



Western Cape  
Government

Transport and Public Works



Annual Report  
2019/2020



Western Cape  
Government

Transport and Public Works



Key departmental achievements  
2019/20





# We deliver health infrastructure

We deliver high-quality construction, upgrading and maintenance of health facilities 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.



In 2019/20:

- **1** hospital revitalisation project was completed in Vredenburg;
- **334** jobs were created through health construction projects;
- **291** jobs were created through health maintenance projects; and
- **73%** of health facilities were in good or very good condition.

The Gansbaai Clinic upgrade, new day clinic in Laingsburg, and new Observatory Forensic Pathology Institute will be complete in 2020/21.

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



In 2019/20:

- **1** new high school was completed in Hout Bay;
- **1** new primary school reached practical completion in Heideveld;
- **13** capital education infrastructure projects were completed;
- **1 228** jobs were created through education construction projects; and
- **982** jobs were created through education maintenance projects.

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 the residents of the Western Cape. Improving the efficiency and effectiveness of provincial 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.



In 2019/20:

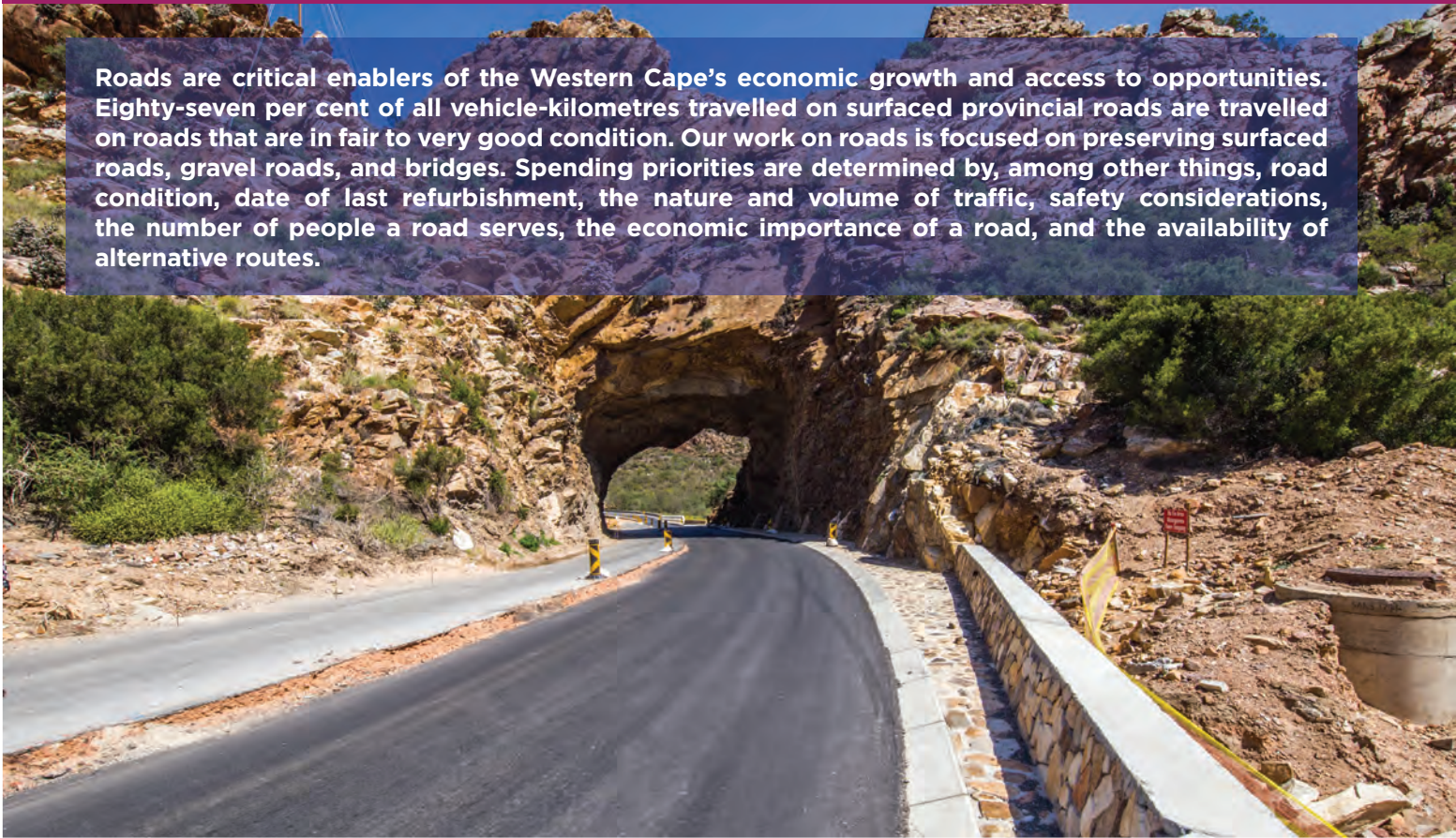
- **12** general infrastructure capital and maintenance projects were completed;
- **3 504** jobs were created in maintenance projects;
- **67%** of general building facilities were in good or very good condition;
- energy efficiency was **35%** better than the private sector benchmark;
- water consumption was **33%** better than the private sector benchmark; and
- space utilisation improved by **10%**.

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. Eighty-seven 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. Spending priorities are determined by, among other things, road condition, date of last refurbishment, the nature and volume of traffic, safety considerations, the number of people a road serves, the economic importance of a road, and the availability of alternative routes.



In 2019/20:

- **87%** of vehicle kilometres on surfaced roads were travelled on roads in fair to very good condition;
- **5 830** jobs were created on road construction projects;
- **505 500 m<sup>2</sup>** of surfaced roads were rehabilitated;
- **3 496 100 m<sup>2</sup>** of surfaced roads were resealed; and
- **11 km** of gravel roads were upgraded to surfaced roads.

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





# We provide apprenticeship training and coordinate the EPWP in the Western Cape

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.

In 2019/20, 11 apprentices qualified as artisans through the Apprenticeship Programme.

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, improving the chances that participants will be able to find jobs or start their own businesses.



In 2019/20:

- **6 447** work opportunities were created;
- **3 941** full-time equivalents (FTEs) were created;
- **12** provincial EPWP forums were maintained;
- **40** public bodies reported on EPWP targets; and
- **3** construction industry empowerment programmes were sustained.

For qualifying citizens, this provides opportunities for construction-related skills training and short-term employment opportunities and construction-related skills training.



# 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.



In 2019/20:

- **38** Grade 1 contractors completed accredited modular training over 10 months;
- **20** empowerment impact assessments were initiated; and
- **20** empowerment target implementation reports were compiled.

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



# We support professional development

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



In 2019/20:

- **4** graduates received Professional Development Programme support and were registered as professionals by the Engineering Council of South Africa.

For qualifying citizens, this means better access to professional registration 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 in the Department for a year.



In 2019/20:

- **228** Masakh'iSizwe bursars received support for tertiary studies in transport, built environment, engineering and related disciplines; and
- **127** new bursaries were awarded to promising students.

For qualifying citizens, this means access to tertiary education to acquire scarce and critical skills.



# We support integrated transport planning and public transport networks

People should be able to meet their daily transport needs in comfort, in safety, and at reasonable cost. In order to support this aim, 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 transport for their areas of jurisdiction. Our aim is to see the development of appropriate public transport and non-motorised transport solutions across the province.

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



In 2019/20:

- public transport and non-motorised transport (NMT) improvements were made in **3** municipalities;
- **2** NMT municipal masterplans were completed; and
- **1** new Go George phase of service was introduced.

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



# 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.



In 2019/20:

- **1 239 375** bus trips were subsidised;
- **36 432 637** kilometres were subsidised; and
- **2 420** routes were subsidised.

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



# We improve road safety and enforce road traffic 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 Gene Louw Traffic College;
- regular integrated enforcement operations, including alcohol blitz roadblocks, vehicle checkpoints, and permit inspections;
- specialised operations using advanced technology and integrated data management to improve traffic and transport law enforcement; and
- road safety awareness and education campaigns and programmes for high-risk road users in schools and communities.

In 2019/20:

- **13 464** traffic law enforcement operations were conducted;
- **6 722** speed control operations were conducted;
- **589 383** vehicles were weighed;
- **7 033** operations to combat driving under the influence were conducted;
- **1 453 298** vehicles were stopped and checked; and
- **469** schools were engaged in road safety programmes.

For citizens, this helps to make our roads safer.



# 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.



In 2019/20:

- **3 382** individual driver tags were issued to Government Motor Transport clients, bringing the total to 6 317; and
- **3 561** of the 5 640 vehicles in the fleet travelled more than 1 000 km per month.

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





# We support mixed-use development on well-located land

Mixed-use, mixed-income development on well-located state land can help meet the need for housing, employment, recreation and education in a single place. This “live-work-play-learn” design philosophy emphasises green design and public transport. It will help address the spatial legacy of apartheid by providing housing for people from a variety of income levels in the same place. The former Conradie Hospital site in Pinelands is a pilot site for testing this approach. It comprises a mix of social housing, open market housing, recreational facilities, schools and businesses. A total of **49%** of the units to be built at Conradie Park will be affordable, grant-funded housing.

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









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The Department of Transport and Public Works tirelessly pursues the delivery of infrastructure and transport services that is: inclusive, safe and technologically relevant, seeking to heal, skill, integrate, connect, link and empower every citizen in the Western Cape, driven by passion, ethics and a steadfast commitment to the environment and our people as our cornerstone. Our ultimate goal remains to create enabled communities living dignified lives #JUSTdignity.



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# DEPARTMENT OF TRANSPORT AND PUBLIC WORKS

Western Cape Government

VOTE 10

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**A** General Information



# Part A: General Information

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## 1 Department's general information

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## 2 Acronyms

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AARTO	Administrative Adjudication of Road Traffic Offences Act, 1998
ACFE	Association of Certified Fraud Examiners
AFS	Annual Financial Statements
AGM	Annual general meeting
AGSA	Auditor-General of South Africa
AO	Accounting Officer
APP	Annual Performance Plan
BAS	Basic Accounting System
BBBEE	Broad-based black economic empowerment
BEE	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	Central business district
CD	Chief Director
CDC	Community day clinic
CDP	Contractor Development Programme
C-ei	Centre for e-Innovation, DotP
CETA	Construction Education and Training Authority
CFO	Chief Financial Officer
CIDB	Construction Industry Development Board
CIPC	Companies and Intellectual Property Commission
CIS	Construction information sessions
CITP	Comprehensive ITP
CoCT	City of Cape Town
CODETA	Congress of Democratic Taxi Associations
COE	Compensation of employees
CRM	Client Relations Management system
CSC	Corporate Services Centre (DotP)
CSD	Central Supplier Database
CSIR	Council for Scientific and Industrial Research
CUTA	Central Unity Taxi Association
CYCC	Child and youth care centre
DCGIP	Departmental Corporate Governance Improvement Plan
DDG	Deputy Director-General
D: ERM	Directorate: Enterprise Risk Management (DotP)
DEDAT	Department of Economic Development and Tourism
DHS	Department of Human Settlements
DITP	District ITP
DLTC	Driving licence testing centre
DORA	Division of Revenue Act (annual)

DotP	Department of the Premier
DPSA	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
DSP	District Safety Plan
DTIC	Department of Trade, Industry and Competition
DTPW	Department of Transport and Public Works
ECSA	Engineering Council of South Africa
EDL	Examiner for Driving Licences
EE	Employment equity
EFT	Electronic funds transfer
E-G4C	e-Government for Citizens, DotP
EHW	Employee health and wellness
EHWP	Employee Health and Wellness Programme
EIM	Enterprise information management
EMPIA	Empowerment impact assessment
EOV	Examiner of Vehicles
EPWP	Expanded Public Works Programme
ERM	Enterprise risk management
ERMCO	Ethics and Enterprise Risk Management Committee
ETIR	Empowerment targets implementation report
FCA	Facility condition assessment
FETC	Further Education and Training Certificate
FG	Directorate: Financial Governance
FIDPM	Framework for Infrastructure Delivery and Procurement Management
FPS	Forensic Pathology Services
FTE	Full-time equivalent
FTEC	Full-time employees' cost
FWE	Fruitless and wasteful expenditure
GABS	Golden Arrow Bus Services
GBCSA	Green Building Council of South Africa
GG	Government Garage
GIPTN	George Integrated Public Transport Network
GLTC	Gene Louw Traffic College
GMT	Government Motor Transport
GPEP	Graduate Professional Engineering Programme
GPS	Global Positioning System
HCT	HIV and AIDS counselling and testing
HDI	Historically disadvantaged individual
HIA	Heritage impact assessment
HOD	Head of Department
HR	Human resources
IAR	Immovable Asset Register
ICAS	Independent Counselling and Advisory Services
ICT	Information and communication technology

IDMS	Infrastructure Delivery Management System
IDP	Integrated development plan
IDZ	Industrial development zone
IE	Irregular expenditure
IT	Information technology
ITH	Integrated Transport Hub (previously Integrated Transport Intelligence Hub)
ITP	Integrated transport plan/planning
JPI	Joint planning initiative
JTTC	Junior traffic training centre
KM	Knowledge management
LITP	Local ITP
LOGIS	Logistical Information System
LRA	Labour Relations Act, 1995
m	million
m <sup>2</sup>	square metre
MBT	Minibus taxi
MEC	Member of the (provincial) Executive Council (Provincial Minister)
MERSETA	Manufacturing, Engineering and Related Services Sector Education and Training Authority
MR	Main road
MTEF	Medium Term Expenditure Framework
MTP	Massive Transformative Purpose
NaTIS	National Traffic Information System
NDOT	National Department of Transport
NDP	National Development Plan
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
OHS	Occupational health and safety
OSD	Occupation-Specific Dispensation
PAC	Public Accounts Committee
PAIA	Promotion of Access to Information Act, 2000
PAJA	Promotion of Administrative Justice Act, 2000
PAY	<b>Premier's Advancement of Youth</b> (programme)
PDP	Professional Development Programme
PERMIS	Performance Management Information System
PERSAL	Personnel and Salary Information System
PET	Participatory Educational Techniques
PFMA	Public Finance Management Act, 1999
PFS	Provincial Forensic Services
PLTF	Provincial Land Transport Framework
POPI Act	Protection of Personal Information Act, 2013



PPC	Provincial Property Committee
PPP	Public-private partnership
PPRs	Preferential Procurement Regulations
PRASA	Passenger Rail Agency of South Africa
PRE	Provincial Regulatory Entity
PRMG	Provincial Roads Maintenance Grant
PRSO	Provincial road safety officer
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
PTOG	Public Transport Operations Grant
PTRS	Provincial Transport Regulation System
PV	Photovoltaic
OCTO	Quality Council for Trades and Occupations
QME	Quality Management and Evaluation component of DTPW Traffic Training and Development
QMS	Queue Management System
QS	Quantity surveyor
R&D	Research 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
RSM	Directorate: Road Safety Management
RTMC	Road Traffic Management Corporation
RTMS	Road Transport Management System
RWOPS	Remunerative Work Outside the Public Service policy
SALTA	South African Long-Distance Truckers' Association
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
SDF	Spatial development framework
SDIP	Service Delivery Improvement Plan
SHEQ	Safety, health, environment and quality
SITA	State Information Technology Agency
SLA	Service level agreement
SME	Small and medium enterprise

SMME	Small, medium and micro-enterprise
SMS	Senior Management Service
SNPs	Special needs passengers
SOP	Standard operating procedure
SSC	Shared Services Centre
STEP	Safety in Traffic Education Programme
STI	Sexually transmitted infection
TB	Tuberculosis
TETA	Transport Education and Training Authority
TLE	Directorate: Traffic Law Enforcement
TMH	Technical Methods for Highways
TOR	Terms of reference
TR	Trunk road
TRUP	Two Rivers Urban Park
U-AMP	User Immovable Asset Management Plan
VSSC	Vangate Shared Services Centre
VTS	Vehicle testing station
VUCA	Volatility, uncertainty, complexity and ambiguity
WCBD	Western Cape Bid Document
WCED	Western Cape Education Department
WCFDM	Western Cape Freight Demand Model
WCG	Western Cape Government
WCPRE	Western Cape Provincial Regulatory Entity
WCSEB	Western Cape Supplier Evidence Bank

### 3 Foreword by the Provincial Minister

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This report covers the first year of my term since I became the Executive Authority for the Department of Transport and Public Works (DTPW) in May 2019. I can say without fear of contradiction that the Department performed admirably in very challenging circumstances. It has come as no surprise that the Department has yet again, for the eighth consecutive year, managed to achieve a clean audit report and spent close to 99.9 per cent of its budget. This is no small feat, given the broader context of significant pressure on service delivery, a widening trust deficit between government and society, and a steady deterioration in the institutions of governance. I hereby congratulate the management and staff on the sterling work done over the reporting period.

At the beginning of my term I set four key priorities, namely:

- Working together with the City of Cape Town and other municipalities across the province to improve road safety and road infrastructure;
- Working together with other spheres of government to improve public transport including rail, minibus bus taxis, metered taxis and e-hailing;
- Working together with national government, municipalities and other stakeholders on spatial integration; and
- Working with all relevant stakeholders to develop skills and empower entrepreneurs and emerging contractors.

I am happy to report that good progress was made towards the progressive realisation of these priorities.

In the area of road safety, I am encouraged by the positive results achieved by the Department in leveraging data-driven technology and other methods to improve road safety and reduce the high number of road deaths on our provincial roads. That said, the system relies on Provincial Traffic Services officials with integrity providing a fair, just, and firm enforcement function. To achieve our objectives, however, requires a compact between those who enforce the law and those who need to obey the rules of the road.

Our traffic law enforcement capacity is being transformed into a hard-hitting force that deals decisively with irresponsible transgressors of the rules of the road and those who want to undermine the integrity of our transport space. I wish to thank the majority of road users; those law-abiding citizens who have taken our plea for responsible behaviour to heart.

I have met and will continue to engage the leadership of the minibus taxi (MBT) industry, rail management, e-hailing and metered taxi groupings, and the subsidised bus operator Golden Arrow Bus Services. These engagements continue to strengthen our partnerships and improve our common understanding of the state of the overall system and the challenges and opportunities facing public transport. I can report that all of us share the view that our citizens deserve more from our current service offering and that we continue to work on joint programmes to make this possible.

During this reporting period, we placed specific emphasis on rail safety. The partnership between the DTPW, the Passenger Rail Agency of South Africa (PRASA) and the City of Cape Town established the Rail Enforcement Unit (REU) and has made a significant contribution to improving safety and security on the commuter rail system. In line with this

government's commitment to evidence-based policies, we will be assessing the impact of the work of the REU and adjusting its operations where necessary.

Taxi violence remains a scourge in certain areas of the province. My Department and I, as well as the national Minister of Transport, have had many engagements with the South African National Taxi Council (SANTACO) and affected taxi associations to understand the causes of this violence and look for possible solutions. Nevertheless, a number of taxi leaders were killed during the year. Innocent commuters have frequently been injured in such attacks. Engagement will continue with taxi leadership to address the causes of violence that include route oversubscription and leadership contestation. It is time that national government addresses the economic driver of conflict in the MBT sector by putting in place a sustainable subsidy package based on transport plans that balance operator supply and commuter demand. My Department has submitted proposals in this regard to national government for its consideration.

I am proud that the Department continues to contribute to the land restitution programme aimed at restoring dignity to the people of the Western Cape through cooperating in the settlement of proven restitution claims. In one such case, members of the Ou Tuin community in Paarl celebrated the return of their land at a ceremony on 12 March 2020. Erf 14407 is a piece of land rightfully claimed by this community under the land restitution programme. The Western Cape Cabinet transferred this land free of charge to the national Department of Rural Development and Land Reform (DRDLR) for the purpose of settling the claim. I was able to hand over proof of ownership to the rightful owners.

