition. The agreement, which provided for both renewal and termination options, was signed on 21 May 2003. The partnership between the department and Entilini Concessionary has been operational since 21 December 2003.

During the course of 2009/10 the Executive Authority for Transport and Public Works and Finance, Economic Development and Tourism was mandated by the Premier to, with assistance of a task team, re-negotiate the contract with the Concessionaire with a view to mitigate the risk to the Department. The re-negotiations were concluded and some of the matters that were addressed were:

- Improve Provincial Contract Management and Internal Control systems.
- Re-negotiate certain conditions in the existing contract.
- Review an alternative toll plaza solution.
- Agree on pre-emptive closure regime.
- Review methodology of Province Future Support.
- Review of upgrades and maintenance reserve fund.

In the new re-negotiated contract, a provision was made for unseen maintenance; operating and managing expenses were reviewed and pegged at an acceptable level, to be increased with CPI. Revenue projections were also scrutinised.

Any shortfall between the actual revenue and expenses would be made good by the Province, which will be reimbursed once the Concessionaire has paid up its long-time debt (2023) and there is a surplus available after expenses have been paid out of revenue.

The Province will have the first right of call to this surplus for the revenue support provided during the concession period and thereafter, any available surplus will be distributed on a 100: 0 basis, wherein the Province will lay claim to 100% of the available surplus.

27. Movable Tangible Capital Assets

MOVEMENT IN MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2019

	Opening balance R'000	Value adjustments R'000	Additions R'000	Disposals R'000	Closing Balance R'000
HERITAGE ASSETS	4 894	18	-	-	4 912
Heritage assets	4 894	18	-	-	4 912
MACHINERY AND EQUIPMENT	838 416	4 831	183 276	(43 517)	983 006
Transport assets	380 526	5 821	87 833	(30 865)	443 315
Computer equipment	48 637	-	11 112	(1 578)	58 171
Furniture and office equipment	7 019	(203)	520	(72)	7 264
Other machinery and equipment	402 234	(787)	83 811	(11 002)	474 256
TOTAL MOVABLE TANGIBLE CAPITAL ASSETS	843 310	4 849	183 276	(43 517)	987 918

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Movable Tangible Capital Assets under investigation

Included in the above total of the minor capital assets per the asset register are assets that are under investigation:

	Number	Value R'000
Machinery and equipment	183	3 044

Financial Governance and Asset Management is currently investigating these items, which may have been lost or stolen.

27.1 Additions

ADDITIONS TO MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2019

	Cash R'000	Non-cash R'000	(Capital Work in progress current costs and finance lease payments) R'000	Received current, not paid (Paid current year, received prior year) R'000	Total R'000
MACHINERY AND EQUIPMENT	177 394	41 525	(35 643)	-	183 276
Transport assets	76 596	41 525	(30 288)	-	87 833
Computer equipment	11 112	-	-	-	11 112
Furniture and office equipment	520	-	-	-	520
Other machinery and equipment	89 166	-	(5 355)	-	83 811
TOTAL ADDITIONS TO MOVABLE TANGIBLE CAPITAL ASSETS	177 394	41 525	(35 643)	-	183 276

The amount of R 11,467 million will be transferred as per the agreement with Government Motor Transport for hand held devices. These assets will only be added as non- cash additions once the verification process has been completed.

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27.2 Disposals

DISPOSALS OF MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2019

	Sold for cash R'000	Non-cash disposal R'000	Total disposals R'000	Cash received Actual R'000
MACHINERY AND EQUIPMENT	4 783	38 734	43 517	4 783
Transport assets	4 783	26 082	30 865	4 783
Computer equipment	-	1 578	1 578	-
Furniture and office equipment	-	72	72	-
Other machinery and equipment	-	11 002	11 002	-
TOTAL DISPOSAL OF MOVABLE TANGIBLE CAPITAL ASSETS	4 783	38 734	43 517	4 783

27.3 Movement for 2017/18

MOVEMENT IN TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2018

	Opening balance R'000	Prior period error R'000	Additions R'000	Disposals R'000	Closing Balance R'000
HERITAGE ASSETS	4 894	-	-	-	4 894
Heritage assets	4 894	-	-	-	4 894
MACHINERY AND EQUIPMENT	760 247	-	83 277	(5 108)	838 416
Transport assets	342 125	-	43 155	(4 754)	380 526
Computer equipment	37 795	-	11 013	(171)	48 637
Furniture and office equipment	6 746	-	438	(165)	7 019
Other machinery and equipment	373 581	-	28 671	(18)	402 234
TOTAL MOVABLE TANGIBLE CAPITAL ASSETS	765 141	-	83 277	(5 108)	843 310

27.4 Minor assets

MOVEMENT IN MINOR ASSETS PER THE ASSET REGISTER FOR THE YEAR ENDED AS AT 31 MARCH 2019

	Heritage assets R'000	Machinery and equipment R'000	Total R'000
Opening balance	528	32 646	33 174
Value adjustments	8	1 584	1 592
Additions	-	4 889	4 889
Disposals	-	(744)	(744)
TOTAL MINOR ASSETS	536	38 375	38 911

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	Heritage assets	Machinery and equipment	Total
Number of R1 minor assets	69	859	928
Number of minor assets at cost	313	22 233	22 546
TOTAL NUMBER OF MINOR ASSETS	382	23 092	23 474

Minor Capital Assets under investigation

Included in the above total of the minor capital assets per the asset register are assets that are under investigation:

	Number	Value R'000
Heritage assets	2	3
Machinery and equipment	539	849

Financial Governance and Asset Management is currently investigating these items, which may have been lost or stolen.

MOVEMENT IN MINOR ASSETS PER THE ASSET REGISTER FOR THE YEAR ENDED AS AT 31 MARCH 2018

	Heritage assets R'000	Machinery and equipment R'000	Total R'000
Opening balance	528	29 611	30 139
Additions	-	3 923	3 923
Disposals	-	(888)	(888)
TOTAL MINOR ASSETS	528	32 646	33 174

	Heritage assets	Machinery and equipment	Total
Number of R1 minor assets	69	883	952
Number of minor assets at cost	309	20 195	20 504
TOTAL NUMBER OF MINOR ASSETS	378	21 078	21 456

28. Intangible Capital Assets

MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2019

	Opening balance R'000	Value adjustments R'000	Additions R'000	Disposals R'000	Closing Balance R'000
SOFTWARE	194 614	-	24 602	(37)	219 179
TOTAL INTANGIBLE CAPITAL ASSETS	194 614	-	24 602	(37)	219 179

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28.1 Additions
ADDITIONS TO INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED
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	Cash R'000	Non-cash R'000	(Develop- ment work in progress current costs) R'000	Received current, not paid (Paid current year, received prior year) R'000	Total R'000
SOFTWARE	24 602	-	-	-	24 602
TOTAL ADDITIONS TO INTANGIBLE CAPITAL ASSETS	24 602	-	-	-	24 602

28.2 Disposals

DISPOSALS OF INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH
2019

	Sold for cash R'000	Non-cash disposal R'000	Total disposals R'000	Cash received Actual R'000
SOFTWARE	-	37	37	-
TOTAL DISPOSAL OF INTANGIBLE CAPITAL ASSETS	-	37	37	-

28.3 Movement for 2017/18

MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2018

	Opening balance R'000	Prior period error R'000	Additions R'000	Disposals R'000	Closing Balance R'000
SOFTWARE	163 582	-	31 032	-	194 614
TOTAL INTANGIBLE CAPITAL ASSETS	163 582	-	31 032	-	194 614

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29. Immovable Tangible Capital Assets