The Western Cape Government (WCG) has returned land and property to finalise more than 60 per cent of settled restitution claims on provincial government land. This includes land in prime locations, for example 95 000m<sup>2</sup> in the middle of Constantia. To date, seven land claims adding up to 16.79ha have been finalised and the properties transferred to DRDLR. A further five land claims are being finalised.

I met with the national Minister of Public Works and Infrastructure to discuss the handover of national public works properties to various municipalities and a possible partnership between all three spheres of government.

A key objective of the Department is the continued protection of our core assets – our vast road network and property portfolio. The funding that we have received to further our infrastructure programme remains insufficient to maintain the provincial asset base at the required standards. As a result, these strategic provincial assets are at risk. In the longer term this deterioration can compromise the economic and social sustainability of the Western Cape.

The construction industry remains a critical partner for the Department, for revitalising the economy, for addressing the legacy of apartheid spatial planning, for skills development, and for economic empowerment. We provide a variety of interventions to empower emerging contractors. Through the National Youth Programme, which is part of the Expanded Public Works Programme (EPWP), the Department is offering training in various trades, including bricklaying, electrical, carpentry and plumbing for male and female youth. Also, during the year under review, progress was made in awarding formal bids to

broad-based black economic empowerment (BBBEE) contributing companies ranging from Level 1 to Level 4.

My Department continued to put the citizen in the centre of its strategy and programmes in the year under review. It continues to refine and pursue its 20-year vision in order to become a resilient organisation that can deal with emerging challenges and disruptions. This put the DTPW in a good position to respond effectively to the COVID-19 pandemic and develop strategies to mitigate its impact on our work.

I want to encourage the management and staff to continue with the good work they have been doing. I want to thank all our partners for their commitment and participation. I commit myself to provide the necessary leadership and enable the partnerships that are required to ensure we achieve our vision.



Bonginkosi Madikizela  
Provincial Minister of Transport and Public Works  
Date: 12 October 2020

## 4 Report of the Accounting Officer (AO)

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### 4.1 Overview of the operations of the DTPW

In crafting its 20-year vision, the Department of Transport and Public Works is placing the citizen at the centre of its service delivery mandate. Within this context, it is deeply committed to realise both the goals and objectives that have been set at a national level, as enshrined in, for example, the National Development Plan (NDP), and the Medium-Term Strategic Framework as well as those set at a provincial level in the Provincial Strategic Plan, and it strives to give concrete effect to the spirit and the letter of the Constitution of the Republic of South Africa, 1996.

The Department crafted a Massive Transformative Purpose (MTP) that places significant **emphasis on the realisation of these goals. "Enabled communities leading dignified lives"** is an embodiment of the ethos of ethical behaviour, citizen-centricity, and the construction of a compact between the State and citizens that will guide the actions of the Department through the next strategic planning period 2020 to 2025.

As a department, we have set the protection of the provincial infrastructure asset base, the leveraging of technology, and the well-being of our staff as core components of our overall strategic drive towards maximising the impact of our services. In an increasingly volatile, uncertain, complex and ambiguous environment, we have striven to improve our agility, create unity around purpose, and be creative and innovative. Our MTP of Enabled communities leading dignified lives should ultimately bring #JUSTdignity. Throughout this reporting period, progress was made towards spatial integration and providing land for affordable human settlements. The development of the former Conradie Hospital site as the Better Living Model Exemplar Project (BLMEP) has been awarded to the successful bidder. Relevant site planning approvals were obtained from the City of Cape Town. It is estimated that the value of this development is in the region of R5.5bn.

Work is underway to prepare the development call for the Founders' Garden/Artscape Precinct which includes a focus on inner city social and affordable housing. Professional service providers were appointed to support the departmental team. The estimated value that this development will bring is R2.5bn.

In addition, several sites have been made available to the Department of Human Settlements for development. These sites are in well-located areas in George and in Cape Town.

It is the Department's intention to drive the decentralisation of office accommodation of key government departments in order to support spatial transformation and reduce travel distances for the citizens we serve, as well as the employees of the Western Cape Government. This also aims to reduce the cost of leasing-in accommodation in favour of owned facilities. To this end, work started on a Master Accommodation Plan that would adapt to the changing circumstances of our internal and external environments.

As the provincial department of infrastructure, delivering infrastructure for both the Western Cape Education Department (WCED) and the provincial Department of Health, the DTPW delivered on critical capital works and scheduled maintenance, enhancing

education outcomes and wellness. The strategic decisions about these education and health infrastructure projects remain with the line departments.

Three closely linked priority projects aimed at improving public transport are underway.

The Provincial Sustainable Transport Programme (PSTP) is aimed at developing an affordable, impactful approach to improved mobility in metros, cities and towns. Its core aim is to fix the basics of transport, with a focus on public transport including rail, bus and minibus taxis, whilst leveraging the benefits of advancing technology.

The Department continued 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 PSTP, investing in the Saldanha Industrial Development Zone (IDZ), and undertaking labour-intensive provincial road maintenance.

In order to improve transport in the Western Cape and to create safer communities, the Department has implemented the first stages of the Integrated Transport Hub (ITH), previously known as the Integrated Transport Intelligence Hub. This innovative, smart cities approach leverages the potential of technology to: provide decision-makers with better data and integrated information; enable real-time monitoring of road traffic, public transport and crime; enable the immediate deployment of law enforcement; assist in identifying the root cause of problems; and incentivise self-regulation. A pilot is being rolled out in the Overstrand Municipality to use technology to play a key role in transport planning, monitoring and law enforcement. Constructive engagement with the transport industry has begun. This will be followed by province-wide rollout of the model and continued engagement with transport associations.

Provincial Traffic Services embarked on a process of restructuring in order to improve road safety, address crime, and improve public transport law enforcement. The first key element is the use of technology to enhance operational effectiveness, improve road safety, and enable a proactive approach to crimes involving vehicles. Our evidence shows that good progress is made in this regard. The second key element is reinventing operations through establishing three components within Provincial Traffic Services:

- A specialised Interception Unit to respond to potentially high-risk events;
- A Highway Patrol that is better able to proactively assist in addressing crime; and
- A Public Transport Inspectorate to focus on public transport law enforcement.

To enhance empowerment and skills development in the construction and civil engineering sector, the Department provides various interventions to empower emerging contractors, develop the skills of the youth in construction-relevant trades, offer bursaries in the construction and technical fields, and support graduates to become professionally registered.

Despite these significant positive developments, it is a stark reality that the South African construction industry is under severe stress. Even Construction Industry Development Board (CIDB) Grade 9 companies have failed or been placed into business rescue. What is of equal, if not greater, concern is the impact of these challenges on our smaller construction

industry partners and the risk to many livelihoods. In its engagements with the sector, the Department has emphasised the need to diligently work towards the protection of our small, medium and micro-enterprise (SMME) sector. We will continue to leverage our Supply Chain Management (SCM) system and Contractor Development Programme (CDP) strategies to this effect. In a context of declining infrastructure budgets and general fiscal distress, this requires a new level of partnership (a compact) between the Department and its key interlocutors.

As a department, it is in times of crisis that we will rely on our systems and our staff to leverage our scarce resources to maximise citizen benefit. In the infrastructure space, this means a concerted focus on “spade-worthy” projects, **rather than** “spade-ready” ones.

## 4.2 Events

Table 1 describes key departmental events during 2019/20.



Table 1: Key departmental events

	Date	Event	Description
1	16 April 2019	Long Service Awards for DTPW Cape Town	Provincial Minister of Transport and Public Works Donald Grant handed long service certificates to staff with 10, 20, 30 and 40 years of service and acknowledged their commitment and dedication to the people of the Western Cape.
2	30 April 2019	Official opening of the extension of the 3rd lane on Trunk Road 9/1 (Route N1 from west Durban Road Interchange to the start of National Route N1/1 beyond Old Oak Interchange)	The R558 million N1/Old Oak Bridge project entailed the addition of an extra lane to the N1 in both directions to decrease congestion on one of the City's busier roads. Now that the project has been completed, motorists can expect a smoother flow of traffic on both the inbound and the outbound lanes.
3	4 May 2019	Masakh'iSizwe Bursary Awards	The Department awarded Masakh'iSizwe bursaries to 127 students pursuing studies in the engineering and construction fields at various Western Cape universities. Provincial Minister Donald Grant and Richard Petersen, Chief Director: Expanded Public Works Programme, handed over certificates to bursary recipients at a ceremony held in Bellville on 4 May 2019.
4	27 May 2019 – ongoing	Western Province Blood Transfusion Services donation clinics	DTPW staff and their colleagues in other Western Cape Government departments donated blood at regular clinics in the foyer of 4 Dorp Street.
5	14 June 2019	Celebrating 16 June – Youth Day	The DTPW Directorate: Road Safety Management (RSM) organised the Road Safety Open Day event at Killarney Raceway on Youth Day to encourage responsible, defensive driving. Insurance companies, car dealers, law enforcement agencies and 240 students from tertiary education institutions attended the event.
6	25 July 2019	Transport Education Training Authority (TETA) "Empowerpreneurship" Summit	The DTPW Branch: Transport Management assisted a number of women from Western Cape transport industries (taxi, bus, freight and rail) to attend this event aimed at empowering women in the transport sector.
7	27 July 2019	Participatory Education Techniques	DTPW Road Safety Management hosted a Participatory Education Techniques (PET) Open Day at Gene Louw Traffic College (GLTC) with Grade 10 and 11 learners who wish to improve their road safety skills and knowledge. Participants form teams to conduct research on road safety issues in their communities and present their solutions. The best PET teams across South Africa go on to represent their provinces in the annual national competition.
8	8 August 2019	Traffic Officer Graduation Ceremony	A total of 52 trainees of the Gene Louw Traffic College who successfully completed the 12-month Further Education and Training Certificate (FETC): Road Traffic Law Enforcement graduated at an event in August 2019.

	Date	Event	Description
9	14–30 August 2019	Women's Month	The DTPW celebrated women through many exciting events including the Women in Leadership breakfast and two motivational speakers. The Department highlighted the fierceness of a female DTPW employee who has survived cancer. Head of Department (HOD) Jacqui Gooch hosted her annual Public Service Women in Management meeting which focused on the HOD's 8 Principles. Dr Liana Roodt, founder of Project Flamingo, addressed the group. On DTPW Wellness Day, a team of experts on site discuss health-related matters with staff. Motivational speaker Ellen Pakkies came to share her story. Karin Kortje ended off <b>Women's Month</b> by providing some entertainment for the crowd.
10	27 August 2019	Opening of the rehabilitated R44 Gouda Road	A R190 million project to rehabilitate 12 km of Trunk Road 23 Section 3 and the Kleinbergrivier Bridge that commenced in June 2017 was completed in 2019. Provincial Minister of Transport and Public Works Bonginkosi Madikizela was joined by Drakenstein Executive Mayor, Conrad Poole at a ribbon-cutting ceremony at Gouda on 27 August 2019.
11	11–12 September 2019	Cape Construction Expo	The DTPW shared an interactive exhibition stand with the Western Cape Department of Human Settlements (DHS) at the Cape Construction Expo held in Cape Town on 11 and 12 September 2019. The Expo showcased the work of about 77 exhibitors and provided an opportunity for industry stakeholders to interact and network with built environment service providers and professionals from across the Western Cape. Approximately 4 000 small and medium contractors attended the event.
12	4 October 2019	Gene Louw Traffic College (GLTC) 30th anniversary celebrations and breaking ground of indoor shooting range project	GLTC opened on 15 September 1989 and has, over 30 years, provided excellent training to thousands of traffic officers, municipal police officers, examiners of vehicles (EOV) officers, and examiners for driving licences (EDL) officers. GLTC is accredited as a training service provider by the Safety and Security Education and Training Authority (SASSETA) and the Quality Council for Trades and Occupations (QCTO). It is also registered by the Road Traffic Management Corporation (RTMC) as a facilitator of EOV and EDL training.  As part of the festivities, practising traffic law enforcement officials were awarded stars in recognition of service at the event, one star for every five years of law enforcement service. Provincial Minister Bonginkosi Madikizela said the Department is in the process of constructing its own onsite indoor shooting range at the College, meaning officials will no longer have to go elsewhere for shooting training.

	Date	Event	Description
13	16 October 2019	Freight industry stakeholder engagement session	The DTPW hosted an engagement with road freight stakeholders focused on developing a collaborative approach to improving safety in the freight industry. Inputs were made by representatives of truck drivers, DTPW Traffic Law Enforcement, the South African Police Service, the Transport Education Training Authority, and the Council for Scientific and Industrial Research (CSIR). Key solution-oriented interventions identified on the day included effective law enforcement, training, support for driver wellness, and voluntary compliance by <b>fleet owners with the CSIR's Road Transport Management System (RTMS) for safer transportation of road freight.</b>
14	25 October 2019	EPWP Contractor Development Programme certificate ceremony	A total of 38 trainees graduated with a Contractor Development Programme <b>certificate from DTPW's Expanded Public Works Programme. Participants had successfully completed a 10-month structured training programme for registered Level 1 Construction Industry Development Board small building and civil engineering contractors. The aim of the programme is to raise the CIDB rating of participants so that they can bid for larger and more complex contracts.</b>
15	31 October 2019	Saldanha Bay Circle and Road opening	Provincial Minister Bonginkosi Madikizela was joined by Premier Alan Winde, Cabinet Ministers and Saldanha Bay Municipal Mayor Marius Koen at the official opening of the Saldanha Bay Circle and Road. Construction of the R187 million project commenced in January 2017. Its objective was to link Main Road 559 with Main Road 238 by offering an improved direct link between Langebaan and the Saldanha central business district. This development alleviates heavy traffic flow from the residential connector road. This project contributed to the long-term road master network planning for the Saldanha Bay Industrial Development Zone and is supported by national <b>government's infrastructure development plans for IDZs across South Africa.</b>
16	5 December 2019	Western Cape Road Safety Plan festive season launch	Provincial Minister Bonginkosi Madikizela launched the Western Cape Road Safety Plan for the festive season. The plan is a coordinated set of inter-provincial plans that bring together the efforts of various law enforcement agencies to help ensure compliance with all vehicle and driving safety requirements through enforcing random breath testing (RBT), fatigue management, and the prohibition on driving under the influence of alcohol. Various information technology (IT)-enabled strategies were initiated to enforce compliance with road safety law.

### 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	2019/20			2018/19		
	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	1 617 482	1 804 408	(186 926)	1 601 767	1 684 941	(83 174)
Sale of goods and services other than capital assets	103 037	145 681	(42 644)	97 573	119 028	(21 455)
Interest, dividends and rent on land	-	281	(281)	-	142	(142)
Sale of capital assets	-	29	(29)	-	6 283	(6 283)
Transactions in financial assets and liabilities	7 151	14 417	(7 266)	380	15 641	(15 261)
Transfers received	-	-	-	-	7 000	(7 000)
Fines penalties and forfeits	273	3 810	(3 537)	258	2 409	(2 151)
<b>Total</b>	<b>1 727 943</b>	<b>1 968 626</b>	<b>(240 683)</b>	<b>1 699 978</b>	<b>1 835 444</b>	<b>(135 466)</b>

An over collection of R240.683 m or 13.93 per cent was realised on departmental receipts for the 2019/20 financial year. In the previous financial year, the over-collection on receipts amounted to R135.466 m or 7.97 per cent. The increase in over-collections compared to those of the previous year is R105.217 m or 77.67 per cent.

Motor vehicle licence revenue continues to dominate departmental own receipts (91.7 per cent), with the remainder consisting mainly of abnormal load licences, operating licences, special motor vehicle licence numbers, course fees, rental of office buildings, fines, penalties and forfeits. The entry in the item transactions in financial assets and liabilities received is the refund received from the State Attorney for the purchase of Erf 1936 Zwelihle as well as collection of prior years' lease debt. The number of registered vehicles increased from 2 033 704 as at 31 March 2019 to 2 067 700 as at 31 March 2020, a net increase of 33 996 motor vehicles or 1.67 per cent.

There was a net increase in the number of special licence plates of 1 551 or 19.85 per cent from 7 813 as at 31 March 2019 to 9 364 as at 31 March 2020. The number of abnormal

load permits issued in the year under review increased by 2 099 or 27.97 per cent from 7 504 as at 31 March 2019 to 9 603 as at 31 March 2020.

The main reasons for the improvement in 2019/20 are:

- Motor vehicle licences:
  - An average increase of 3 per cent on motor vehicle licence fees with effect from 1 April 2019;
  - 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.

Erf 3035 Constantia – property was transferred to the National Government of the Republic of South Africa for the specific purpose of the settling of the land restitution claim of the Constantia Group Claimants.

Write-offs to the value of R0.996 m were made for the year under review, mainly as a result of damages to Government Garage (GG) vehicles, road construction and maintenance plant equipment.

### 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 3 per cent effective from 1 April 2019.
- 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 course fees: These fees are governed by the Public Finance Management Act, 1999 (Act 1 of 1999) (PFMA). An average tariff increase of 5.3 per cent was implemented with effect from 1 April 2019.
- Leasing of State housing: The prescribed tariffs are applied as contemplated in the PFMA.
- Leasing of government-owned 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.
- Special discrete motor vehicle and personalised licence number fees: These fees are governed by the NRTA. The tariffs which are determined by the Minister of Transport and brought into effect on 1 February 2003 remained unchanged.

- Miscellaneous fees: These fees are governed by the NRTA. The tariffs which are 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	2019/20			2018/19		
	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	305 611	305 611	-	196 359	194 823	1 536
Public Works Infrastructure	2 152 964	2 146 723	6 241	1 919 926	1 910 819	9 107
Transport Infrastructure	3 639 441	3 635 613	3 828	3 529 135	3 526 655	2 480
Transport Operations	1 518 321	1 517 921	400	1 325 089	1 325 087	2
Transport Regulation	884 319	884 319	-	842 634	841 049	1 585
Community-Based Programmes	56 932	56 932	-	55 878	55 875	3
<b>Total</b>	<b>8 557 588</b>	<b>8 547 119</b>	<b>10 469</b>	<b>7 869 021</b>	<b>7 854 308</b>	<b>14 713</b>

The DTPW spent 99.9 per cent of its budget allocation for the year under review. In the previous financial year, the spending was 99.8 per cent of the budget allocation. The growth in actual expenditure, when compared to the previous year's expenditure, is 8.8 per cent.

Savings on goods and services items in the amount of R9 million was utilised to increase expenditure on the compensation of employees (COE) item by 0.9 per cent. Reasons for variances in other expenditure items are described per Programme below.

### Programme 2: Public Works Infrastructure

A memorandum of agreement with Saldanha Municipality to fund the design and construction of the access road linking the Louwville community to the Community Day Centre was not finalised before financial year-end.

### Programme 3: Transport Infrastructure

Some municipalities did not finalise their infrastructure projects as planned and could therefore not claim their subsidies for the construction and maintenance of transport infrastructure during the 2019/20 financial year. This resulted in marginal underspending on the Programme.

### Programme 4: Transport Operations

The engagement process with the Overstrand Taxi Association took longer than planned, resulting in a delay in implementation of the Provincial Sustainable Transport Programme in the Overstrand Municipality.

## 4.4 Virements and rollovers

### Virements

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

Table 4: Virements for 2019/20

Main Division from	To	R'000	Reason
2. Public Works Infrastructure	1. Administration	811	COE realignment.
		73	Leave gratuity.
	3. Transport Infrastructure	158	Leave gratuity.
	5. Transport Regulation	3 817	COE realignment.
		21 118	Agency fees payable to municipalities due to overcollection of motor vehicle licence fees.
		253	Leave gratuity.
	6. Community Based Programmes	21	EPWP Skills Development.
1		Leave gratuity.	
3. Transport Infrastructure	1. Administration	1 674	Computer Equipment.
	2. Public Works Infrastructure	8 974	Construction projects and acquisition of properties.
	5. Transport Regulation	13 929	Agency fees payable to municipalities due to overcollection of motor vehicle licence fees.
		5 381	Land Transport Permit System and Provincial Transport Regulation System software.
4. Transport Operations	1. Administration	3 221	Safely Home road safety marketing campaign.
	5. Transport Regulation	7 060	Agency fees payable to municipalities due to overcollection of motor vehicle licence fees, District Safety Plan and Land Transport Permit System and Provincial Transport Regulation System software.

Main Division from	To	R'000	Reason
6. Community Based Programmes	1. Administration	24	COE realignment.
	3. Transport Infrastructure	552	COE realignment.
	4. Transport Operations	543	COE realignment.
	5. Transport Regulation	128	Finance Lease.

## Rollovers

Table 5 provides details on rollovers requested from 2019/20 to 2020/21.

Table 5: Rollovers requested from 2018/19 to 2019/20

Programme	R'000	Purpose
Programme 5: Transport Regulation	10 231	To provide for agency fees payable to municipalities in respect of the collection of motor vehicle licence fees.
	1 200	To provide for legal fees in relation to the arbitration between government and the minibus taxi industry.
	3 250	To provide for operating costs and improve databases underpinning regulatory functions on systems in the transport regulation environment such as the Land Transport Permit System (LTPS) and Provincial Transport Regulation System (PTRS).
<b>Total</b>	<b>14 681</b>	

## 4.5 Revenue retention

Table 6 provides details on revenue retained from 2018/19 to 2019/20.

Table 6: Revenue retained from 2018/19 to 2019/20

Programme	R'000	Purpose
Programme 2: Public Works	5 725	To fund the design and construction of the access road linking the Louville community to the Community Day Centre in Saldanha
	6 969	To provide for the refurbishment of office accommodation.
Programme 3: Transport Infrastructure	7 000	For upgrades to the provincial Main Road 201 (MR201).
Programme 4: Transport Operations	91 379	To fund the Integrated Transport Hub which is an innovative smart city government approach, that leverages the potential of technology to improve transport in the Western Cape by providing decision-makers with better data and integrated information, enables real-time monitoring of road traffic, public transport and crime, and enables the immediate and rapid deployment of law enforcement.
Programme 5: Transport Regulation	2 393	To provide for legal fees in relation to the arbitration between government and the minibus taxi industry for operational costs (R1 000 000) and meeting allowances of the Western Cape Provincial Taxi Council (R643 000) and Provincial Transport Regulation System (PTRS) which is part of the broader Integrated Transport Hub intended to improve the databases underpinning the regulatory functions of the programme (R750 000).
	22 000	To provide for agency fees payable to municipalities in respect of the collection of motor vehicle licence fees.
<b>Total</b>	<b>135 466</b>	



#### 4.6 Unauthorised, irregular and fruitless and wasteful expenditure

The reasons for unauthorised, irregular and fruitless and wasteful expenditure identified in 2019/20, 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 2019/20.

File number	Description	Amount	Corrective steps
FC 3/6/1/4/157	Non-adherence to regulation 8(5) of the Preferential Procurement Regulations (PPR), 2017 in terms of Local Content.	R117 881.44	Cautionary letters issued to the implicated officials. SCM Instruction 5 of 2019/20 has been issued and distributed.

#### 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 Administration Act will be amended to make provision for the Provincial Minister to make regulations providing for the impoundment of motor vehicles;
- The final draft of the Western Cape Transport Infrastructure Bill was approved by Cabinet and advertised for public comment. Work to amend the draft regulations is underway.

Furthermore, the DTPW will:

- Within the infrastructure delivery space, prioritise assets that will maximise service delivery to citizens;
- 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, the ITH, 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 II A	TA II B	TA III	
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

Various land-use scenarios were concluded in February 2019 and options were presented to Cabinet on all project deliverables for the Founders' Garden Artscape. An update on the Conradie Better Living Model Exemplar Project is provided below.

**Founders' Garden Artscape** – A preferred option was supported by the Cabinet in April 2019 shifting the land-use focus from mixed-use, commercial-led to mixed-use, affordable residential-led. A revised concept was developed and presented in August 2019, aligned to a mixed-use, residential-led development incorporating social and affordable accommodation. The revised concept underpinned the procurement documentation for the appointment of financial, legal and technical specialists necessary to: 1) amend, maximise and secure land-use rights; 2) develop and model the financial feasibility of the development; and 3) procure a suitable developer of the precinct. The specialists were appointed in March 2020 and have begun working on all project deliverables.

Conradie – After formally taking control of the site, the appointed developer also took control of the security and maintenance responsibilities. The developer proceeded to develop the first Precinct Plan and submitted it to the City of Cape Town (CoCT) for approval after review by the Department. CoCT subsequently, approved the Precinct Plan. Similarly, the site development plans were submitted for the first social housing block,

as well as the first open market housing block. The City also approved the bulk infrastructure upgrade designs and external road and bridge upgrades.

In January 2020, the developer appointed the civil contractor who commenced with site clearing, pipe diversions and piling for the new pedestrian bridges. During February 2020, the developer launched the off-plan sale of the first open market housing units.

#### 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.

The new standardised goods and services contract which has been developed is already being utilised extensively in the Department. The process of scrutiny by Legal Services for possible application throughout the Western Cape Government with Provincial Treasury endorsement is already at an advanced stage and improvements and refinements are introduced from time to time to ensure compliance with the latest legislation, regulations and instructions. Although the standardised contract document complies in all respects with National Treasury prescripts, it will only be made available to other departments and organs of state once the Legal Services/ Provincial Treasury endorsement has been secured.

The AO's SCM delegations have been reviewed and have been aligned with the new Provincial Treasury Instructions, as well as the Framework for Infrastructure Delivery and Procurement Management issued by the National Treasury. These delegations will be issued in the 2020/21 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 Western Cape Supplier Evidence Bank (WCSEB) as a document repository, (which replaced the Western Cape Supplier Database) in addition to 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 Framework for Infrastructure Delivery Management; and
- Dealing with the challenges experienced with the CSD and WCSEB 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

The Department has assessed the impact of the COVID 19 pandemic that resulted in a countrywide National State of Disaster. No further reporting of information due to COVID-19 is deemed material in the 2019/20 Annual Financial Statements (AFS).

#### 4.14 Other

There are no other matters to report.

#### 4.15 Acknowledgements

Our annual Long Service Awards are an opportunity to acknowledge and celebrate the phenomenal contributions made by our long-serving and dedicated staff. The hosting of the Long Service Awards Ceremony for officials who have rendered 10, 20, 30 and 40 years' continuous service for the period 1 April 2019 to 31 March 2020 was unfortunately cancelled due to the COVID-19 National State of Disaster. The Department would like to thank these officials for their hard work and their dedicated service. They have been invaluable to the continued success of the DTPW, and the Western Cape Government as a whole.

Categories	10 years	20 years	30 years	40 years	Total
Number of long-serving officials	108	55	55	5	223

While it falls outside the reporting period, it is also with great sadness that we learned that COVID-19 claimed the lives of Kenneth Baron (33 years of service) who worked at our Belville workshop and passed away on 18 June, Mark Jansen (17 years of service), Director: Road Safety Management, who passed away on 8 July 2020, and Gert Cloete (32 years of service), who worked in our Ceres road maintenance team and passed away on 9 July 2020.

The Annual Financial Statements set out on pages 244 to 348 are hereby approved.



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JT Gooch  
Accounting Officer  
Department of Transport and Public Works

Date: 20.10.2020

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

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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 2020.

Yours faithfully



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JT Gooch  
Accounting Officer  
Department of Transport and Public Works  
Date: 20.10.2020

## 6 Strategic overview

### 6.1 Vision

The Department of Transport and Public Works embraces the Western Cape Government 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 WCG 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:



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, 1998 (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 safety by providing for a process 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 demerit points system; provides for the establishment of an agency to administer the process; 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 objects 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"> <li>• the formulation and implementation of provincial land transport policy and strategy;</li> <li>• the planning, coordination, and facilitation of land transport functions;</li> <li>• collaboration between municipalities; and</li> <li>• liaison with other government departments.</li> </ul>
	<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 provincial roads.</p> <p>The NRTA regulates fitness, registration and licensing of motor vehicles, manufacturers, importers and builders; 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 Safety Act, 1972 (Act 9 of 1972)</p> <p>To promote road safety; for that purpose, to establish a national road safety council and a central road safety fund; to repeal the South African Road Safety Council Act, 1960; and to provide for related matters.</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 and related matters.</p>

Function	Legislation
	<p>Road Transportation Act, 1977 (Act 74 of 1977) 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) Regulates certain road traffic matters in the province and the determination and review of motor vehicle registration and licence fees.</p>
	<p>Western Cape Road Transportation Act Amendment Law (Act 8 of 1996) 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>Western Cape Transport Infrastructure Act, 2013 (Act 1 of 2013) Provides for the planning, design, declaration, construction, maintenance, control, management, regulation, upgrading and rehabilitation of roads, railway lines and other transport infrastructure in the Western Cape. This Act has not yet been brought into operation.</p>
	<p>Draft Western Cape Rail Transport Infrastructure Bill, (2019) The draft legislation is in response to the very serious and urgent need to address the issues plaguing rail transportation in this province. The Draft Bill seeks to improve rail safety and rail service standards in the Western Cape and makes proposals on how this can be achieved.</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>Expropriation Act, 1975 (Act 63 of 1975) Provides for the expropriation of land and other property for public and certain other purposes.</p>
	<p>Extension of Security of Tenure Act, 1997 (Act 62 of 1997) To provide for measures with State assistance to facilitate long-term security of land tenure; to regulate conditions of residence on certain land; to regulate the conditions on and circumstances under which the right of persons to reside on land may be terminated; to regulate the conditions and circumstances under which persons whose right of residence has been terminated may be evicted from land; to substitute the provision of subsidies with tenure grants; to further regulate the rights of occupiers; to provide for legal representation for occupiers; to further regulate the eviction of occupiers by enforcing alternative resolution mechanisms provided for in the Act; to provide for the establishment and operation of a Land Rights Management Board; and to provide for the establishment and operation of Land Rights Management Committees to identify, monitor and settle land rights disputes.</p>
	<p>Government Immovable Asset Management Act, 2007 (Act 19 of 2007) Promotes government's service delivery objectives through the sound management of immovable assets they use or control. The Act stipulates the responsibilities of the user and those of the custodian which, in the Western Cape, is DTPW Provincial Public Works.</p>

Function	Legislation
	<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 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 South Africa 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 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; establishes the Black Economic Empowerment Advisory Council; promotes compliance of organs of state and public entities with the Act; strengthens the evaluation and monitoring of compliance; includes incentive schemes to support black-owned and -managed enterprises in the strategy for BBBEE; provides for the cancellation of a contract or authorisation; and establishes the Broad-Based Black Economic Empowerment Commission to deal with compliance.</p>
	<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, 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; setting national standards; and promoting common and ethical standards for construction delivery and contracts.</p>

Function	Legislation
	<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; 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>Disaster Management Act, 2002 (Act 57 of 2002)  Provides for an integrated and coordinated disaster management policy that focuses on preventing or reducing the risk of disasters; mitigating the severity of disasters; emergency preparedness; rapid and effective response to disasters; and post-disaster recovery.</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 <b>employees and their trade unions, employers and employers' organisations can:</b> 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) Provides 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 <b>municipality's political and administrative structures</b>; 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; procedures for coordinating environmental functions exercised by organs of state; and 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 Audit Act, 2004 (Act 25 of 2004) Establishes and assigns functions to the Auditor-General of South Africa (AGSA); provides for the auditing of institutions in the public sector; enables AGSA to refer suspected material irregularities arising from an audit to a relevant public body for investigation, empowers AGSA to take appropriate remedial action, to issue a certificate of debt where an accounting officer failed to recover losses from a responsible person, and to instruct the relevant executive authority to collect debt.</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>

Function	Legislation
	<p>Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013)  To provide a framework for spatial and land use management in the Republic; to specify the relationship between the spatial planning and the land use management system and other kinds of planning; to provide for inclusive, developmental, equitable and efficient spatial planning in the different spheres of government; to provide a framework for the monitoring, coordination and review of the spatial planning and land use management system; to provide a framework for policies, principles, norms and standards for spatial and regulatory imbalances; to promote greater consistency and uniformity in the application procedures and decision-making by authorities responsible for land use decisions and development applications; to provide for the establishment, functions and operations of municipal planning tribunals; and to provide for the facilitation and enforcement of land use and development measures.</p>
	<p>Radio Act, 1952 (Act 3 of 1952)  Controls radio activities and related matters.</p>
	<p>Western Cape Land Use Planning Act, 2014 (Act 3 of 2014)  To consolidate legislation in the Western Cape pertaining to provincial planning, regional planning and development, urban and rural development, regulation, support and monitoring of municipal planning and regulation of public places and municipal roads arising from subdivisions; to make provision for provincial spatial development frameworks; to provide for minimum standards for, and the efficient coordination of, spatial development frameworks; to provide for minimum norms and standards for effective municipal development management; to regulate provincial development management; to regulate the effect of land development on agriculture; to provide for land-use planning principles; and to repeal certain old-order laws.</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 Procurement (Business Interests of Employees) Act, 2010 (Act 8 of 2010)  Restricts the business interests of employees of the provincial government and of provincial public entities, as well as members of controlling bodies of such entities, in entities conducting business with the provincial government and provincial public entities; provides for the disclosure of such interests; and provides for 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</p> <p>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</p> <p>This strategy has two key thrusts, namely:</p> <ul style="list-style-type: none"> <li>• Accelerated modal upgrading, which aims to provide for new, more efficient, universally accessible, and safe public transport vehicles and skilled operators; and</li> <li>• Integrated rapid public transport networks which aim to develop and optimise integrated public transport solutions.</li> </ul>
	<p>National Road Safety Strategy, 2011–2020</p> <p>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</p> <p>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</p> <p>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</p> <p>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>Access Management Guidelines, 2020</p> <p>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)</p> <p>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</p> <p>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</p> <p>Places certain responsibilities on the DTPW:</p> <ul style="list-style-type: none"> <li>• Encouraging the incremental accessibility of rail infrastructure and providing training to operators and their staff on dealing sensitively with special needs persons;</li> <li>• Supporting the provision of universally accessible public transport information services;</li> <li>• In association with the National Department of Transport, preparing and publishing guideline requirements for accessible public transport vehicles;</li> <li>• Ensuring that all new public transport facilities cater for special needs persons; and</li> <li>• 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.</li> </ul>
Public Works and Property Management	<p>Western Cape Provincial Acquisition Policy</p> <p>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</p> <p>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</p> <p>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>
	<p>Western Cape Provincial Property Disposal Policy</p> <p>Guides development, drives transformation, and instils confidence in underdeveloped areas, especially to redress imbalances of the past and to promote economic activities.</p>
Expanded Public Works Programme	<p>Guidelines on the implementation of the EPWP</p> <p>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)</p> <p>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</p> <p>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>

Function	Policies
	<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>
	<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>

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## 8 Organisational structure as at 31 March 2020

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



# Organisational Organogram


## Extended Top Management 19/20




Minister of Transport and Public Works  
**Bonginkosi Madikizela**



Head of Ministry  
SL 13  
**Clive Roos**



Head of Department  
SL 16  
**Jacqueline Gooch**




Office of the HoD  
**Sharonette Webb**



Road Network Management  
SL 15  
**Lenn Fourie**



Transport Management  
SL 15  
**Kyle Reinecke**



Provincial Public Works  
SL 15  
**Gavin Kode**



Strategy, Planning and Coordination  
SL 15  
**Gerrit van Schalkwyk (Act)**



Finance (Chief Financial Officer)  
SL 15  
**Chantal Smith**



Road Network Management  
SL 14  
**Anton Nell (Act)**




Traffic Management  
SL 14  
**Kenneth Africa**



Public Private Partnerships (PPP)  
SL 14  
**Joey Pillay**



Policy and Strategy Integration  
SL 14  
**Gerrit van Schalkwyk**



Financial Management  
SL 14  
**Vacant**



Transport Operations  
SL 14  
**Deidre Ribbonaar**



Immovable Asset Management  
SL 14  
**Ronel Judin**



EPWP  
SL 14  
**Richard Petersen**



Supply Chain Management  
SL 14  
**Vacant**



Transport Regulation  
SL 14  
**Yasir Ahmed**



General Infrastructure  
SL 14  
**Andrea Campbell**



Strategic Management and Operational Support  
SL 14  
**Ramesh Maharaj**



Government Motor Transport  
SL 14  
**Yasir Ahmed (Act)**



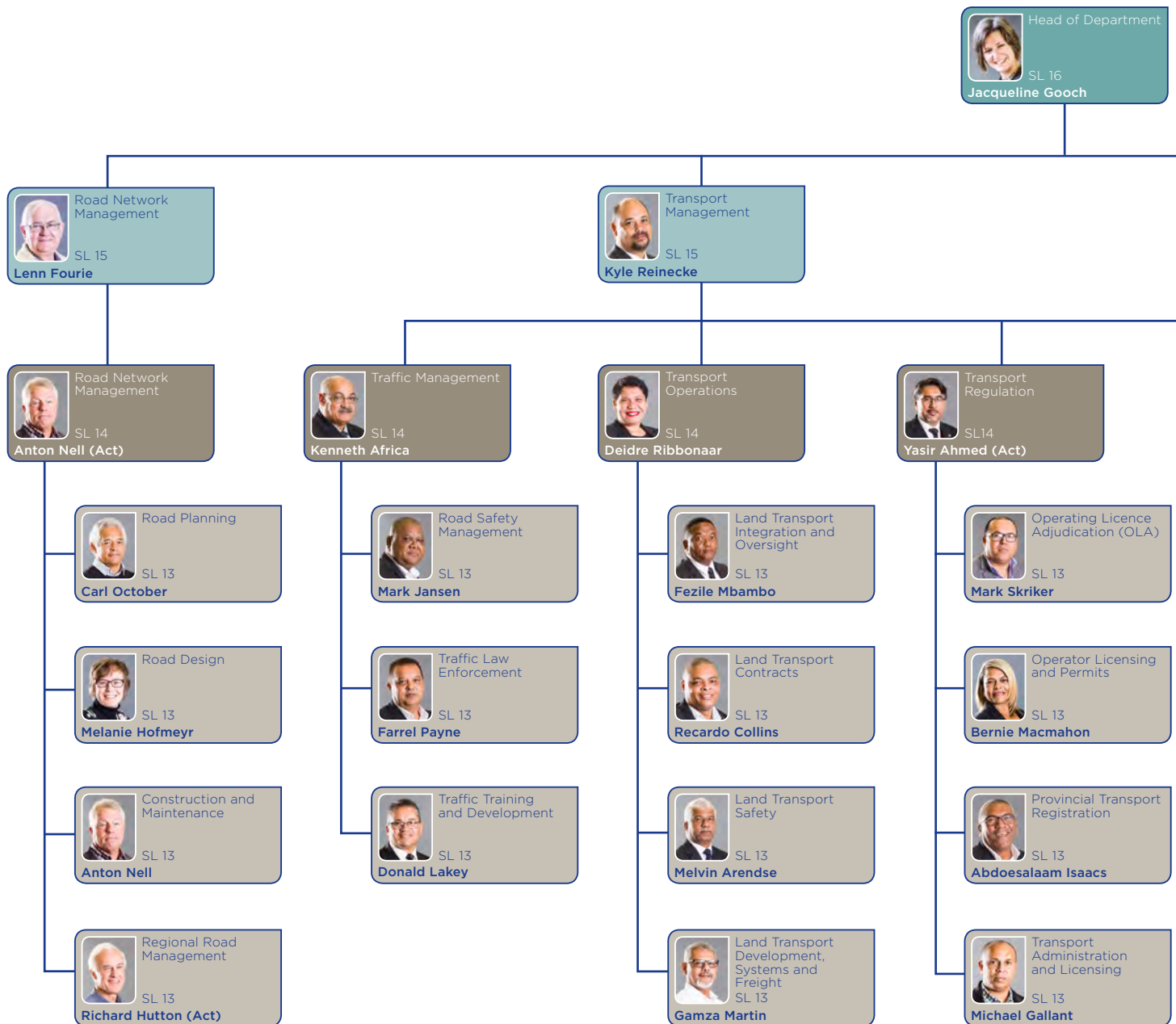
Health Infrastructure  
SL 14  
**René Kok**