MOVEMENT IN IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2019

	Opening balance R'000	Value adjustments R'000	Additions R'000	Disposals R'000	Closing Balance R'000
BUILDINGS AND OTHER FIXED STRUCTURES	70 466 080	73 140	3 403 434	(231 820)	73 710 834
Non-residential buildings	36 076 535	73 140	1 953 242	(214 340)	37 888 577
Other fixed structures	34 389 545	-	1 450 192	(17 480)	35 822 257
HERITAGE ASSETS	540 770	-	7 188	-	547 958
Heritage assets	540 770	-	7 188	-	547 958
LAND AND SUBSOIL ASSETS	997 026	(73 140)	177 236	-	1 101 122
Land	997 026	(73 140)	177 236	-	1 101 122
TOTAL IMMOVABLE TANGIBLE CAPITAL ASSETS	72 003 876	-	3 587 858	(231 820)	75 359 914

The value adjustments relates to the re-classification between items due to completion of buildings on vacant land.

29.1 Additions

ADDITIONS TO IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2019

	Cash R'000	Non-cash R'000	(Capital Work in progress current costs and finance lease payments) R'000	Received current, not paid (Paid current year, received prior year) R'000	Total R'000
BUILDING AND OTHER FIXED STRUCTURES	2 722 520	3 403 434	(2 722 520)	-	3 403 434
Non-residential buildings	273 167	1 953 242	(273 167)	-	1 953 242
Other fixed structures	2 449 353	1 450 192	(2 449 353)	-	1 450 192
HERITAGE ASSETS	-	7 188	-	-	7 188
Heritage assets	-	7 188	-	-	7 188
LAND AND SUBSOIL ASSETS	32 957	144 279	-	-	177 236
Land	32 957	144 279	-	-	177 236
TOTAL ADDITIONS TO IMMOVABLE TANGIBLE CAPITAL ASSETS	2 755 477	3 554 901	(2 722 520)	-	3 587 858

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29.2 Disposals
DISPOSALS OF IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2019

	Sold for cash R'000	Non-cash disposal R'000	Total disposals R'000	Cash received Actual R'000
BUILDINGS AND OTHER FIXED STRUCTURES	1 700	230 120	231 820	1 500
Non-residential buildings	1 700	212 640	214 340	1 500
Other fixed structures	-	17 480	17 480	-
TOTAL DISPOSALS OF IMMOVABLE TANGIBLE CAPITAL ASSETS	1 700	230 120	231 820	1 500

It should be noted that non cash disposals on other fixed structures relates to deproclamation of minor roads.

29.3 Movement for 2017/18
MOVEMENT IN IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2018

	Opening balance R'000	Prior period error R'000	Additions R'000	Disposals R'000	Closing balance R'000
BUILDINGS AND OTHER FIXED STRUCTURES	67 203 032	(278 354)	3 548 293	(6 891)	70 466 080
Non-residential buildings	35 426 491	(278 354)	934 363	(5 965)	36 076 535
Other fixed structures	31 776 541	-	2 613 930	(926)	34 389 545
HERITAGE ASSETS	524 886	-	15 884	-	540 770
Heritage assets	524 886	-	15 884	-	540 770
LAND AND SUBSOIL ASSETS	943 634	-	53 392	-	997 026
Land	943 634	-	53 392	-	997 026
TOTAL IMMOVABLE TANGIBLE CAPITAL ASSETS	68 671 552	(278 354)	3 617 569	(6 891)	72 003 876

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29.3.1 Prior period error

	<i>Note</i>	2017/2018 R'000
Nature of prior period error		
2017/2018		
Non-residential buildings		(278 354)
Total prior period errors		<u>(278 354)</u>

The error relates to the transfer of Department of Health completed projects as a technical accounting matter.

29.4 Capital Work-in-progress

CAPITAL WORK-IN-PROGRESS AS AT 31 MARCH 2019

		Opening balance 1 April 2018 R'000	Current Year WIP R'000	Ready for use (Assets to the AR) / Contracts terminated R'000	Closing balance 31 March 2019 R'000
Buildings and other fixed structures	Annex 6	3 138 727	2 722 520	(1 611 099)	4 250 148
Total		<u>3 138 727</u>	<u>2 722 520</u>	<u>(1 611 099)</u>	<u>4 250 148</u>

	Number of projects		2018/19
Age analysis on ongoing projects	Planned, construction not started	Planned, construction started	Total R'000
0 to 1 Year	29	30	803 370
1 to 3 Years	13	23	1 891 519
3 to 5 Years	43	9	1 555 259
Total	<u>85</u>	<u>62</u>	<u>4 250 148</u>

Accruals and payables not recognised relating to Capital WIP

	<i>Note</i>	2018/19 R'000	2017/18 R'000
Buildings and other fixed structures		23 924	55 364
Total		<u>23 924</u>	<u>55 364</u>

CAPITAL WORK-IN-PROGRESS AS AT 31 MARCH 2018

		Opening balance 1 April 2017 R'000	Prior period error R'000	Current Year WIP R'000	Ready for use (Assets to the AR) / Contracts terminated R'000	Closing balance 31 March 2018 R'000
Buildings and other fixed structures	Annex 6	3 462 998	4 816	2 754 484	(3 083 571)	3 138 727
Total		<u>3 462 998</u>	<u>4 816</u>	<u>2 754 484</u>	<u>(3 083 571)</u>	<u>3 138 727</u>

Prior period error relates to readjustment of opening balance due to reclassification of work in progress projects.

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Age analysis on ongoing projects	Number of projects		2017/18
	Planned, construction not started	Planned, construction started	Total R'000
0 to 1 Year	22	2	125 493
1 to 3 Years	15	33	683 742
3 to 5 Years	35	21	2 329 492
Total	72	56	3 138 727

29.5 Immovable assets additional information

		2018/19	2017/18
	Note	Area	Area
a) Unsurveyed land	Annexure 8		
Western Cape		-	-
b) Properties deemed vested	Annexure 8	Number	Number
Land parcels		92	113
Facilities			
Schools		34	35
Clinics		1	1
Dwellings		1	1
Other		56	76

30. Principal-agent arrangements

30.1 Department acting as the principal

	Fees paid	
	2018/19 R'000	2017/18 R'000
Berg River Municipality	3 084	2 696
Cederberg Municipality	2 425	2 214
Matzikama Municipality	3 636	3 620
Saldanha Bay Municipality	7 224	6 715
Swartland Municipality	7 236	6 862
Breede Valley Municipality	9 377	8 598
Drakenstein Municipality	14 998	14 729
Langeberg Municipality	4 197	4 466
Stellenbosch Municipality	7 925	7 738
Witzenberg Municipality	4 335	4 116
Cape Agulhas Municipality	2 486	2 141
Overstrand Municipality	5 719	5 300
Swellendam Municipality	2 276	2 081
Theewaterskloof Municipality	5 012	4 807
Bitou Municipality	2 085	1 920
George Municipality	13 139	12 176
Hessequa Municipality	3 383	3 149

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Kannaland Municipality	985	960
Knysna Municipality	3 993	3 868
Mossel Bay Municipality	7 547	6 757
Oudtshoorn Municipality	4 172	3 586
Beaufort West Municipality	1 122	1 098
Laingsburg Municipality	177	177
Prince Albert Municipality	255	247
City of Cape Town	241 017	224 845
Total	<u>357 805</u>	<u>334 866</u>

- Municipalities within the province collect motor vehicle license renewal and renewal fees on behalf of the department as circular 12/94. The municipality charges the department agency fees for the collection of these fees. The amounts disclosed above are the fees paid for collection, which is disclosed as administration fees and is included in goods and services in the statement of financial performance.
- The department set the standards and norms which the municipalities use to test prospective drivers. The department monitors drivers testing performed by the municipalities and ensures they are kept at a high standard. The department does not receive any reimbursement nor does it pay any municipality to perform these tests. All revenue collected by the municipalities' remains revenue in their account.
- The department set the standards and norms which the municipalities use to test motor vehicles. The department monitors the testing stations and ensures they are kept at a high standard. The department does not receive any reimbursement nor does it pay any municipality to perform these tests. All revenue collected by the municipalities' remains revenue in their account.
- The department set the standards and norms which the private companies use to test motor vehicles. The department monitors the testing stations and ensures they are kept at a high standard. The department does not receive any reimbursement nor does it pay any company to perform these tests. All revenue collected by the company's remains revenue in their account.
- The District Municipality perform work on the department's roads assets and invoices the department for work performed by them. This is regarded as normal course of business; they however use the department's assets to perform this work as per agreement and do not reimburse the department for the usage of the assets. The department remains the owner of the assets as no risk and rewards has passed to the district municipalities.