Education Infrastructure  
SL 14  
**Liam Thiel**

# Organisational Organogram

## Senior Management



Provincial Public Works  
SL 15  
**Gavin Kode**

Government Motor Transport  
SL 14  
**Yasir Ahmed**

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  
**Anthonie Janse Van Rensburg (Act)**

Fleet Finance  
SL 13  
**Riaan Wiggill**

Project Officer PPP  
SL 13  
**Neil Joseph**

Project Officer PPP  
SL 13  
**Vacant**

Project Officer PPP  
SL 13  
**Vacant**

Special Projects  
SL 13  
**Lindelwa Mabuntane**

Property Planning and Information  
SL 13  
**Ansa Ferreira**

Property Management Region 1  
SL 13  
**Shane Hindley**

Property Management Region 2  
SL 13  
**Pakama Mlandu**

Property Acquisition  
SL 13  
**Elzette van der Westhuizen**

Technical Support  
SL 13  
**Refiloe Monare**

Programme/Projects Infrastructure Delivery  
SL 13  
**Catherine Skillicorn**

Infrastructure Policies, Strategies and Systems: Education  
SL 13  
**Charles Croeser**

Programme/Projects Infrastructure Delivery: Education  
SL 13  
**Daniel Nugent (Act)**

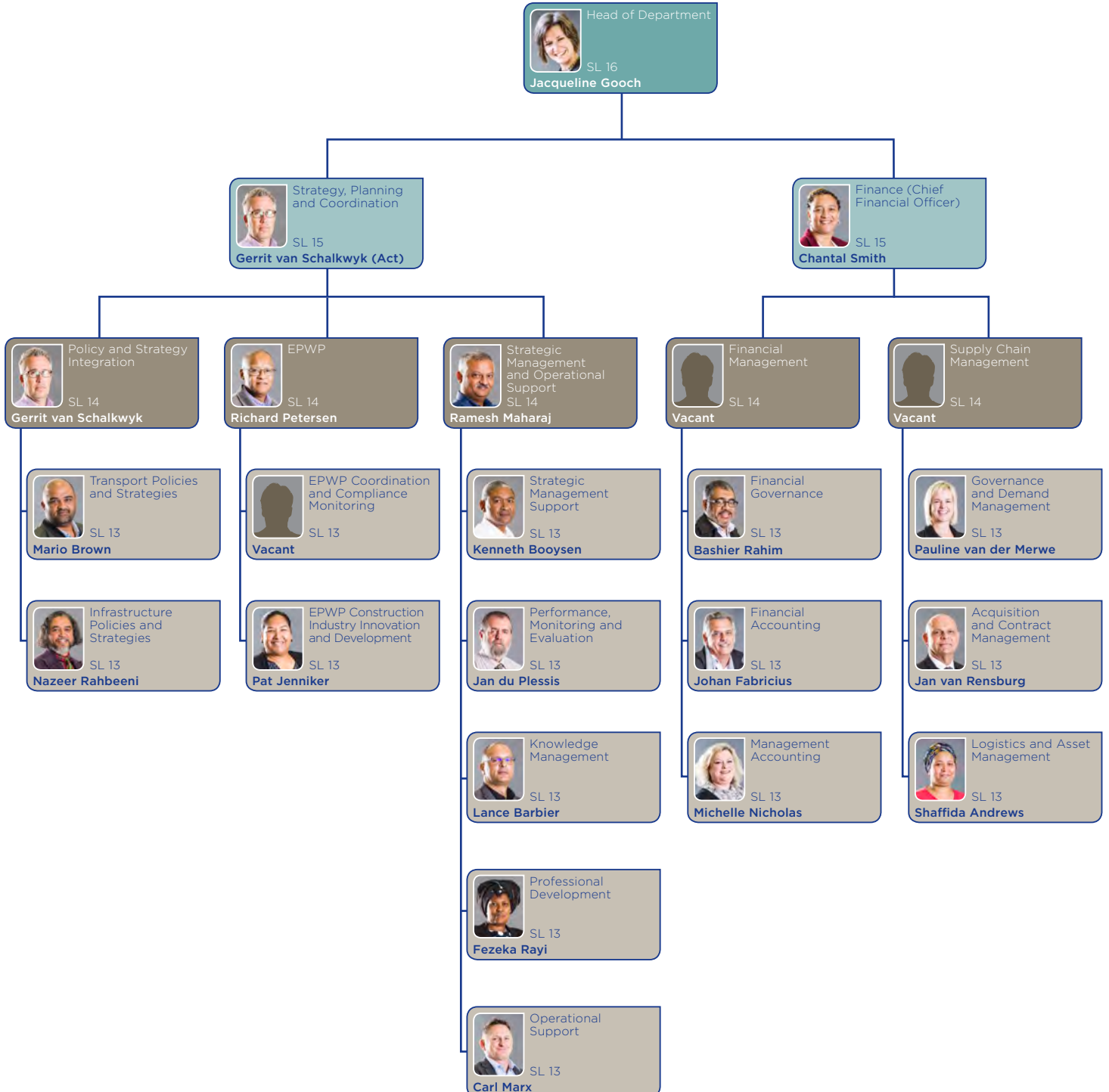
Health Infrastructure  
SL 14  
**René Kok**

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

Programme/Project Infrastructure Delivery: Health  
SL 13  
**Lev Binkowski**

# Organisational Organogram

## Senior Management continued



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## 9 Entities reporting to the Provincial Minister

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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.

**B** Performance  
Information





# Part B: Performance Information

## 1 Auditor-General's report: Predetermined objectives

The AGSA currently performs certain audit procedures on the performance information to provide reasonable assurance in the form of an audit conclusion. The audit conclusion on the performance against pre-determined objectives is included in the report to management, with any material findings being reported under the Predetermined Objectives heading in the Report on other legal and regulatory requirements section of the auditor's report.

Refer to page 237 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"> <li>• Provide strategic, policy and operational support within the Department.</li> <li>• Provide financial management and supply chain services within the Department.</li> <li>• Assist municipalities to develop integrated transport plans (ITPs).</li> <li>• Facilitate the development of provincial, departmental strategies, policies and plans.</li> <li>• Manage the Professional Development Programme (PDP) to develop scarce skills in the transport, built environment and engineering fields.</li> <li>• Provide bursaries for individuals studying in the transport, engineering and built environment fields.</li> </ul>
Public Works Infrastructure Services	<ul style="list-style-type: none"> <li>• Acquire and dispose of immovable assets.</li> <li>• Ensure optimal utilisation of provincially owned properties.</li> <li>• Lease property to provide accommodation.</li> <li>• Provide accommodation services to provincial departments and entities.</li> <li>• Construct and maintain health, education and general building facilities.</li> <li>• Create job opportunities and economic empowerment through infrastructure provision.</li> </ul>
Transport Infrastructure Services	<ul style="list-style-type: none"> <li>• Construct, rehabilitate and maintain the provincial road network.</li> <li>• Offer learnerships and graduate training.</li> <li>• Offer diesel mechanic apprenticeships.</li> <li>• Provide technical support services.</li> <li>• Create job opportunities and economic empowerment through infrastructure provision.</li> </ul>

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

### 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.
- Service delivery protests in the past year had a major impact on bus operations resulting in disruptions and longer travel times which had a negative impact on adherence to the scheduled timetable.
- Community unrest at construction sites slowed down the delivery of public infrastructure.
- There were public demands for WCG-owned land in centrally located parts of Cape Town to be used for affordable housing purposes.
- Violence relating to disputes in the taxi industry had a negative impact on commuter safety and the efficient functioning of the public transport system. Violent conflict between minibus taxi operators and associations, mainly ones aligned to the Cape Amalgamated Taxi Association (CATA) and the Congress of Democratic Taxi Associations (CODETA) resulted in murders and attempted murders on all sides. Disruptions caused by taxi-related crimes further affected the

already strained public transport system that resulted from the operational failures of rail described above.

- Fraud and corruption in the vehicle-, driving- and operating licensing environments necessitated the redirecting of already stretched human resources to work with the South African Police Service (SAPS), the Hawks and the National Prosecuting Authority (NPA) to gather evidence against individuals and syndicates active in this arena.

Service delivery protests, which often see the burning of tyres and other forms of vandalism, have a negative impact on the localised condition of the provincial road network. The costs of repairing or replacing this damaged infrastructure are not budgeted for, requiring the diversion of funds from routine maintenance budgets.

Mass transportation and public transport in general is fraught with inefficiencies as it struggles to meet the demands of a rapidly growing population. Disruptive behaviour frequently under the guise of civil unrest has seen further destruction of valuable transportation infrastructure, accounting for increased reliance on and usage of single occupancy vehicles. Vandalism of the rail system has resulted in half the trainsets being lost and approximately 400 000 passengers moving away from using rail services. The direct cost of damage to trainsets is estimated at R643 m over the last five years. Low-income public transport users in Cape Town spend up to 45 per cent of their income on transport, and this is likely to rise due to the collapse of the Central Railway Line. The spatial configuration of South African cities and the dominance of vehicles carrying only one occupant are the primary contributor to the congestion that faces transport planning.

In the last month of the financial year 2019/20, the worldwide COVID-19 pandemic was declared a national disaster. The implementation of the Level 5 Lockdown placed strain on every Branch of the Department. The DTPW responded swiftly by enabling staff to effectively work from home. Critical resources and staff were redirected to implement **those parts of government's COVID-19 suppression and mitigation strategies that fall within the Department's mandate.** COVID-19 will unfortunately continue to stifle critical infrastructure maintenance, repair and development, as well as hamper job creation efforts in rural and urban areas of the Western Cape, until the pandemic is no longer a threat to public health in South Africa.

## Key service delivery achievements

### *Service: Facilitate programmes to develop emerging contractors*

The Contractor Development Programme implemented four main training programmes.

- Construction information sessions (CIS) were presented to 108 emerging contractors from across the Western Cape in partnership with DTPW's SCM, the National Department of Public Works and Infrastructure, 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 comply with applicable government regulations and policies.

- Eighty CIDB Grade 1 and 2 contractors participated in the five-week municipality-based training programme.
- Thirty-eight CIDB Grade 1 and 2 contractors participated in the 10-month structured training programme accredited by the Construction Education and Training Authority (CETA) and graduated in October 2019. A new intake of 40 contractors started their training in November 2019.
- Advanced training and mentoring support were provided to 20 CIDB Grade 3 to Grade 5 contractors in the year under review.

In addition, 30 contractors across the Western Cape received occupational health and safety (OHS) training.

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 210 unemployed youth commenced their classroom training on 1 April 2019. In February 2020 a new intake of 252 unemployed youth commenced their training.

#### *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, 20 EMPIAs were initiated on planned departmental infrastructure projects. Twenty projects were monitored through empowerment target implementation reports (ETIRs). The unit supported the implementing directorates and their client departments at 26 community engagements during the year under review.

#### *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. Eleven mechanical artisans completed their training through the Apprenticeship Programme in 2019/20.

The DTPW's Oudtshoorn DRE Office continued to provide Code 14 (heavy vehicle) driver licence training to its staff.

#### *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. Four

graduates who participated in the Professional Development Programme registered with the Engineering Council of South Africa (ECSA).

**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 DTPW identifies as being critical and scarce by providing access to tertiary education learning and education opportunities.

The Department awarded Masakh'iSizwe bursaries to 127 students studying at three higher educational institutions in the Western Cape. The Provincial Minister of Transport and Public Works handed over certificates to bursary recipients at a ceremony in Cape Town. A total of 228 students received support during the 2019 academic year.

Discipline	Number of bursars	Race				Gender	
		A	C	I	W	F	M
Architecture	2	-	2	-	-	2	-
Built environment	15	8	6	1	-	5	10
Civil engineering	129	51	56	3	19	53	76
Electrical engineering	24	7	8	1	8	10	14
Geomatics	6	3	2	-	1	2	4
Mechanical engineering	46	12	20	1	13	16	30
Property studies	1	-	1	-	-	1	-
Town and regional planning	3	1	2	-	-	2	1
Transport studies	2	1	1	-	-	-	2
<b>Total</b>	<b>228</b>	<b>83</b>	<b>98</b>	<b>6</b>	<b>41</b>	<b>91</b>	<b>137</b>

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

**Service: Provide, construct and maintain accommodation for provincial departments**

**Education facilities**

During the year under review, the DTPW contributed to improving education outcomes in the Western Cape through providing education infrastructure. 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.

The new Philippi High School was completed at the end of November 2019. The school will be able to accommodate up to 1 120 learners. The design features a high level of security for learners and teachers, provision for community engagement, and rainwater harvesting facilities. The hall is situated on the periphery of the site to facilitate community use. However, it has been done in a way that does not compromise the security of learners and teachers. There is access from the outside to the hall, but no direct access from the hall to the private, secure, inner part of the school.

There are six specialist classrooms: the IT centre, multi-media centre, biology laboratory, chemistry laboratory, natural science centre and a consumer studies room. Other facilities include 28 IT-ready classrooms, bookstores, caretakers' rooms, decentralised head of department offices, and a sports store. The green design boasts groundwater harvesting facilities to supply water to ablution facilities and the school's gardens from a sustainable source.

The Department has completed the construction of Silikamva High School in Hout Bay, which is a new school designed to accommodate 1 240 learners. Teaching facilities comprised of 33 classrooms, five science laboratories, two multi-purpose classrooms, and a multimedia centre. The new facility also has a hall and a sports field. High-quality schools like these are helping to meet the growing demand for education in the Western Cape.

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.

The construction of the new Woodlands Primary School in Heideveld has reached practical completion and the works are moving onto the rest of the site. The Department started this project in April 2018. The school provides accommodation for 930 learners. Learners were previously housed in temporary classrooms. During phase 1 of the project, the classrooms (including Grade R), administrative building and school hall was completed. The external works and landscaping are to be completed in phase 2 of the project.

The Department started the R15 m refurbishment project of the Knysna High School boarding hostel which was damaged by fire in June 2017. This project entailed the first-floor brickwork, replacing of screeds and plaster; the removing of the timber flooring with a new surface bed put in its place; and new finishes and fixtures installed throughout the facility. Once completed, the school will boast upgraded hostel accommodation, bathrooms, eating and recreational facilities, and kitchen and staff quarters.

In May 2019, construction commenced to build a replacement facility for the Panorama Primary School in Vredenburg. Once completed, the new school will be able to accommodate up to 1 240 learners. Teaching facilities will comprise 12 foundation phase classrooms, eight intermediate phase classrooms, eight senior phase classrooms and four Grade R classrooms. There will also be two multi-purpose classrooms, a science laboratory, a multi-media centre, a hall and a sports field.

### Health facilities

During the year under review, DTPW contributed to improving health and wellness outcomes in the Western Cape through providing health infrastructure. Funds for health infrastructure delivery are provided in Vote 6: Health, while provision for DTPW to perform the function of implementing agent for the Western Cape Department of Health is made in Vote 10: DTPW.

The Department completed new health infrastructure projects during the year under review. The new prefabricated wards at Swartland Hospital were completed in March 2020. These wards were originally intended to alleviate the pressure on the facility caused by a fire in the emergency centre. Although these wards are isolated on the site, they

have been integrated into the hospital facility by means of covered walkways. The fact that these prefabricated wards were free-standing and separate from other clinical areas of the hospital meant they were well-suited for treating COVID-19 patients with little to no modification.

The project to extend the Gansbaai Clinic and upgrade and refurbish its existing facilities is scheduled for completion in October 2020. A new wing is being built for an emergency treatment unit and an infectious disease unit. Other new features include an ambulance bay, and medical waste and refuse facilities. Ancillary works include parking, the installation of rainwater harvesting equipment, and landscaping at the site.

The project to build a new day clinic adjacent to Laingsburg Hospital and making improvements to the existing hospital to accommodate decanting was initially scheduled for completion in September 2020 but, due to the impact of COVID-19, the scheduled completion date is now January 2021. The clinic will have a pharmacy and provide treatment facilities for acute conditions, wounds, chronic diseases, oral health, and woman and child health care. Improvements to the hospital include repurposing existing space to create new waiting, ablution, record, and reception facilities. A combined entrance will be built for the hospital and the new clinic.

Construction of the Observatory Forensic Pathology Institute is scheduled for completion in November 2020. The facility is situated at the entrance of Groote Schuur Hospital and delivers a modern, purpose-built forensic pathology facility providing Level 4 forensic services. The building work 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 natural 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 West Coast District residents. The project was commissioned in March 2016 and was completed in May 2019. The project included a new extension to the existing hospital which consists of a paediatric ward, operating theatres, support service facilities (kitchen, workshop, laundry etc.), a psychiatric ward, upgrades to existing clinical and support service facilities, new staff accommodation, a new administration building, and landscaping of the hospital grounds.

### General buildings

The Department completed the construction of various general facilities during the year under review and the office Modernisation programme continues.

Several modernisation projects relating to office accommodation reached completion during 2019/20 in Cape Town and the George central business district. These include the

refurbishment to modernisation standards of the ground and first floors in the York Park building in George. This building now accommodates the departments of Cultural Affairs and Sport, Social Development and Education, as well as the Human Settlements helpdesk.

The modernisation of the WCED Examination Reprographics Unit and the WCED Metro Central District Office has also been completed.

The infrastructure upgrade of the Sivuyele Residential Facility for persons with severe disabilities, which is managed by the Department of Social Development, commenced in February 2018 and was completed in March 2020.

The construction of the new GMT parking facility in York Street, George, was completed during the year under review. By accommodating in excess of 100 GG vehicles, this facility alleviates some of the parking pressure experienced in the vicinity of the WCG's York Park building.

Construction of the modernised 8th and 9th floors of 9 Dorp Street, which will accommodate the DTPW's executive management team as well as the DTPW's Ministerial offices, is nearing completion. The upgrade and renovation of the Mossel Bay Shared Services building is due for completion in 2020/21, and will accommodate the departments of Social Development, Agriculture, Health, and the WCED.

The refurbishment of the remaining floors in the York Park building in George is ongoing and due for completion during 2020/21, whilst construction relating infrastructure upgrades on the ground floor of 27 Wale Street which accommodates the Department of Human Settlements is underway.

The Department is also the implementer for CapeNature of various capital and scheduled maintenance and repair projects including new tourist accommodation, internal roads and bulk infrastructure in nature reserves managed by CapeNature across the Western Cape.

Preserving core infrastructure remains a departmental priority and substantial investment was made in the maintenance of provincially owned office buildings including general building repairs and infrastructure upgrades. Significant scheduled maintenance works continued at child and youth care centres managed by the Department of Social Development (Vote 7). An added result of increased investment in maintenance is its contribution to job creation and sustainability in the infrastructure sector over the medium term.

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 new schools, commercial space, parks and recreational facilities and the settlement will be accessible via public transport – bus and rail services.



### *Service: Road infrastructure provision*

The DTPW's strategic spend is focused on preventative maintenance and rehabilitation of ageing infrastructure. The high-quality road infrastructure that DTPW provides is an important component of a safe and effective transport system, and an enabler of economic and social development in the Western Cape.

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, Mossel Bay 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).

Projects already initiated to promote economic growth and maximise road user impact in the Western Cape are in various stages. During the year under review, the addition of a 3rd lane on the N1 at Durban Road Interchange, the extension of Main Road 559 and extension of TR85/1 in Saldanha were completed and are in the defects liability period. Preliminary design for the upgrade of Wingfield Interchange on the N1/N7 has continued, and the preliminary design stage for the upgrading of the N7 to freeway standards has commenced.

The review of the preliminary design and environmental impact assessment processes of the R300 northern extension have commenced. The R300 between the N1 and N7 is an important uncompleted link that will ultimately connect the south, north and western suburbs of Cape Town.

The upgraded N1/Old Oak Bridge project was officially opened in the year under review. The project was a three-year upgrade project which saw the widening of lanes on the N1 as well as the demolition and reconstruction of one part of the Old Oak Bridge. The project cost R558 m and will reduce traffic congestion on the N1. Work was carried out over a 9 km stretch of the N1 from Platteklouf Road to just beyond the Old Oak interchange. The project also included works to the existing water pipeline in the middle of the freeway. This stretch of the N1 has been known to experience severe levels of congestion – approximately 120 000 vehicles per day – during the morning and afternoon peak periods. Since the project was completed, motorists have experienced a smoother flow of traffic on both the inbound and the outbound lanes of this stretch of the N1.

DTPW started two roadworks projects spanning 16 km of the N7: one between Potsdam and Melkbosstrand interchanges (9.6 km); and the other between the Bosmansdam and Potsdam interchanges (6.4 km). The project for the stretch between Potsdam and Melkbosstrand is expected to be completed in September 2020 and entails the rehabilitation of the left lane, and the resurfacing of the right lane. Up to 2 km of single lane closures were implemented during construction. The project for the stretch between Bosmansdam and Potsdam is expected to be completed in June 2021. Work includes building of two new bridge underpasses across the N7, the reconstruction of 2.9 km of the highway and resurfacing from Bosmansdam to Platteklouf.

A road construction project at Bonnievale (Contract C820) has been completed and another major road upgrade project (Contract C818) from Ashton to Montagu through Cogmanskloof has been underway for over three years. Two other road maintenance projects commenced on adjoining road sections. Contract C1089 entails the repair and resealing of the R60 from the Nuy Valley and included the maintenance of 11.8 km of the R317 from Robertson to the Cogmanskloof Bridge, halfway between Robertson and Bonnievale. Contract C1091 entailed the resealing of the R60 from the turnoff to Swellendam, just east of Ashton, for 31.2 km and the resealing of Main Road 287, as well as the resealing of 6 km of Main Road 288 (a link road to the R60).

The DTPW started the construction of a pedestrian bridge on the N2 at Garden Village, Somerset West, just before the intersection with De Beers Avenue. This R22 m project is expected to be completed towards the end of 2020. Pedestrians, including learners at Gordon High School and Danie Ackermann Primary School, cross the road at peak traffic times. A number of pedestrians have been killed because there is no safe place for them to cross. The completion of the new bridge will be a major safety improvement for pedestrians and motorists travelling on the N2.

DTPW made good progress with flood damage repairs to road structures in Seweweekspoort in the vicinity of Zoar in the Kannaland Local Municipality on Main Road 309 (the R323). The work will be completed by February 2021. Upgrading the causeways will reduce the flooding and mitigate the severity of damage that might occur on this important link road. The scope of work entails clearing the existing gravel side drains near to river structures and channelling these into the river for the prevention of future erosion on the downstream side of the road batters.

The DTPW rehabilitated Trunk Road 33 Section 3 between Oudtshoorn (km 1.9) and De Rust (km 35.4), widened and improved it to a Class I standard of road between Springbok Road in Oudtshoorn (km 1.9) and km 23 (approximately 3 km past the Dysselsdorp intersection). The Department also did repairs and resealing of 11 km of the existing road between the end of the widened section (km 23) and km 34 (De Rust), and repairs and an asphalt overlay of 1.4 km of road through De Rust from km 34 to the Willowmore intersection (km 35.4).

DTPW, together with the Cape Winelands District Municipality, closed the Franschoek Pass for safety reasons on 22 June 2019 after a rockfall damaged a passing vehicle and another rockfall took place on 3 July 2019. A geotechnical investigation was commissioned to determine the extent and nature of the damage and DTPW adopted a phased approach to make the road safe for traffic. The rock barring contract was completed at the value of R220 000. The pass was officially reopened after the remedial works were completed.

The newly constructed traffic circle in Saldanha Bay was opened in the year under review. Construction of this R187 m project commenced in January 2017. Its objective was to link Main Road 559 with Main Road 238 by building a direct link between Langebaan and Saldanha central business district. This development alleviates heavy traffic flow from the residential connector road.

### *Service: Manage and monitor integrated public transport services*

The Western Cape's economy depends on effective and efficient transport networks and services for the movement of people and goods. This should include safe, reliable and affordable transport for accessing opportunities, such as work, education and services. Across the province, 2.3 m people rely on public transport such as rail, bus, minibus taxi services, cycling or walking for mobility and access. However, these options largely do not meet their needs and are often unsafe, unreliable, unavailable, or unaffordable. At the same time, car users generally do not consider public transport as an alternative travel mode and this contributes toward growing traffic congestion in urban areas. The cost of congestion in Cape Town is estimated at R2.8 bn per year, which negatively impacts on employment, education and business.

Through its PSTP, the DTPW is implementing long-term solutions to the constraints of the current public transport environment, including improving the management and integration of minibus taxi services, the collection and intelligent use of data, the safety and reliability of rail, the implementation of long-term public transport contracts such as Go George, and the development of the institutional arrangements required to successfully deliver such initiatives. During the year under review, the DTPW continued to support the development of the George Integrated Public Transport Network by leading the planning, implementation and management of the Go George bus service. This included the successful launch of Phase 4B, serving Conville, Parkdene, Ballotsview, Borchers and Lawaaikamp. Discussions are continuing with the parties in George to ensure that legitimate concerns and grievances are addressed. The priority remains to ensure that Phase 4B is successfully implemented. Discussions with the Uncedo Taxi Association and the George Community Forum are continuing in order to complete the planned infrastructure in Thembalethu so that the Phase 4A service to Thembalethu can begin.

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, enabling the DTPW to make ongoing service improvements, and to verify payments made to the operator.

The subsidy is funded through the Public Transport Operations Grant (PTOG). The subsidy is paid through a rate per kilometre which increases annually in terms of the contracted escalation factor. For the period under review, the increase in PTOG funding was only 5.6 per cent while the increase in the km rate payable to the operator is 6.64 per cent. The impact on services is that fewer kilometres can be subsidised. In addition, the suspension of Metrorail services on the Central Railway Line for most of the reporting period had a major impact on the demand for bus services around the Central Line, placing significant strain on bus operations during the peak periods.

There is still uncertainty regarding the assignment of responsibility for subsidised bus operations in the Cape Metropolitan Area to the CoCT. The City's application is still being considered by the national 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 special needs passengers.

With the Department's focus being on helping to ensure that people are transported in safety and with dignity, a major concern is that the DTPW will have limited funds to assist the minibus and metered taxi industries with training or awareness programmes for drivers. The registration of public transport drivers, which the Department has prioritised as part of the PSTP, will introduce an increased level of accountability for drivers towards their passengers. However, this will only be effective if such a registration process is linked to training and development programmes that can encourage responsible driver behaviour.

### *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. Those District Safety Plans (DSPs) that have been implemented, also enhanced road safety and helped to reduce road crash fatalities, especially fatalities among pedestrians.

- The Department has a long track record of producing young road safety ambassadors who can exert positive influence for years into the future. Learners from seven Western Cape schools (Vredenburg, Ilingeletu, Sizimisele, Jan Kriel, Umyezo Wama-Apile and Pioneer School for the Blind) proudly advocated for safer roads at the National Road Safety Debate, and Participatory Educational Techniques competitions held in Gauteng in September 2019. Road Safety Management officers of the DTPW were assigned to prepare the provincial participants for the national competition. Learners from Pioneer School came first in the PET competition (disability category).
- Learners from Jan Kriel Special School claimed first place in the debate competition (disability category).
- The rural debate team made up of learners from Vredenburg and Ilingeletu High won third place.

### *Service: Issue driving licences to competent drivers*

The DTPW continued to work closely with municipal agents to improve the standards of the services they provide to the public. Driving 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 2019/20. The development of a system for streamlining the classification and registration of abnormal load vehicles and to automate the issuing of permits is continuing.

### *Service: Register minibus taxi operators and associations*

The Provincial Transport Registrar supervises annual general meetings (AGMs) of minibus taxi associations as required by the Standard Minimum Constitution of associations and the Western Cape Road Transportation 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, the process of verifying the registration and operating licence status of association members in preparation for AGMs was greatly improved and speeded up. The live integration of the PTRS into the Department's ITH enables the immediate verification of operating licences.

### *Service: Provide dispute resolution services in the public transport domain*

Illegal minibus taxi operations remain a cause for concern. Route invasions by illegal operators and the deliberate obstruction of the operations of legal operators led to the Provincial Transport Registrar having to implement disciplinary measures against a number of associations in terms of section 7(A) (20) of the Western Cape Road Transportation Act Amendment Law. The DTPW, in partnership with the SAPS and the NPA, have since undertaken to investigate and address the root causes of these conflicts, including overtrading, route invasions, and extortion. This work is overseen by the Transport Priority Committee which is jointly chaired by the DTPW and the SAPS.

Conflict between and amongst primary associations has a tendency to escalate into violence. A number of fatal shootings occurred which is being directly associated with the conflict between CATA and CODETA. 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 Mbekweni in Paarl and in 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 enriched with road safety messaging curated specifically for the freight sector using the hashtag #DontTruckAround. Messages directed at truck drivers include encouraging safe driving behaviour, driver wellness and safe vehicles. Messages aimed at other categories of road users educate these groups on safe behaviour around trucks, such as staying out of a truck's blind spots and warning against risky behaviour like truck surfing.

Fieldwork for the Safely Home Survey 4 was concluded during the previous financial year with analysis being completed early in the 2019/20 financial year. A new component was added to the survey – DSP Integrated Transport Hub evaluations.

### *Service: Road safety education and awareness campaigns*

The Department hosted an engagement session with stakeholders in the road freight industry to raise awareness about road safety and security challenges in the sector, and to share and promote participation in initiatives aimed at improving road freight safety. Participants included representatives from the South African Long-Distance Truckers' Association (SALTA), the Transport Education Training Authority, the SAPS, the CSIR; and a wide range of road freight companies.

The DTPW continued with schools-based flagship projects to educate learners and create road safety awareness among them, such as scholar patrols, road safety school debates, talks and dialogues, the Safety in Traffic Education Programme (STEP), and the establishment of junior traffic training centres (JTTCs).

The DTPW and the Cape Agulhas Municipality launched a new JTTC at the Protea Primary School in Napier. This simulated road environment features permanent miniature road signs, road markings, and a parking area to provide a safe place for learners to learn good road use habits at an early age. Eight JTTCs were established during the reporting period, bringing the Western Cape total to 20. These additional JTTCs were established in:

- Central Karoo (1): Teske Memorial Primary School;
- Cape Winelands (1): Simondium Primary School;
- Garden Route (2): Formosa Primary School and Thembaletu Primary School;
- Cape Town Metro (1): **Simon's Town** Primary School;
- Overberg (2): Protea Primary School and Boontjieskraal Primary School; and
- West Coast (1): Steynville Primary School.

A Scholar Patrol Appreciation Day for schools in the Cape Metropolitan Area, attended by teams from more than 100 schools, took place to close October Transport Month in 2019.

Learner's licence programmes were presented to youth of the appropriate age in previously disadvantaged communities to assist participants in their search for employment. The programme's format has been digitised and put on the e-Learning platform of Gene Louw Traffic College. Other road safety campaigns targeted specific groups, namely pedestrians, drivers and public transport commuters.

The Department developed an innovative teaching aid, popular in primary schools – the "road safety education unidentified folding object". This educational toy is a combination of a puzzle and a Rubik's cube, with different road safety messages on the six surfaces of the object.

### *Service: Traffic training and development*

The Directorate: Traffic Training and Development (located at Gene Louw Traffic College) and Quality Management and Evaluation (QME) facilitated accredited training programmes for the Examiner of Vehicles and the Examiner for Driving Licences

qualifications. A total of 53 learners graduated as traffic officers with the Further Education and Training Certificate: Road Traffic Law Enforcement. These interventions are governed by the Road Traffic Management Corporation as well as SASSETA. GLTC provided compulsory firearm refresher training to qualified traffic officers in the year under review, as well as speed-law enforcement equipment training. Dangerous goods training was provided via the GLTC e-Learning platform. After meeting facilities at the College were upgraded, there was an increase in requests from various departments to use the venue for meetings and training events.

#### *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 the road network. 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 the ITH 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 operations more effectively. The Department started with a phased approach to brand its patrol vehicle fleet to distinguish Provincial Traffic Services Highway Patrol and Provincial Highway Interception Unit vehicles from the current fleet. The Highway Interception Unit will provide patrol officers with the necessary assistance when dealing with a suspected offender and cooperate with other law enforcement agencies to stop motor vehicles suspected of being used in the commission of a crime.

#### *Service: Innovative regulatory and enforcement initiatives*

##### *Road crash fatalities*

In comparison to 2018/19, the Western Cape experienced an overall increase of 6 per cent in road crash fatalities on all roads within the province for 2019/20 as per Table 9 below. Provincial Traffic Services however showed a significant overall decrease of 13.86 per cent for the same period on our provincial and national road network compared to the local authorities which showed an increase of 19.54 per cent as per Table 10 below. A contributing factor to this significant reduction of fatalities on our provincial and national roads is the use of technology to provide up-to-date data which can be used to adjust our tactical approach to planned operations to promote good driver behaviour as well as vehicle fitness.

The DTPW remained committed to executing its law enforcement mission and conducting 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 keep adapting its approach to changing conditions.

Table 9: Road fatalities 2018/19 and 2019/20

Road user	2018/19	2019/20	Variance (%)
Driver	271	276	1.85
Fell off vehicle	3	6	100
Motorcycle pillion	2	6	200
Motorcyclist	61	68	11.48
Other	4	1	-75
Passenger	343	328	-4.37
Pedestrian	608	687	12.99
Total	1 317	1396	6.00

Source: Western Cape Department of Health Forensic Pathology Services

Table 10: Comparative provincial and municipal road fatalities: 2018/19 and 2019/20

Spheres of government	2018/19	2019/20	Variance (%)
Municipal	783	936	19.54
Provincial	534	460	-13.86
Total	1 317	1 396	6.00

Source: DTPW Provincial Traffic 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.

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

### Confiscation and arrests for possession of illegal drugs and marine life

TLE conducted several arrests for the possession of illegal drugs and illegally caught marine life on provincial and national routes in the Western Cape during the 2019/20 financial year, as indicated in Table 11 below.



Table 11: Confiscation and arrests for possession of illegal drugs and illegally caught marine life

Location	Abalone	Crayfish	Dagga	Ecstasy/khat	Mandrax	Cocaine, mushrooms and copper	Methamphetamine (tik)	Grand total
	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)	(R)
Beaufort West	-	-	94 bags	-	-	-	-	-
	-	-	R2 038 400	-	-	-	-	2 038 400
Brackenfell	-	9 557 units	114 g and 1 parcel	1 khat tablet	-	-	2.65 kg tik	-
	-	R1 900 000	R1 140	R50	-	-	R600	1 901 790
Caledon	4 363 units	1 161 crayfish tails and 85 live crayfish	-	773 ecstasy tablets	7 028 mandrax tablets	100 g cocaine and 250 g mushrooms	680 g tik	-
	R188 400	R600 000	-	R73 435	R386 540	R61 250	R153 000	1 462 625
Laingsburg	-	-	76 bags and 193.4 kg	-	-	-	-	-
	-	-	R2 231 800	-	-	-	-	2 231 800
Mossel Bay	-	-	57 packets and 5.06 kg	462g	1 012 mandrax tablets	-	-	-
	-	-	R9 142	R16 170	R80 035	-	-	105 347
Somerset West	7 904 units	1 crayfish tail	67.15 kg	4 carrier bags khat	-	-	-	-
	R1 700 000	R100	R67 150	R1 300	-	-	-	1 768 550
Swellendam	4 714 units	-	-	-	-	-	-	-
	R3 813 400	-	-	-	-	-	-	3 813 400

Location	Abalone	Crayfish	Dagga	Ecstasy/khat	Mandrax	Cocaine, mushrooms and copper	Methamphetamine (tik)	Grand total
	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)	(R)
Vredenburg	-	-	15.75 kg	-	-	-	-	-
	-	-	R2 035	-	-	-	-	2 035
Vredendal	-	-	17 kg dagga	-	-	-	-	-
	-	-	R221 438	-	-	-	-	221 438
Worcester	-	-	-	-	8 bundles and 220 g khat	49 kg copper	69 g tik	-
	-	-	-	-	R450	R12 000	R12 420	24 870
Monetary value	5 701 800	2 500 100	R4 571 105	R90 955	R467 025	R73 250	R166 020	R13 576 255

\* Quantity and rand value.

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 helped 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 piloted over the 2018 festive season on the N1 between Paarl and Beaufort West continued in the year under review.

## 2.2 Service Delivery Improvement Plan (SDIP)

During the reporting period, The DTPW revised its Medium-Term Expenditure Framework SDIP 2018/19–2020/21 in line with an increase in human resource capacity in the Directorate: Road Safety Management. The result was an increase in the number of road safety interventions during 2018/19 which far exceeded the target. The revised SDIP was informed by the DTPW Strategic Plan: 2015/16–2019/20 and aligned to the Annual Performance Plan (APP) for 2019/20. It addresses two service improvement areas: Road Safety Management, and Transport Regulation.

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

The revised service improvement envisaged fostering a positive change in road user behaviour through an increase in the road safety education awareness interventions from 420 in 2017/18 to 600 in 2020/21. During the reporting period, 580 interventions were planned, and 944 interventions were achieved. This over-achievement was the result of additional human resource capacity in RSM as well as strengthened relations with stakeholders.

The National Road Safety Strategy 2016–2030 provides that education and awareness must be targeted at children and youth – target groups where behavioural change interventions can be most effective in instilling long-term responsible social behaviour. The Department's Junior Traffic Training Programme established eight new JTTCs in 2019/20. These simulated small-scale road environments with permanent miniature road signs, road markings, and a parking area provide a safe place for learners to learn good road use habits at an early age. There were six JTTCs in the Western Cape in 2017/18, six were established in 2018/19, and the eight put in place in 2019/20 brings the total to 20.

Other improvements in RSM included making the Learner Licence Programme available electronically to improve access and convenience for participants. Historically the programme has been presented manually. The marking of the physical test scripts is cumbersome and time-consuming, and failure rates are high. Increasing access to learner's licence tests among semi-literate farm workers and dyslexic people was identified as an area for improvement. RSM embarked on a process to digitise the learner licence programme in 2018/19 and half of the K53 testing modules were digitised.

During 2019/20, the entire K53 test was digitised. These digitised K53 modules will in future be incorporated as an e-learning programme in the ITH.