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30.2 Department acting as the agent

Reconciliation of carrying amount of receivables and payables – 2018/19

Payables

Name of principal entity	Opening balance R'000	Revenue principal is entitled to R'000	Less: Settlements R'000	Closing Balance R'000
Road Traffic Management Corporation	7 727	149 915	(154 472)	3 170
Total	7 727	149 915	(154 472)	3 170

- The department is obligated (as per Practice Note 10 of 2007/08) to collect and pay over to the Road Traffic Management Corporation (RTMC) fees which is included in the motor vehicle license and renewal fees. The department does not receive any reimbursement for this service it performs. The above amounts constitute the revenue collected on behalf of RTMC, the department does not include this revenue in its revenue as it does not belong to the department at any point in time.
- The department is an implementing agent for the Department of Health. The department publishes and awards tenders and monitor the construction of infrastructure as required by the department in terms of the service level agreement. The department does not receive any reimbursement for this function. The department sign the contracts with the contractors for Department of Health projects. Invoices for completed capital works and maintenance are issued in the name of the department. The budget for the projects and the payments of invoices are made by Department of Health. This Departments recorded commitments for Health amounts to R 382,411 million.

The department is an implementing agent for the Department of Education. The department publishes and awards tenders and monitor the construction of infrastructure as required by the department in terms of the service level agreement. The department does not receive any reimbursement for this function. The department sign the contracts with the contractors for Department of Education projects. Invoices for completed current and capital works are issued in the name of the department. The budget for the projects and the payments of invoices are made by Department of Education, which disclosed R 968,851 million worth of commitments against these contracts.

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31. Prior period errors
31.1 Correction of prior period errors

	Note	Amount before error/ correction 2017/18 R'000	Prior period error 2017/18 R'000	Restated Amount 2017/18 R'000
Expenditure				
<u>Immovable Tangible Capital Assets</u>	29			
*Work in Progress	29.4	3 462 998	4 816	3 467 814
**Movement 2017/2018	29.3	934 363	(278 354)	656 009
Net effect (Increase)		4 397 361	(273 538)	4 123 823

*Prior period error relates to readjustment of opening balance due to reclassification of work in progress projects.

**The error relates to the transfer of Department of Health completed projects as a technical accounting matter.

	Note	Amount before error/ correction 2017/18 R'000	Prior period error 2017/18 R'000	Restated Amount 2017/18 R'000
Other:				
<u>Irregular Expenditure</u>	23			
Add: Irregular expenditure – relating to prior year	23.1	3	447	450
<u>Employee Benefits</u>	20			
Other	20	4 209	1 143	5 352
Net effect (Increase)		4 212	1 590	5 802

Irregular Expenditure

Irregular expenditure was investigated and confirmed in current year (2018/19), but expenditure occurred in the prior period (2017/18).

Employee Benefits - Other

Included in other is an amount of R 1,366 million (2018/19) and R 1,143 million (2017/18) in respect of a provision for an exit gratuity owing to Minister DAC Grant.

32. B-BBEE Performance

Information in compliance with the B-BBEE Act is included in the annual report under the section titled B-BBEE Compliance Performance Information.

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33. STATEMENT OF CONDITIONAL GRANTS RECEIVED

NAME OF GRANT	GRANT ALLOCATION					SPENT				2017/18	
	Division of Revenue Act/ Provincial Grants	Roll Overs	DORA Adjustments	Other Adjustments	Total Available	Amount received by department	Amount spent by department	Under / (Overspending)	% of available funds spent by department	Division of Revenue Act	Amount spent by department
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Provincial Roads Maintenance Grant	1 007 414	-	-	-	1 007 414	1 007 414	1 007 414	-	100%	940 089	940 089
EPWP: Integrated Grant for Province	12 586	-	-	-	12 586	12 586	12 586	-	100%	16 452	16 452
Public Transport Operations Grant	952 824	-	-	-	952 824	952 824	952 824	-	100%	922 921	922 921
Total	1 972 824	-	-	-	1 972 824	1 972 824	1 972 824	-		1 879 462	1 879 462

All transfers in terms of this Act were deposited into the primary bank account of the Province.

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34. STATEMENT OF OTHER TRANSFERS PAID TO MUNICIPALITIES

NAME OF MUNICIPALITY	GRANT ALLOCATION				TRANSFER		
	Other transfers	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld	Re-allocations by National Treasury or National Department
	R'000	R'000	R'000	R'000	R'000	R'000	%
<u>Municipalities: Western Cape</u>							
Equitable Share	198 706	-	(1662)	197 044	195 997	-	-
Rates and Taxes	570 137	-	-	570 137	569 322	-	-
Total	768 843	-	(1662)	767 181	765 319	-	-

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ANNEXURE 1A (Note 7)

STATEMENT OF OTHER TRANSFERS PAID TO MUNICIPALITIES AND PROVINCIAL ADMINISTRATIONS

NAME OF MUNICIPALITY	GRANT ALLOCATION				TRANSFER			SPENT				2017/18	
	Other transfers Appropriation	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld	Re-allocations by National Treasury or National Department	Amount received by municipality	Amount spent by municipality	Unspent funds	% of available funds spent by municipality	Division of Revenue Act	Actual transfer
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000	R'000	%	R'000	R'000
Municipalities:													
Western Cape													
Equitable Share	198 706	-	(1662)	197 044	195 997	-	-	195 997	146 804	49 193	75%	186 399	179 295
Rates and Taxes	570 137	-	-	570 137	569 322	-	-	569 322	569 322	-	100%	529 100	517 324
Western Cape Government													
PD: Vehicle Licences	3 622	-	1662	5 284	5 280	-	-	5 280	5 280	-	100%	3 997	3 980
Total	772 465	-	-	772 465	770 599	-	-	770 599	721 406	49 193		719 496	700 599

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**ANNEXURE 1B (Note 7)
STATEMENT OF TRANSFERS TO DEPARTMENTAL AGENCIES AND ACCOUNTS**

DEPARTMENTAL AGENCY/ ACCOUNT	TRANSFER ALLOCATION				TRANSFER		2017/18
	Adjusted Appropriation	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds Transferred	Final Appropriation
	R'000	R'000	R'000	R'000	R'000	%	R'000
ICASA/SABC - Com Licences (Radio & TV)	114	-	2	116	49	42%	124
Total	114	-	2	116	49		124

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ANNEXURE 1C (Note 7)

STATEMENT OF TRANSFERS/SUBSIDIES TO PUBLIC CORPORATIONS AND PRIVATE ENTERPRISES

NAME OF PUBLIC CORPORATION/PRIVATE ENTERPRISE	TRANSFER ALLOCATION				EXPENDITURE				2017/18
	Adjusted Appropriation Act	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds Transferred	Capital	Current	Final Appropriation
	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000	R'000
Private Enterprises									
Transfers									
Bus Operator Service	952 824	-	-	952 824	952 824	100%	-	952 824	922 921
Total	952 824	-	-	952 824	952 824		-	952 824	922 921

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**ANNEXURE 1D (Note 7)
STATEMENT OF TRANSFERS TO HOUSEHOLDS**

HOUSEHOLDS	TRANSFER ALLOCATION				EXPENDITURE		2017/18
	Adjusted Appropriation Act	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds Transferred	Final Appropriation
	R'000	R'000	R'000	R'000	R'000	%	R'000
Transfers							
*Social Benefits	3 220	-	1 251	4 471	4 471	100%	6 444
Bursaries (non-employees)	9 682	-	148	9 830	9 830	100%	9 157
Claims against the State	98	-	6	104	104	100%	1 311
Donations and gifts (cash)	112	-	3	115	115	100%	115
Total	13 112	-	1 408	14 520	14 520		17 027
Injury on duty	187	-	(96)	91	91	100%	97
Leave Gratuity	3 033	-	1 347	4 380	4 380	100%	6 347
*Social Benefits	3 220	-	1 251	4 471	4 471		6 444