Table 12: Main services provided and standards

Main service	Beneficiaries	Performance area	Base year: 2018/19	Desired standard of service 2019/20:	Actual achievement: 2019/20
Implement and coordinate road safety education and awareness programmes	General public, the youth and learners at schools.	Road safety education and awareness interventions.	573	580	944
		Increase the number of JTTCs.	A total of 12 JTTCs in the province.	A total of 18 JTTCs in the province.	A total of 20 JTTCs in the province. 8 JTTCs were established in 2019/20: <ul style="list-style-type: none"> <li>• 2 in the Overberg</li> <li>• 1 in the Cape Metro</li> <li>• 1 in the Central Karoo</li> <li>• 2 in the Garden Route</li> <li>• 1 in the Cape Winelands</li> <li>• 1 in the West Coast.</li> </ul>
		Digitise the learner licence training.	Proposal submitted to the Western Cape Government Innovation Fund. Funding was approved for the: <ul style="list-style-type: none"> <li>• Feasibility Study of the Simulator Programme; and</li> <li>• Implementation of the Pilot Simulator Programme.</li> </ul>	Conduct digitisation feasibility study	The prototype of the digitised learner licence platform is ready and will be incorporated in the DTPW Integrated Transport Hub. A feasibility report for a driving simulator has been completed. Funding has been secured and a bid went out on open tender for the procurement of driving simulators. The Supply Chain Management process to appoint a service provider is underway. The procurement process was halted due to the COVID-19 lockdown.

Table 13: Service One: Batho Pele arrangements with beneficiaries (Eight principles: consultation, access, etc.)

Current arrangements: 2018/19	Desired arrangement 2019/20	Actual achievement 2019/20
<p>Consultation:</p> <p>Consultation with the following disadvantaged groups:</p> <ul style="list-style-type: none"> <li>Semi-literate farm workers,</li> <li>Dyslexic clients.</li> </ul> <p>Engage Chief Directorate: Road Network Management to assist with the implementation of the programme.</p> <p>Engage structures including:</p> <ul style="list-style-type: none"> <li>School governing bodies;</li> <li>Teachers;</li> <li>Learners;</li> <li>District road safety forums; and</li> <li>District youth road safety forums (when these become operational).</li> </ul>	<p>Consultation:</p> <p>Test feasibility study recommended on the digitisation and spoken word form of learner licence testing for:</p> <ul style="list-style-type: none"> <li>Semi-literate farm workers;</li> <li>Dyslexic clients.</li> </ul> <p>Engage private sector.</p>	<p>Consultation:</p> <p>The feasibility of the digitised learner licence programme has been tested and is ready for implementation in schools.</p> <p>Research into the content development for semi-literate and dyslexic clients has started. However, initial research shows that specialised content development is needed for this improvement facet of the programme.</p> <p>Engagement with the private sector has started.</p> <p>Engagement with school government bodies, teachers, learners and road safety forums is ongoing. It should be noted that district youth road safety forums are not yet operational.</p>
Service standards:	Service standards:	Service standards:
Approved learner licence training will be provided to the applicant 3 weeks after the application has been received.	Approved learner licence training will be provided to the applicant 2 weeks after the application has been received.	The desired standard was achieved.
Response should be provided by the applicant 2 weeks before training commences.	Response should be provided by the applicant 1 week before training commences.	
Courtesy:	Courtesy:	Courtesy:
<p>Courtesy is reported and measured through:</p> <ul style="list-style-type: none"> <li>Report and easy access to Directorate management;</li> <li>Departmental Communications.</li> </ul>	Maintain standard.	Current standard maintained.

Current arrangements: 2018/19	Desired arrangement 2019/20	Actual achievement 2019/20
Access:	Access:	Access:
The JTTC service is accessible across all 6 districts in the province; 12 JTTCs across the province.	Increase JTTC service accessibility by 1 service per district.	The desired standard was achieved.
Investigated learner licence training and test accessible to: <ul style="list-style-type: none"> <li>Semi-literate farm workers;</li> <li>Dyslexic clients.</li> </ul>	Accessibility to the learner licence training and test accessibility extended (pilot) to: <ul style="list-style-type: none"> <li>Semi-literate farm workers;</li> <li>Dyslexic clients.</li> </ul>	The desired standard was achieved.
Openness and transparency:	Openness and transparency:	Openness and transparency:
Schools identified for the JTTC intervention per district are identified 9 months in advance through the relevant District Road Traffic Management Coordinating Committee (DRTMCC).	Schools identified for the JTTC intervention per district are identified 6 months in advance through the relevant DRTMCC.	The current and desired standards have been met. Schools are identified through DRTMCCs.
Client input on learner licence training and test is obtained through provincial road safety officer (PRSO) per district and captured manually.	Pilot verbal and digital capturing of client participation in learner licence training.	The current standard has been met. The desired standard is work in progress.
Value for money:	Value for money:	Value for money:
Investigate cost-effective ways to provide for the needs of JTTCs specifically related to the procurement of materials (road signs) and paint.	Test recommendations for procurement of materials (road signs) and provision of paint.	The desired standard was achieved. The recommendations have been tested and implemented.
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. Feasibility study for the use a simulator to provide a less expensive way of getting some practical driving training.	Test the various models of simulators available on the market to find the best value-for-money simulator.	The desired standard was achieved.

Table 14: Service information tool

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

Table 15: Complaints mechanism

Current/actual complaints mechanism	Desired complaints mechanism	Actual achievements
The integration of identified road safety challenges into the operations of existing community police forums in the Overberg, West Coast and Cape Winelands districts.	Test recommendations to integrate work to address road safety challenges into the operations of existing community police forums	The desired mechanisms were implemented and was successfully tested in Napier in the Overberg 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. This is commonly associated with what is perceived as an 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.

The Vangate Shared Service Centre (VSSC) provides services directed to regulate the public transport industry by issuing operator licences and permits. The processing and issuing of operating licences and permits impact on the key sectors of the transport system in the province: the daily bus and minibus commuter system; staff transport, the metered taxi system, long distance transportation, and the scholar transport system. An efficient and effective operating licensing process is therefore critical for eradicating route-related conflicts and for stimulating economic growth. The 2019/20 service delivery improvements envisaged the following:

- Internal and external branding completed for VSSC.
- Develop branding Standard Operating Procedure (SOP) as a WCG standard.
- Implement Queue Management System (QMS) change management.
- Signed Service Level Agreement (SLA) with e-Government for Citizens (EG4C).

A new QMS was installed at VSSC in July 2018, which is used to continuously improve operational efficiencies. In October 2019 the Provincial Transport Regulatory System was launched and implemented at Provincial Regulatory Entity (PRE) service points. This revealed a need for a review of the current functions to be integrated into the way the QMS functions. It is envisaged that citizen (client) feedback will be received via and uploaded into PTRS in order to measure the efficiencies of PRE business processes. It is further envisaged that a PRE call centre will be established with service standard in respect of response times to queries.

The VSSC branding was developed in consultation with Corporate Communications and Departmental Communication and approved. Challenges were experienced with the technical aspects and fixing of signage, which sparked engagements with DTPW's Chief Directorate: General Infrastructure to include branding, signage and wayfinding in its planned VSSC maintenance projects. Engagements have taken place with the City of Cape Town to ascertain the technical requirements for a billboard facing the N2 highway and the process for securing approval for the billboard.

The submission for approval to engage in a public participation process for the official naming of the VSSC has been submitted to the Head of Department and Provincial Minister for consideration and final approval. Once the public participation process has been completed and the name of the building finalised, a process to add the name of the building to branding will commence.

Consultations were initiated with the provincial transversal contact centre to identify ways of extending the reach of interaction platforms such as email, messaging and social

media specifically designed to cater for the operator clientele. The Centre for e-Innovation (C-eI) in the Department of the Premier is currently in the process of finalising a new SLA with E-G4C to coincide with the implementation of the Client Relations Management (CRM) system. Training on the new CRM system took place during October 2019 with E-G4C to incorporate the CRM standards and will later be rolled out to the PRE and to other departments.

The tables below highlight the Department's SDIP achievements in 2019/20.

Table 16: Service 2: Services provided and standards

Main service	Beneficiaries	Performance area	Base year: 2018/19	Desired standard of service: 2019/20	Actual achievement: 2019/20
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.	The branding for internal and external signage was designed with specifications and approved. The process for the approval of the name of the facility in line with the provincial policy guidelines commenced.	Branding completed, internal and external. Develop branding Standard Operating Procedure as a WCG standard.	Fixing the branding is to be included in the maintenance projects scheduled for the VSSC. A draft branding SOP was developed and will be finalised once branding has been fixed.
		Queue Management System sound and display.	The Business Requirement Specification for the QMS was completed and approved. The QMS was installed at VSSC during July 2018 to improve the client experience. Visual screens were installed to support QMS with digital signage and improved sound. The QMS has a valid maintenance plan.	Implement Queue Management System change management.	Queue Management System change management was implemented. It was further enhanced by the implementation of the PTRS system. Integration of the two systems is imminent.

Main service	Beneficiaries	Performance area	Base year: 2018/19	Desired standard of service: 2019/20	Actual achievement: 2019/20
		Client service interaction management.	Consultations with E-G4C were conducted to explore the extension of the current contract to include VSSC services.	Signed Service Level Agreement with E-G4C.	Consultations were conducted with E-G4C. A new provincial Client Relations Management system was introduced at E-G4C which delayed the extension of contracts with departments.

Table 17: Service 2: Batho Pele arrangements with beneficiaries (Eight Principles)

Current arrangements: 2018/19	Desired arrangement 2019/20	Actual achievement 2019/20
Consultation: Install a Queue Management System to record client walk-in interactions.	Consultation: Operators to log-on to a Queue Management System to record client interactions. Generate management reports to inform improvements. Clients rate level of service received, and these reports are used to improve consultation.	Consultation: The desired standard was achieved.
Engage E-G4C transversal contact centre to establish a client-interaction model to suit VSSC.	Sign an E-G4C SLA.	SLA was delayed due to the introduction of the CRM system.
Access: Walk-in at VSSC. Online: download and print forms for new applications. Electronic funds transfer (EFT) payment and email proof of payment.	Access: Maintain standard.	Access: Current standard maintained. The implementation of the PTRS provides for a citizen-centred experience.
Courtesy: Install feedback keypads to capture client feedback.	Courtesy: Utilise feedback keypads available at all counters.	Courtesy: The desired standard was achieved.

Current arrangements: 2018/19	Desired arrangement 2019/20	Actual achievement 2019/20
Openness and transparency:	Openness and Transparency:	Openness and transparency:
Capture client inputs on Queue Management System.	Conduct surveys.	The desired standard was achieved.
Value for money:	Value for money:	Value for money:
Utilise the dashboard/ Queue Management System to draw data to understand operations. Publish performance records.	Utilise data generated by the Queue Management System to investigate measures that will help ensure value for money.	The desired standard was achieved.

Table 18: Service 2: Service information tool

Current/actual information tools	Desired information tools	Actual achievements
<ul style="list-style-type: none"> <li>• Walk-in Centre.</li> <li>• Website.</li> <li>• Government Gazette.</li> <li>• Phone.</li> <li>• Email.</li> <li>• Rolling information display screens at the Walk-in Centre.</li> <li>• Announcements at the Walk-in Centre.</li> </ul>	Maintain standard.	The desired standard was achieved. In addition, bulk cell phone messages to citizens were introduced.

Table 19: Service 2: Complaints mechanism

Current/actual complaints mechanism	Desired complaints mechanism	Actual achievements
<ul style="list-style-type: none"> <li>• The office of a "service delivery official" on the ground floor.</li> <li>• Email.</li> <li>• Phone.</li> <li>• Complaints website monitored by the PRE.</li> <li>• Engage e-Government for Citizens.</li> </ul>	Maintain standard.	The desired standard was achieved. In addition, challenges are addressed at point of entry via the PTRS.

Table 20: 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
1/2019/2020	Women's Legal Centre requested the Memorandum of Agreement for the deployment of City of Cape Town Law Enforcement Officers in Metrorail.	26.04.2019	n/a	31.05.2019
2/2019/2020	Tender evaluation and adjudication for all tenders submitted by Atuba Construction (Pty) Ltd for the period 16 July 2016 to 15 April 2019.	14.05.2019	12.07.2019	04.10.2019
3/2019/2020	Marais Muller Hendricks Inc. on behalf of Golden Arrow Bus Services requested all documents and communication pertaining to Reference Number OP8423192 and OP8423193.	29.05.2019	27.07.2019	04.09.2019
4/2019/2020	Tender evaluation and adjudication for tenders S103/18: Construction of a new replacement – Umyeza Wama Apile Primary School, Overberg.	14.05.2019	n/a	30.05.2019
5/2019/2020	Bellville Owners Taxi Association – Copies and recordings of September hearing – From the first to the last hearing.	19.06.2019	18.08.2019	11.10.2019
6/2019/2020	Bellville Owners Taxi Association Route 124 permits.	19.06.2019	18.08.2019	24.03.2020
7/2019/2020	Afritek Forensics: Nissan X Trail – Copies of all documents pertaining to the vehicle and owner of the vehicle.	19.08.2019	n/a	12.09.2019
8/2019/2020	Copies of all applications made to transfer operating licences from MH Loggenberg to 3rd party.	28.08.2019	30.10.2019	29.10.2019
9/2019/2020	Agreement with Uber regarding e-hailing permits in Cape Town/ Western Cape (dated 2015-date).	04.09.2019	01.11.2019	01.11.2019
10/2019/2020	A development plan or the empowerment plan for the benefits of SMEs and the value for this project WC/2019/02/CPT306 and C1090.01; rehabilitation of the N7 (TR11/1) between Potsdam and Melkbos [sic].	03.09.2019	n/a	02.10.2019
11/2019/2020	Results and/or report of "a geological investigation into the extent and nature..." of the damages caused by a rockfall on the Franschhoek Pass, dated 22 June 2019.	07.08.2019	n/a	04.09.2019
12/2019/2020	All engineering and other reports on the original Gouritz River Bridge[sic].	23.09.2019	n/a	08.10.2019

No.	Detail of information requested	Date request received	Date extension granted*	Date request granted
13/2019/2020	L Twalo Attorneys on behalf of CUTA [Cape Unity Taxi Association] and CODETA requested information on (1) names of all members of CUTA as they appear in the register kept by the registrar of the Western Cape Provincial Regulatory Entity (2) names of members of CUTA who have applied for renewals of operating permits and those that obtained taxi operating licences as registered members of CUTA, but have now affiliated to CATA.	15.10.2019	31.12.2019	Open
14/2019/2020	Elsenburg Upgrading of Water Supply System and Sewer Network – Tender Number: S215/2015.	15.10.2019	15.12.2019	18.12.2019
15/2019/2020	OP numbers of new applications for origin and destination in City of Cape Town.	03.10.2019	04.12.2019	23.12.2019
16/2019/2020	Copies of all valid operating licences issued for Eljosa Travel.	04.11.2019	04.12.2019	Open
17/2019/2020	All permits of taxi ranks registered on my mother Faldeelah Marcus [sic].	15.11.2019	n/a	09.12.2019
18/2019/2020	Copy of operating licence under WCPRE 1882252/2.	06.12.2019	n/a	23.12.2019
19/2019/2020	Copies of taxi permit(s) in the name of Ntobeko Jezile at date of death, 10 July 2012, or subsequently received thereafter [sic].	05.01.2020	n/a	23.01.2020
20/2019/2020	All information on Mr Rudewaan Arendse of AFMAS Solutions appointment to work on producing a TRUP [Two Rivers Urban Park] First Nations Report (ref k001/19) for the Two Rivers Local Spatial Development Framework including contract and advert.	06.01.2020	n/a	05.03.2020
21/2019/2020	Permits for deceased Hendrik Esau.	24.02.2020	n/a	18.03.2020
22/2019/2020	Permits of Mlungisi Blou (husband).	11.03.2020	n/a	Open

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

## 2.3 Organisational environment

### Restructuring

Organisational design interventions were finalised for the Chief Directorate: Road Network Management in the year under review, including job evaluation for newly created posts.

The new organisational structure for the Branch: Roads was approved towards the end of 2019, which brings capacity to the Branch to better manage contracts, maintenance projects and project teams. The structure addressed some of the challenges relating to the Occupation-Specific Dispensation (OSD), as it introduced direct reporting lines between engineering professionals and senior management on appropriate levels.

The labour consultation process was concluded and the Provincial Minister approved the reviewed structure of the Branch Roads to be implemented with effect from 1 April 2020. The matching and placing of all staff within the new Branch: Roads commenced before the end of March 2020.

### Organisational challenges

Throughout the last few reporting periods, the Department has made a concerted effort to attract critical and scarce skills. It is noteworthy that the time and effort spent on this objective over some years is beginning to bear fruit. While some of this positive development no doubt is a reflection of the challenges in the construction industry, the DTPW has also been working diligently to position itself as an employer of choice. Through in-house construction it has provided opportunity for young skilled technical staff to apply their trade and professional disciplines in a visible and practical manner. Within a constrained fiscal envelope, concern remains regarding the ability of the Department to continue this positive trajectory.

### Organisational successes

Empowerment remains high on the DTPW development agenda, across all functions and programmes. During the reporting period, 88 staff members received support through the Internal Bursary Scheme. A total of 2 234 training interventions were provided to employees through the Work Place Skills Plan, and 92 employees attended e-learning programmes. A total of 77 interns were placed in the Department in the year under review.

A total of 315 appointments were made in the year, of which 262 officials were newly appointed into government and 241 of those underwent the Compulsory Induction Programme for Levels 1 to 12 within the probation year. A further 5 Senior Management Service (SMS) members also completed the Compulsory Induction Programme for Levels 13 and 14 as part of their probation period.

The numerical targets in terms of the DTPW-approved Employment Equity Plan: 2017–2022 for the period 1 April 2019 to 31 March 2020 (Year 2 of the EE Plan), are reflected in the table below.



Table 21: Employment equity targets 1 April 2019 to 31 March 2020

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)	5	13	3	13	5	8	1	5	0	0	53
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	72	113	6	107	56	57	0	26	0	0	437
Skilled technical and academically qualified workers, junior management, supervisors, foremen (Levels 6-8)	270	386	17	112	128	284	20	94	0	0	1311
Semi-skilled and discretionary decision making (Levels 3-5)	106	164	4	28	51	146	6	101	0	0	606
Unskilled and defined decision making (Levels 1-2)	213	220	0	4	51	72	0	4	0	0	564
<b>Total</b>	<b>666</b>	<b>897</b>	<b>30</b>	<b>267</b>	<b>291</b>	<b>567</b>	<b>27</b>	<b>231</b>	<b>0</b>	<b>0</b>	<b>2976</b>
Temporary employees	0	0	0	0	0	0	0	0	0	0	0
<b>Grand total</b>	<b>666</b>	<b>897</b>	<b>30</b>	<b>267</b>	<b>291</b>	<b>567</b>	<b>27</b>	<b>231</b>	<b>0</b>	<b>0</b>	<b>2976</b>

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

Women currently make up 33.3 per cent of the SMS, which is still below the national target of 50 per cent. During the reporting period, the number of women in the SMS did not increase as no suitable candidates were found with the filling of four SMS posts as advertised.

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

Although the Masakh'iSizwe Programme includes succession planning measures to ensure some supply of engineers and related occupations within the OSD, the main challenge is to attract the services of suitable candidates in OSD positions, whilst not being able to compete with private sector salary structures. To receive adequate training for registration as a professional, candidates were successfully placed and rotated to various companies and government projects as part of the formal Graduate Professional Engineering Programme. A total of nine graduates in the engineering and related fields began participating in the Roads GPEP during the 2019/20 financial year who will gain the required exposure/ experience/ training to qualify for registration with the relevant statutory professional bodies.

## Resignations/ appointments

During the period under review four officials were promoted from within the Department into SMS positions on Salary Level 13. At the same time one female SMS member resigned at the end of the 2019/20 reporting period.

## Strikes

There were no strike actions recorded in DTPW during the period under review.

## System failures

There were no system failures. However, services were briefly interrupted by two major upgrades:

- C-el performed a major upgrade of the security perimeter infrastructure to meet the increased demand on ICT internet services; and
- The State Information Technology Agency (SITA) also scheduled urgent downtime for an upgrade to the power infrastructure at the Western Cape Data Centre.

The Department was requested to take cognisance of these service outages and make appropriate arrangements for service continuity.

## 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 22: Cases of fraud and corruption

Cases	Number of cases
Open cases as at 1 April 2019	6
New cases (2019/20)	4
Closed cases (2019/20)	(5)
Open cases as at 31 March 2020	5

## Key policy developments and legislative changes

The following legislative and policy matters will be taken forward:

- 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 Administration Act will be amended to make provision for the Provincial Minister to make regulations providing for the impoundment of motor vehicles;
- The final draft of the Western Cape Provincial Transport Infrastructure Bill was approved by Cabinet for advertising and public comment on 22 January 2020, which period was extended to 30 April due to the COVID-19 restrictions. Consultations with departmental and municipal stakeholders will take place during July 2020. The Bill will be introduced to the Provincial Legislature in October 2020. The work to amend the draft regulations has commenced and will be completed

in November 2020 once the Bill has been introduced to the Legislature, and after a public comment period.

### 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 Provincial Strategic Goals (PSGs):**

Provincial Strategic Goals 1; 2; 4 and 5.

The DTPW is committed to the strategic priority of alleviating unemployment and poverty of Western Cape communities who are facing enormous socio-economic challenges. The Department placed emphasis on the maximisation of job creation through its infrastructure delivery mandate. A key challenge in the infrastructure sector is the struggle of emerging contractors to access and compete, as well as to sustain themselves. The DTPW responded through the implementation of its Contractor Development Programme that aimed to unlock growth constraints, develop sustainable contracting capacity, and elevate the enterprise development of previously disadvantaged and small-scale contractors who provide services to the public sector.

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. During the year under review, training in the mechanical, electrical and engineering fields continued through the Apprenticeship Programme.

The empowerment of taxi and bus operators continues. The many training and awareness programmes for both the taxi and bus sectors aim to formalise, 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 in 2019/20. Support strategies are being implemented at EPWP implementing bodies in the province to facilitate the achievement of 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 has highlighted the historical maintenance backlog in respect of social infrastructure as a strategic challenge that requires immediate attention. The key 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 is committed to providing resilient infrastructure that can adequately respond to climate change and other environmental challenges.

The DTPW continues to conduct condition assessments of all governmental facilities in its portfolio to guide investment decisions for the future and schedule appropriate plans to ensure value maximisation of these assets across their lifecycles. Appropriate investment is critical to protect the integrity of the asset base and ensure economic and social advancement.

In the property partnership environment, various land-use scenarios were concluded and presented to Cabinet on project deliverables for the Founders' Garden Artscape. The preferred option supported by Cabinet shifted the land-use focus from mixed-use, commercial-led to mixed-use, affordable residential-led. Specialists were appointed in March 2020 and have begun working on all project deliverables.

With regards to progress on Conradie BLMEP, the appointed developer took control of the site and the security and maintenance responsibilities. Site development plans were submitted for the first social housing block, as well as the first open market housing block. The City of Cape Town approved the bulk infrastructure upgrade designs and external road and bridge upgrades.

The DTPW will continue with the work necessary for developing the Master Accommodation Plan aimed at more efficient and cost-effective accommodation for the WCG that also enhances spatial transformation.

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.

Through its PSTP, the DTPW is implementing long-term solutions to the constraints of the current public transport environment, including improving the management and integration of minibus taxi services, the collection and intelligent use of data, the safety and reliability of rail, the implementation of long-term public transport contracts such as Go George, and the development of the institutional arrangements required to successfully deliver such initiatives.

The DTPW continues 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), which is enhancing the quality of life of the people of George in partnership with the George Municipality and the national Department of Transport. This included the successful launch of Phase 4B, serving Conville, Parkdene, Ballotsview, Borchers and Lawaaikamp. Discussions continue with relevant stakeholders in order to complete the planned infrastructure in Thembalethu so that the Phase 4A service to Thembalethu can begin.

The Department continues to invest in the Rail Enforcement Unit partnership between the DTPW, PRASA and the CoCT has already shown positive returns in addressing safety and security concerns of the Metrorail service. It will require concerted effort and investment to restore public confidence in the commuter rail 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 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. The implementation of the plan is progressing well.

To stimulate economic growth, the planning, construction and maintenance of key projects were undertaken during the year to preserve and improve the condition of the road network, foster spatial integration, and improve the travel experience of road users.

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 Department's innovative partnership with the private sector and academia intends embedding futures thinking and complexity science within the Department. It has made substantial progress in the development of a 20-year vision, which is putting the citizen in the centre of how it does business, building resilient infrastructure and incorporating advances in ICT and digital transformation in its business processes. This ambitious process of renewal and becoming an agile organisation includes investing in the necessary people capabilities and skills so that the workforce of the future can respond to an increasingly challenging environment.

The assessment of the required organisational arrangements for a newly proposed Branch: Roads has been concluded. The redesigned organisational structure was approved by the Provincial Minister and is being implemented in a phased manner.

The Department continued to improve and refine its integrated 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 in the King IV governance principles. This approach includes standardisation of contracts; training and development in ethics, risk management and in the legal process in construction disputes; and engagement with the construction sector to foster a shared understanding of current challenges.

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## 4 Performance Information by Programme

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### 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.
- 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, 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.

Through the DTPW's "HR Sandbox" programme, the Department explored what the workforce of the future would look like to create the requisite skills base to leverage opportunities that have emerged.

In recognition of a world increasingly characterised by volatility, uncertainty, complexity and ambiguity (VUCA), the DTPW has entered into an innovative partnership with the private sector and academia through the Triple Helix initiative to embed futures thinking and complexity science within the Department.

The Department continues to be confronted by an increasingly challenging environment characterised by rapid advances in ICTs, climate change, socio-economic inequality and instability, a constrained fiscus, and an increase in the demand for services. DTPW embarked on an ambitious journey of renewal, becoming an agile organisation and instilling future value through investing in people capabilities, radically re-engineering business processes with ICTs and innovative systems, research and development (R&D), and improving its relationships with customers and key stakeholders.

The Department maintained a co-sourced resourcing model to respond to shifting service delivery requirements and the lack of scarce infrastructure-related skills in its staff complement.

As an infrastructure and service delivery-intensive department, the DTPW is reliant on its staff to execute its mandate efficiently and effectively. The Department's HR environment is complex and differs from other departments in that a wide range of skills sets are required, from traffic officers to electrical engineers to transport economists. The DTPW succeeded in turning the trend around from 2018/19. The net staff growth for the period 1 April 2019 to January 2020 was 202. It has been well documented over the past three years that the Department needed to restore its built-environment capacity, and that DTPW's strategies to achieve this goal bore fruit.

Progress has been made by investing in bursaries to attract young people with scarce skills to address the Department's ageing workforce. The lack of people in middle management remains a challenge, firstly to mentor the youth and, secondly, to form a pool of suitable people to take over from those who are retiring. In order to develop in-house capacity, the Department provides bursary and training programmes and also operates feeder systems for recruiting traffic law enforcement officers and professional graduates.

DTPW continued to run the Masakh'iSizwe external bursary programme and the Professional Development Programme to provide bursaries to deserving students to improve skills, capacity and transformation in the transport, built environment, engineering and related disciplines.

The Department is developing a Climate Change Transport Response Strategy and will review its Provincial Land Transport Framework. DTPW continued to support and capacitate municipalities with the development and assessment of their integrated transport plans. The DTPW also worked on the Smart Buildings programme and improved technology systems for planning, integration and management.

The DTPW worked hard to address employment equity to attain representivity in its workforce. To achieving employment equity required systematic attention and is an ongoing process. The Department's EE plan for the period 1 April 2017 to 31 March 2022 continues to strive towards achieving a demographically representative and equitable workforce and a workplace culture that demonstrates respect for human dignity. The Department vigorously managed the EE targets as per the approved EE Plan.

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.

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. This view was first conceptualised by the global advisory



firm Gartner Inc. in 2018. This focus 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 Evidence Bank as well as the National Treasury's Central Supplier Database by participating in the Construction Development Programme's construction information sessions, as well as supplier development sessions (in collaboration with 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 WCSEB roadshows in collaboration with Provincial Treasury to inform suppliers as well as to register suppliers on the National Treasury's CSD.

The new standardised goods and services contract which has been developed is already being utilised extensively in the Department. The process of scrutiny by Legal Services for possible application throughout the WCG with Provincial Treasury endorsement is already at an advanced stage. Improvements, refinements and tweaks are introduced from time to time to ensure compliance with, and cognisance of, the latest legislation, regulations and instructions. Although the standardised contract document complies in all respects with National Treasury prescripts, it will only be made available to other departments and organs of state once Legal Services/ Provincial Treasury endorsement has been secured.

A total of 27 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 797 officials and training regarding the standards for contractor performance was provided to 69 DTPW officials.

Within the reporting period, the Department has also initiated engagements with the construction sector aimed at fostering a shared understanding of the challenges that the sector faces and the mechanisms through which government can give effect to its infrastructure mandate. Through this initiative, the DTPW aims to establish a compact with the construction sector.

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

## Strategic Objectives

Table 23: Programme 1: Administration: Strategic Objectives

No	Strategic Objectives/ Indicators	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target to actual achievement 2019/20	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+	4+	4+	-	-
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.	3	3	3	-	On par, even though a different measurement tool was adopted and used. (DPSA developed a National KM Strategy/Framework and requested all departments to align its KM Strategy to theirs. As a result, we adopted DPSA's KM Maturity tool to measure our Level of EIM/KM Maturity).
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.	21	20	22	2	Due to the increased awareness both internally and externally and the positive response received the programme has over achieved on its targets.
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.	2	31	22	(9)	1. The Department (TPW) assists municipalities by two processes to adhere to Section 36 of the NLTA namely Project Manage the ITP process and to Transfer Funds. For project managing a review (overhaul) of the West Coast, Overberg, Central Karoo DITP's including LITPs

No	Strategic Objectives/ Indicators	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target to actual achievement 2019/20	Comment on deviations
						<p>took place within the 19/20 financial year. The ITP's has thus been reviewed and will take on the form as a "living document" to ensure it is kept up to date with sector plans within the Municipal sphere that are being updated such as SDFs and IDPs. This is to ensure credibility of the ITP's for the next 5-year review period.</p> <ol style="list-style-type: none"> <li>Assistance through transferring of funds for ITPs are done for George, Eden, Stellenbosch and Cape Winelands Municipalities. Cape Winelands and Garden Route did an update on their Transport Register and Operating Licence Plans and Stellenbosch is currently updating their CITP. George requested a transfer of funds by DTPW as they experienced administrative challenges relating to supply chain issues. Transferring of funds for updating ITPs can only occur within the municipal financial year and not in the provincial financial year. This has an impact on the duration to complete the ITP updates.</li> <li>The PLTF (one PLTF) update has not yet been approved by the National Minister and it was advised by Legal Service to not start a review process.</li> </ol>

\* CITP = comprehensive ITP, DITP = district ITP, LITP = local ITP.

## Performance Indicators

Table 24: Programme 1: Administration: Performance Indicators

No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on deviations
Sub-programme 1.3: Corporate Support								
1.1.1.1	Number of strategies reviewed.	4	4	4	4	4	-	-
1.3.1.1	Number of signed commitments.	14	20	19	10	35	25	Increased voluntary participation of employees in the Professional Development Programme
Sub-programme 1.4: Departmental Strategy								
1.4.1.1	Number of transport integrated processes assessed.	0	6	0	29	20	(9)	The Department is assisting the municipalities of West Coast, Central Karoo and Overberg to do their ITPs by project manage these processes. In the case of the remainder of municipalities (excluding the City of Cape Town) the process of reviewing ITPs is administered by themselves. With this in mind the funds transferred to these municipalities can only be done in their financial year which provided for a shorter period to finalise the processes.
1.4.1.2	Number of policy and strategic reports compiled.	1	2	2	2	2	-	-

## Strategies to overcome areas of under-performance

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

## Changes to planned targets

There were no changes to planned targets.

## Sub-Programme expenditure

Table 25: Programme 1: Administration: Sub-programme expenditure

Sub-Programme		2019/20			2018/19		
		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	9 773	9 773	-	6 707	6 707	-
1.2	Management of the Department	4 699	4 699	-	4 675	4 670	5
1.3	Corporate Support	248 307	248 307	-	145 625	144 355	1 270
1.4	Departmental Strategy	42 832	42 832	-	39 352	39 091	261
Total		305 611	305 611	-	196 359	194 823	1 536

## 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.
- 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.

Over the last two years, the DTPW has consistently warned that the construction industry is facing the imminent threat of failure, given the economic decline, policy uncertainty within the infrastructure environment, and corruption, which has led to decisions mostly at a national level to stop issuing infrastructure contracts. Unfortunately, these predictions have come true with a number of CIDB Grade 9 companies failing, with devastating and irreversible downstream implications. The downstream infrastructure value chain is at the heart of the WCG's job creation focus. As the provincial infrastructure delivery department, the DTPW is dependent on Grade 9 companies for the delivery of large construction projects such as schools and hospitals. After decades in the infrastructure sector, these are the very companies that have had to close their doors, shedding thousands of jobs in the process.

The Department is committed to focusing on the implementation of infrastructure and property development projects, especially large-scale projects, in order to give a positive signal to the failing industry. The DTPW fully understands that this is dependent on the development and conclusion of requisite funding and partnership models. Work continues in this regard in conjunction with the Provincial Treasury.

While the main thrust of education infrastructure development has focused on expanding the portfolio to meet the need for increased learner accommodation brought about by rapid population increase and urbanisation, the declining state of the remaining R70 bn public school portfolio means that an urgent turnaround strategy is required to ensure that Western Cape schools are maintained at a level that can facilitate optimal education outcomes. Traditionally, maintenance needs did not inform the budget process and were considered to be reactive rather than proactive. This situation is exacerbated by the following challenges:

- A diverse portfolio of property typologies (constructed from a broad range of materials) of varying ages requiring unique reconditioning, refurbishment or replacement requirements;
- Challenges in forecasting failure rates resulting in challenges in forecasting expenditure;
- An underfunded maintenance programme when measured against best-practice benchmarks to implement an effective turnaround strategy; and
- Life cycle replacement requirements exponentially increasing along the depreciation curve.

The resulting deferred scheduled or preventative maintenance places a heavy burden on corrective maintenance (emergency repairs). The DTPW spent R67 m in 2019/20 on this sub-programme, a 24 per cent increase from 2018/19. Notably, over 50 per cent of the emergency maintenance projects are repairs due to deferred maintenance. The remainder are to correct the adverse effects of fire, theft, vandalism and extreme weather events.

The DTPW has embarked on a 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 the targeted repair of roofing, electrical and plumbing only, with the view of reducing the number of emergency maintenance call-outs within the next five to seven years.

The 8th edition of the annual Property Efficiency Report was published in November 2019. Its tracking of year-on-year performance saw the Western Cape Government's key office portfolio mature from both a resource and space efficiency perspective. This reporting endeavour is part of the Custodian's ongoing application of the measure-monitor-manage principle of asset management. This latest Report, which reviewed the 2018/19 financial year, evaluated the performance of a building portfolio of 39 buildings (with a total floor area of approximately 215 000m<sup>2</sup>), of which 28 were owned buildings and 11 were leased buildings. There is now more clear evidence that WCG-owned buildings are more efficient than the leased buildings, and this is largely due to the 792 remote monitoring meters installed across the owned portfolio.

Some noteworthy performance indicators are that:

- The energy utilisation of the overall portfolio is 35 per cent more efficient than the private sector benchmark.

- The portfolio saw a nine per cent year-on-year improvement in water consumption, bringing about a 30 per cent decrease in water consumption over three years, making the portfolio 33 per cent more efficient than the private sector benchmark.
- The portfolio achieved a 10 per cent improvement in space utilisation over the reporting period, culminating in a 3-year improvement of 37 per cent.
- Two per cent of the entire portfolio's energy consumption was generated by the solar photovoltaic plants installed at certain buildings and the 9 Dorp Street building reported that 43 per cent of its total water consumption was supplied by its own ground water supply.

The continued efforts of Provincial Public Works to invest time and resources into this report process and the levers which drive performance will ensure that it maintains its position as the most efficient public sector property manager in South Africa.

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



## Strategic Objectives

Table 26: Programme 2: Public Works Infrastructure: Strategic Objectives

No	Strategic Objectives/Indicators	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target to actual achievement 2019/20	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.*	R81 640.00	Less than or equal to the applicable private sector benchmark for the period.	-	-	-
Sub-programmes 2.3: Construction						
2.2	Delivery of sustainable infrastructure and accommodation to clients.					
2.2.1	Number of capital and maintenance projects completed.	219	198	148	(50)	Contractor under performance, Contractor in business rescue. Project rescheduling. Additional requirements by the local authority.
2.2.2	Number of lease and purchase agreements concluded for office accommodation.	20	17	18	1	Office accommodation acquired for shared office space.
Sub-programme 2.5: Immovable Asset Management						
2.3	Effective usage of provincial immovable assets.					
2.3.1	Number of properties released for regeneration purposes.	0	0	0	0	-

No	Strategic Objectives/Indicators	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target to actual achievement 2019/20	Comment on deviations
Sub-programmes 2.3: Construction, 2.4: Maintenance						
2.4	Promote and facilitate socio-economic development through infrastructure development and property management projects.					
2.4.1	Number of jobs created.	3 493	10 560	3 504	(7 056)	Revised method of calculation applied.

\* The private sector no longer uses the full-time equivalent (FTE) benchmark. As a result, the Department is unable to determine its performance in the absence of a reliable FTE benchmark in the private sector. Research has shown that there is a low correlation between assets under management and headcounts.

## Performance Indicators

Table 27: Programme 2: Public Works Infrastructure: Performance Indicators

No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on variances
Sub-programme 2.2: Planning								
National Indicators								
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	-	-
2.1.1.2	Number of EPWP work opportunities created by the Provincial Department of Public Works/Roads.*	n/a	6 926	7 869	16 241	6 447	(9 794)	The introduction of the Phase 4 of the EPWP brought about the requirement of additional supporting documentation to be uploaded as evidence.
2.1.1.3	Number of Full Time Equivalents (FTEs) created by the Provincial Department of Public Works/Roads.*	n/a	3 277	2 892	5 296	3 941	(1 355)	The introduction of the Phase 4 of the EPWP brought about the requirement of additional supporting documentation to be uploaded as evidence.

No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on variances
Sub-programme 2.3: Construction								
National Indicators								
2.2.1.1	Number of infrastructure designs ready for tender.*	29	43	20	39	25	(14)	Note: The reasons for the consolidated variance of the indicator are provided below.
	• Education Infrastructure.	16	20	2	11	4	(7)	Programme rescheduling and scope changes by the client department.
	• Health Infrastructure.	3	1	12	14	9	(5)	Revised project scope. Revised request for information. Withdrawal of professional service provider (QS).
	• General Infrastructure.	10	22	6	14	12	(2)	Delays due to Land Use Management issues. Scope increases.
2.2.1.2	Number of capital infrastructure projects completed within the agreed time period.*	39	28	23	42	8	(34)	Note: The reasons for the consolidated variance of the indicator are provided below.
	• Education Infrastructure.	17	17	9	21	4	(17)	Contractor under performance, Contractor in business rescue. Project rescheduling. Additional requirements by the local authority.