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**ANNEXURE 2A
STATEMENT OF FINANCIAL GUARANTEES ISSUED AS AT 31 MARCH 2019 – LOCAL**

Guarantor institution	Guarantee in respect of	Original guaranteed capital amount	Opening balance 1 April 2018	Guarantees draw downs during the year	Guarantees repayments/ cancelled/ reduced during the year	Revaluation due to foreign currency movements	Closing balance 31 March 2019	Revaluations due to inflation rate movements	Accrued guaranteed interest for year ended 31 March 2019
		R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000
ABSA	Housing	75	75	-	-	-	75	-	-
Transport and Public Works	Rehabilitation of Land	14 749	14 749	-	-	-	14 749	-	-
Total		14 824	14 824	-	-	-	14 824	-	-

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**ANNEXURE 2B
STATEMENT OF CONTINGENT LIABILITIES AS AT 31 MARCH 2019**

Nature of Liability	Opening Balance 1 April 2018 R'000	Liabilities incurred during the year R'000	Liabilities paid/cancelled/ reduced during the year R'000	Liabilities recoverable R'000	Closing Balance 31 March 2019 R'000
Claims against the department					
Roads accident and damages claims (65 open cases)	71 651	20 638	(52 015)	-	40 274
Total	71 651	20 638	(52 015)	-	40 274

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**ANNEXURE 3
CLAIMS RECOVERABLE**

Government Entity	Confirmed balance outstanding		Unconfirmed balance outstanding		Total		Cash in transit at year end 2018/19	
	31/03/2019	31/03/2018	31/03/2019	31/03/2018	31/03/2019	31/03/2018	Receipt date up to six (6) working days after year end	Amount
	R'000	R'000	R'000	R'000	R'000	R'000		
Department								
Provincial Government Western Cape								
Premier	200	-	-	2 248	200	2 248		
Agriculture	-	1 738	-	-	-	1 738		
Health	-	-	7 745	13 002	7 745	13 002	03/04/2019	1 536
Education	-	-	-	83	-	83		
Human Settlements	-	-	-	10	-	10		
National Departments								
Public Works	-	-	-	34	-	34		
SASSA	371	-	-	-	371	-		
Subtotal	571	1 738	7 745	15 377	8 316	17 115		1 536
Other Government Entities								
Government Motor Transport	3 399	2 971	-	-	3 399	2 971		
Subtotal	3 399	2 971	-	-	3 399	2 971		-
Total	3 970	4 709	7 745	15 377	11 715	20 086		1 536

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**ANNEXURE 4
INTER-GOVERNMENT PAYABLES**

GOVERNMENT ENTITY	Confirmed balance outstanding		Unconfirmed balance outstanding		TOTAL		Cash in transit at year end 2018/19	
	31/03/2019	31/03/2018	31/03/2019	31/03/2018	31/03/2019	31/03/2018	Payment date up to six (6) working days before year end	Amount
	R'000	R'000	R'000	R'000	R'000	R'000		R'000
DEPARTMENTS								
Current								
Provincial Government Western Cape								
Premier	314	410	-	3	314	413	27/03/2019	240
Health	1 433	107	41	1 832	1 474	1 939	29/03/2019	913
National Departments								
Justice & Constitutional Development	336	584	2 731	818	3 067	1 402		
SAPS	4	-	5	-	9	-		
Subtotal	2 087	1 101	2 777	2 653	4 864	3 754		1 153
OTHER GOVERNMENT ENTITY								
Current								
Government Motor Transport	5 485	5 304	32	346	5 517	5 650		
Subtotal	5 485	5 304	32	346	5 517	5 650		-
Total	7 572	6 405	2 809	2 999	10 381	9 404		1 153

**WESTERN CAPE GOVERNMENT
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**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
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ANNEXURE 5 - INVENTORIES

Inventories	Note	Quantity	2018/19	Quantity	2017/18
			R'000		R'000
Other Supplies					
Ammunition					
Opening balance		69 781	300	49 689	278
Add: Additions/Purchases – Cash		-	-	50 000	230
(Less): Issues		(37359)	(187)	(30 148)	(209)
Add: Adjustments		3 450	17	240	1
Closing Balance - Ammunition		35 872	130	69 781	300
Assets for distribution					
Furniture and Office Equipment					
Opening balance		-	-	175	306
Add: Additions/Purchases – Cash		1 527	2 683	4 206	7 297
(Less): Issues		-	-	(4 381)	(7 603)
Closing balance - Assets for distribution		1 527	2 683	-	-
Closing balance		37 399	2 813	69 781	300

**WESTERN CAPE GOVERNMENT
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**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
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**ANNEXURE 6
MOVEMENT IN CAPITAL WORK IN PROGRESS**

MOVEMENT IN CAPITAL WORK IN PROGRESS FOR THE YEAR ENDED 31 MARCH 2019

	Opening balance R'000	Current Year Capital WIP R'000	Ready for use (Asset register) / Contract terminated R'000	Closing balance R'000
BUILDINGS AND OTHER FIXED STRUCTURES	3 138 727	2 722 520	(1 611 099)	4 250 148
Non-residential buildings	256 795	273 167	(160 907)	369 055
Other fixed structures	2 881 932	2 449 353	(1 450 192)	3 881 093
Total	3 138 727	2 722 520	(1 611 099)	4 250 148

MOVEMENT IN CAPITAL WORK IN PROGRESS FOR THE YEAR ENDED 31 MARCH 2018

	Opening balance R'000	Prior period error R'000	Current Year Capital WIP R'000	Ready for use (Asset register) / Contract terminated R'000	Closing balance R'000
BUILDINGS AND OTHER FIXED STRUCTURES	3 462 998	4 816	2 754 484	(3 083 571)	3 138 727
Non-residential buildings	457 867	-	268 569	(469 641)	256 795
Other fixed structures	3 005 131	4 816	2 485 915	(2 613 930)	2 881 932
Total	3 462 998	4 816	2 754 484	(3 083 571)	3 138 727

**WESTERN CAPE GOVERNMENT
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**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
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ANNEXURE 7

INTER-ENTITY ADVANCES PAID (note 10)

ENTITY	Confirmed balance outstanding		Unconfirmed balance outstanding		TOTAL	
	31/03/2019	31/03/2018	31/03/2019	31/03/2018	31/03/2019	31/03/2018
	R'000	R'000	R'000	R'000	R'000	R'000
OTHER ENTITIES						
Eden District Municipality	-	-	5 720	5 720	5 720	5 720
Cape Winelands District Municipality	-	-	1 541	2 108	1 541	2 108
West Coast District Municipality	-	-	4 999	4 999	4 999	4 999
Overberg District Municipality	-	-	2 650	2 650	2 650	2 650
Central Karoo District Municipality	-	-	2 991	217	2 991	217
Total	-	-	17 901	15 694	17 901	15 694

**WESTERN CAPE GOVERNMENT
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**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
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**ANNEXURE 8
ADDITIONAL INFORMATION ON IMMOVABLE ASSETS**

IMMOVABLE ASSETS ADDITIONAL DISCLOSURE 2018/19

		2018/19	2017/18
Un-surveyed land	Estimated completion date	Area	Area
Western Cape		-	-
Properties deemed vested		Number	Number
Land parcels		92	113
Facilities			
Schools		34	35
Clinics		1	1
Dwellings		1	1
Other		56	76

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The Department of Transport and Public Works delivers infrastructure and services to promote socio-economic outcomes and safe, empowered and connected communities

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**Western Cape
Government**

Transport and Public Works

PR 146/2019
ISBN: 978-0-621-47380-3