No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on variances
	<ul style="list-style-type: none"> <li>Health Infrastructure.</li> </ul>	9	3	2	7	1	(6)	ESKOM connection delay. Revised project completion dates. Slow contractor performance.
	<ul style="list-style-type: none"> <li>General Infrastructure.</li> </ul>	13	8	12	14	3	(11)	Delays due to Land Use Management issues. Scope increases.
2.2.1.3	Number of capital infrastructure projects completed within agreed budget.*	54	43	34	42	23	(19)	Note: The reasons for the consolidated variance of the indicator is provided below.
	<ul style="list-style-type: none"> <li>Education Infrastructure.</li> </ul>	25	19	15	21	13	(8)	Contractor under performance, Contractor in business rescue. Project rescheduling. Additional requirements by the local authority.
	<ul style="list-style-type: none"> <li>Health Infrastructure.</li> </ul>	11	12	3	7	0	(7)	ESKOM connection delay. Revised project completion dates. Slow contractor performance.
	<ul style="list-style-type: none"> <li>General Infrastructure.</li> </ul>	18	12	16	14	10	(4)	Contract cancellation due to poor contractor performance. Project rescheduling.

No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on variances
Provincial Indicators								
2.2.1.4	Total number of capital infrastructure projects completed.*	54	45	35	42	26	(16)	Note: The reasons for the consolidated variance of the indicator are provided below.
	<ul style="list-style-type: none"> <li>Education Infrastructure.</li> </ul>	25	20	16	21	13	(8)	Contractor under performance, Contractor in business rescue. Project rescheduling. Additional requirements by the local authority.
	<ul style="list-style-type: none"> <li>Health Infrastructure.</li> </ul>	11	13	3	7	1	(6)	ESKOM connection delay. Revised project completion dates. Slow contractor performance.
	<ul style="list-style-type: none"> <li>General Infrastructure.</li> </ul>	18	12	16	14	12	(2)	Contract cancellation due to poor contractor performance. Project rescheduling.
2.2.1.5	Number of projects developed for a Green Star rating and submitted to the Green Building Council of South Africa (GBCSA).	n/a	n/a	0	0	0	0	0
	<ul style="list-style-type: none"> <li>Education Infrastructure.</li> </ul>	n/a	n/a	0	0	0	0	0

No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on variances
	• Health Infrastructure.	n/a	n/a	0	0	0	0	0
	• General Infrastructure.	n/a	n/a	0	0	0	0	0
2.2.1.6	Total number of jobs created through construction projects.	n/a	2 040	1 820	5 672	1 820	(3 852)	Note: The reasons for the consolidated variance of the indicator are provided below.
	• Education Infrastructure.	n/a	1 614	1 343	4 300	1 228	(3 072)	Revised method of calculation applied.
	• Health Infrastructure.	n/a	198	143	172	334	162	Revised completion dates moved to quarter 4 resulting in an increase in the number of jobs.
	• General Infrastructure.	n/a	228	334	1 200	258	(942)	Revised method of calculation applied.
Sub-programme 2.4: Maintenance								
National Indicators								
2.2.1.7	Number of planned maintenance projects awarded.*	239	233	126	219	187	(32)	Note: The reasons for the consolidated variance of the indicator are provided below.
	• Education Infrastructure.	41	53	21	100	111	11	Improved planning and procurement processes and resourcing

No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on variances
	<ul style="list-style-type: none"> <li>Health Infrastructure.</li> </ul>	47	23	29	31	23	(8)	Projects in tender adjudication process. Advertisement dates moved to the fourth quarter.
	<ul style="list-style-type: none"> <li>General Infrastructure.</li> </ul>	151	157	76	88	53	(35)	Scope and definition increased due to deferred maintenance and client operational needs.
2.2.1.8	Number of planned maintenance projects completed within the agreed contract period.*	182	149	174	156	111	(45)	Note: The reasons for the consolidated variance of the indicator are provided below.
	<ul style="list-style-type: none"> <li>Education Infrastructure.</li> </ul>	42	40	24	60	58	(2)	Projects delayed due to heritage requirements
	<ul style="list-style-type: none"> <li>Health Infrastructure.</li> </ul>	34	27	33	26	12	(14)	Client scope changes. Engineering scope increases.
	<ul style="list-style-type: none"> <li>General Infrastructure.</li> </ul>	106	82	117	70	41	(29)	Poor contractor performance. Additional work requirements by users/client departments. Unforeseen work due to the age of buildings resulting in changes to contract period and budget.



No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on variances
2.2.1.9	Number of planned maintenance projects completed within agreed budget.*	204	161	184	156	116	(40)	Note: The reasons for the consolidated variance of the indicator are provided below.
	• Education Infrastructure.	50	40	29	60	58	(2)	Projects delayed due to heritage requirements
	• Health Infrastructure.	44	34	35	26	8	(18)	Client scope changes. Engineering scope increases.
	• General Infrastructure.	110	87	120	70	50	(20)	Poor contractor performance. Additional work requirements by users/client departments. Unforeseen work due to the age of buildings resulting in changes to contract period and budget.
Provincial Indicators								
2.4.1.1	Total number of jobs created through maintenance projects.*	n/a	2 475	1 673	4 888	1 684	(3 204)	Revised method of calculation applied.
	• Education Infrastructure.	n/a	1 096	611	3 200	982	(2 218)	Revised method of calculation applied.

No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on variances
	<ul style="list-style-type: none"> <li>Health Infrastructure.</li> </ul>	n/a	361	193	123	291	168	Delays in the completion of the Diesel Storage tank projects have extended the appointment of local labour. Revised completion dates of projects.
	<ul style="list-style-type: none"> <li>General Infrastructure.</li> </ul>	n/a	1 018	869	1 565	411	(1 154)	Revised method of calculation applied.
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 National Treasury.	5 406	5 551	5 574	5 104	5 553	449	Land consolidation applications with the Deeds Office have not materialised as anticipated.
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.*	16	10	15	10	22	12	Note: The reasons for the consolidated variance of the indicator are provided below.

No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on variances
	<ul style="list-style-type: none"> <li>Education Infrastructure.</li> </ul>	6	3	8	5	4	(1)	Lengthy and convoluted town planning and conveyancing processes are not within the control of the Department.
	<ul style="list-style-type: none"> <li>Health Infrastructure.</li> </ul>	10	7	3	5	15	10	Gratis transfer of PPHC facilities materialised in line with the principle of asset follows function.
	<ul style="list-style-type: none"> <li>General Infrastructure.</li> </ul>	0	0	4	0	3	3	The acquisition and registration of the shared office accommodation in the name of the WCG was concluded earlier than expected. The acquisition of one property consisting of two erven contributed to the over performance.
2.3.1.1	Number of projects for which feasibility work is completed.	1	0	0	0	0	0	-
2.3.1.2	Number of property partnerships concluded.	1	0	1	0	0	0	-

No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on variances
2.1.1.6	Percentage in electricity consumption reduction (net of solar energy generated) per square metre in the office estate.	10	6	8.15	9.5	0	(9.5)	Implementation of capital projects (dry cooler fans, diesel boilers, circulation pumps, chiller plants) to make WCG buildings more water efficient contributed to an increase in electricity consumption.
Sub-programme 2.6: Facility Operations								
National Indicator								
2.1.1.7	Number of condition assessments conducted on state-owned buildings.*	1 367	1 134	380	970	330	(640)	Note: The reasons for the consolidated variance of the indicator are provided below.
	• Education Infrastructure.	502	700	0	100	52	(48)	Condition assessments were not done over a five-year cycle as originally planned, but over a two-year accelerated cycle.
	• Health Infrastructure.	134	300	152	130	120	(10)	Condition assessments were not done over a five-year cycle as originally planned, but over a two-year accelerated cycle.

No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on variances
	<ul style="list-style-type: none"> <li>General Infrastructure.</li> </ul>	731	134	228	740	158	(582)	Different buildings consolidated into one condition assessment per site rather than calculated as separate condition assessments per building.

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 to help ensure that future targets are achieved as planned.
- Stronger consultation at local government level to mitigate community interference.
- Improved planning and risk management.
- Stronger client department engagement to limit scope changes and review procurement strategy issues.
- Improvement of future planning and client briefs to ensure design targets align with budget allocations.
- Improved contract management of professional service providers (PSPs) to reduce late scope changes.
- Heritage specialists being procured through Property Management to assist where required on heritage projects.
- Additional fund applications to be made prior to the final payments to place all projects in budget.
- Improved scoping in early stages to deal with project rescheduling.
- Identification of facilities for planned maintenance per facility is undertaken well in advance to ensure sufficient time for clear scope definition and budget requirements/allocations.
- Close monitoring of all PSPs and contractors with setting up realistic programmes in order to avoid delayed completion.
- Undertaking detailed investigation during the scoping definition stage of a project in order to avoid unnecessary scope changes during the construction stage.
- A facility is now assessed holistically to ensure optimum utilisation and the most efficient maintenance interventions.
- 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 the gathering of 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.
- 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 facility condition assessments (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.

## Changes to planned targets

There were no changes to planned targets.

## Sub-Programme expenditure

Table 28: Programme 2: Public Works Infrastructure: Sub-programme

Sub-Programme		2019/20			2018/19		
		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	355 539	355 023	516	331 745	324 081	7 664
2.2	Planning	73 334	73 334	-	11 345	11 066	279
2.3	Construction	258 406	258 406	-	299 709	299 360	349
2.4	Maintenance	212 961	212 961	-	172 985	172 985	-
2.5	Immovable Asset Management	1 120 085	1 114 360	5 725	983 424	982 609	815
2.6	Facility Operations	132 639	132 639	-	120 718	120 718	-
Total		2 152 964	2 146 723	6 241	1 919 926	1 910 819	9 107

## 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) 2020/21–2029/30 was concluded and published during the year under review. The RAMP 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.

In the absence of a fully optimal and integrated public transport and freight system, a well-maintained road network remains critical for supporting economic and social mobility which links people, jobs, education, health care and recreational activities. Maintaining the existing road infrastructure at prescribed standards that optimise the efficient and safe realisation of these opportunities is central to the long-term economic and social sustainability of the Western Cape.

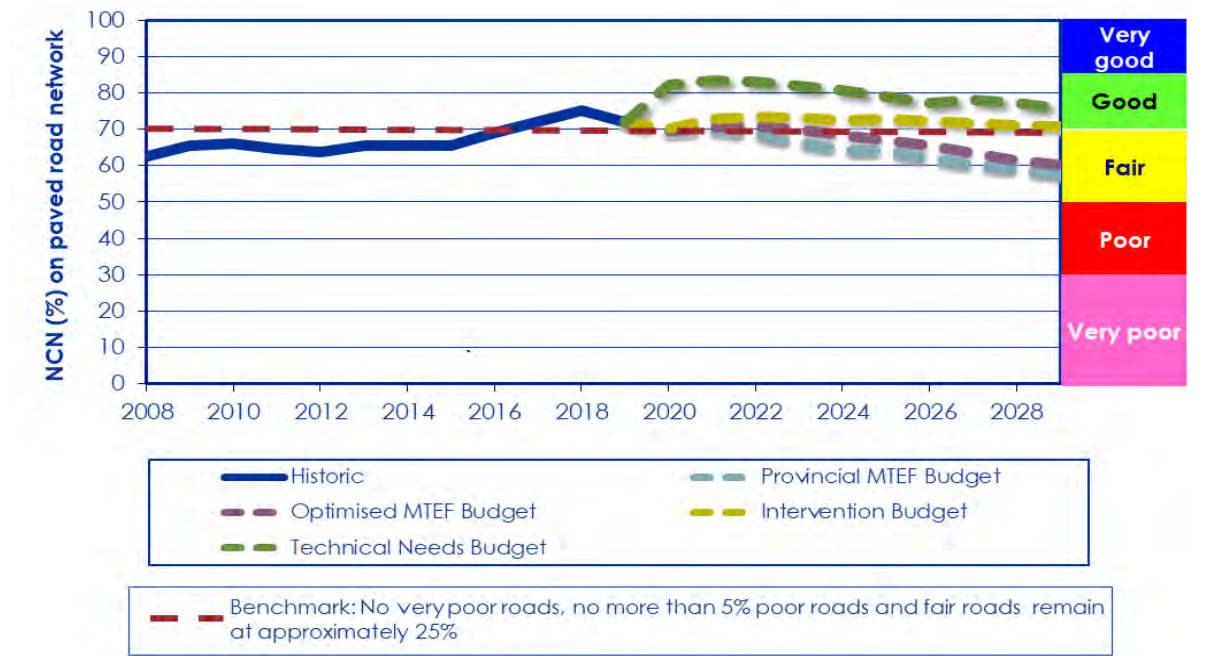
Historic and current Medium-Term Expenditure Framework (MTEF) funding levels are insufficient to maintain these assets at the required standards which places this strategic provincial asset at risk. Given the nature of road infrastructure, delaying maintenance in the short term will add significant cost in the longer term. Poorer quality roads result in higher road user costs, adding additional strain to the citizens of the Western Cape.

The figures below reflect the current state and projected state of the provincial road infrastructure given various budget scenarios and provide a visual representation of the serious risk to the provincial paved road network under the current MTEF trajectory. Within



the current MTEF budget trajectory the percentage of paved roads length operating below the intervention level is projected to increase from the current 44 per cent to over 80 per cent over the next ten years (Figure 1).

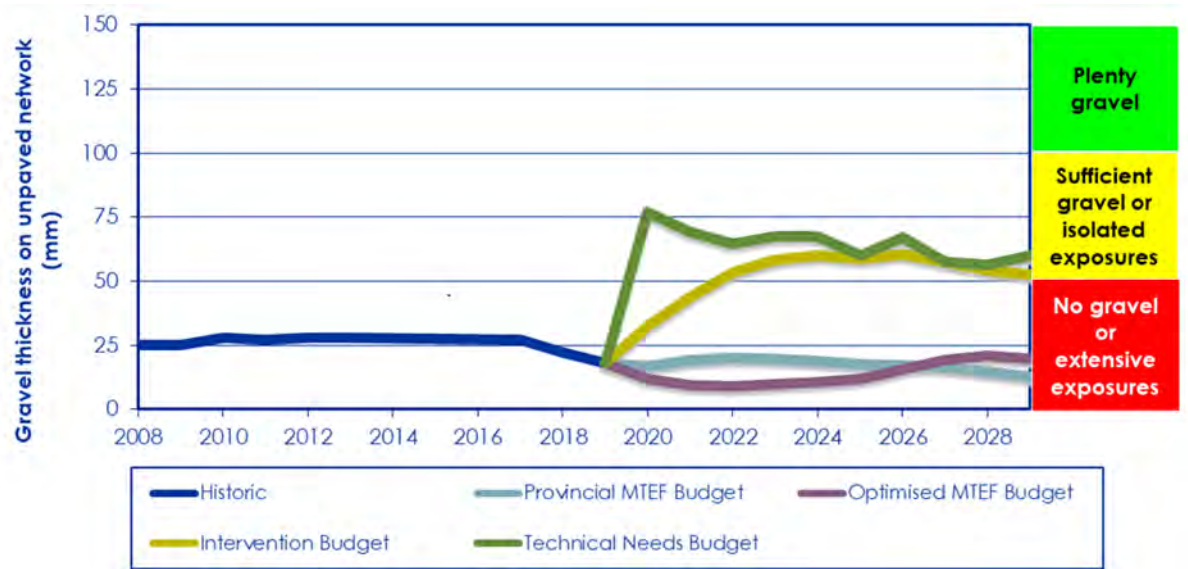
Figure 1: Network Condition Number on paved road network



Source: Road Asset Management Plan 2020/21–2029/30

On the gravel network, the situation is even worse, where the average thickness of the gravel has deteriorated to 25 mm, far below the acceptable norm of 75 mm (Figure 2). This puts the gravel network at significant risk of damage caused by severe weather events, undermining the role that this strategic network plays in the rural economy and as a potential enabler of increased agricultural production, particularly export-oriented production. This adds to constraints on household budgets of our citizens through increasing the cost of transport.

Figure 2: Gravel thickness on unpaved road network



Source: RAMP 2020/21 -2029/30

The decline in the Provincial Road Maintenance Grant (PRMG) over the MTEF continues to worsen the situation. Given the nature of roads infrastructure and the need to balance expenditure across a number of years, the impact of cuts across the MTEF had significant implications as projects needed to be pushed out, delayed or cancelled in order to balance the cash flow.

The Road Asset Management Plan clearly indicates that additional funding is needed to keep the provincial roads asset base from deteriorating. Seventy-three per cent of provincial surfaced roads are beyond their 25-year design life.

Projects to promote economic growth continued in their various stages of implementation. Road construction and maintenance investment projects were identified by continually improved asset management systems.

The development of the Western Cape Transport Model continued over the medium term. This model is used by the DTPW as a strategic planning tool for new road-based investment.

The following completed and ongoing key projects have contributed towards the Roads Branch achieving the service delivery targets:

Contract	Description
C415.2	Extension of MR559 from Port Services Corridor to MR238 near Saldanha
C0751.02	Rehabilitation TR23/3 Gouda – Kleinberggrivier Bridge km 0.04 – km 12.8
C818	Rehabilitation of TR31/2 – Ashton/ Montagu
C0914.02	Rehabilitation of MR168 between N2 and Vlaeberg Road
C0921	Rehabilitation DR1050 – Annandale Road
C0975.01	Extension of TR85/1 from TR77/1 to TR21/2 (Greenfields link)
C1046	Extension of the 3rd Lane on TR09/1 [N1] west of Durban Road interchange to the NR0101
C1089	Periodic Maintenance on TR31/1, TR31/2 and MR287 – Worcester to Ashton and Robertson to Bonnievale

Contract	Description
C1000.1	Rehabilitation of TR28/2 between Hermanus and Stanford
C1008.1	Rehabilitation of DR01688 from Calitzdorp to Spa and upgrade of DR01699
C1090	Periodic maintenance of TR11/1 [N7] between Potsdam and Melkbos
C1090.01	Periodic maintenance of TR11/1 [N7] between Bosmansdam and Potsdam

New key projects that commenced during 2019/20 include:

Contract	Description
C0733.07	New Pedestrian Bridge No. 6030 at De Beers Ave (42.1km) over TR2/1 [N2]
C1100	Periodic maintenance on TR1/2, TR1/3, TR88/1, TR44/1 and MR401 – Uniondale area
C1128	Periodic maintenance on MR302 between Worcester and Wolseley
C1150.01	Rockfall events on MR00191 – Franschhoek Pass

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

## Strategic Objectives

Table 29: Programme 3: Transport Infrastructure: Strategic Objectives

No	Strategic Objectives/ Indicators	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target to actual achievement 2019/20	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.	92.4 (17 488 569/ 18 929 429)	85	87	2	Given a constrained budget, the focus was on preventative maintenance, particularly resealing of surfaced roads as a cost-effective holding action, as opposed to large scale rehabilitation works. This achieved better surface conditions over a larger proportion of the network.
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.	6 638	7 500	5 830	(1 670)	Not many new contracts commenced during 2019/20, which meant that fewer new work opportunities were created. Furthermore, the 2019/20 budget was spent on fewer, larger (in value) projects with longer contract durations. This resulted in fewer new work opportunities created over the longer periods. The termination of three projects also impacted on the achievement of the social indicators.

Performance Indicators

Table 30: Programme 3: Transport Infrastructure: Performance Indicators

No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on deviations
Sub-programme 3.2: Infrastructure Planning								
National Indicators								
3.1.1.1	Number of kilometres of surfaced roads visually assessed as per the applicable TMH* manual.	6 616	6 651	6 681	7 113	7 063	(50)	At the time when the target was set, the network included the expansion for various roads in the City of Cape Town, estimated at 426km, but an actual GPS survey confirmed the length was 409.76km. Subsequent safety and security incidents prevented the completion of the full 409.76km – only 376.17km of road was completed. Consultant reports are available. Various intervention measures to complete the work were unsuccessful. The assessor was escorted away from the Mitchells Plain/ Khayelitsha area by SAPS/ South African National Defence Force at the time.

No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on deviations
3.1.1.2	Number of kilometres of gravel roads visually assessed as per the applicable TMH* manual.	10 366	10 339	10 315	10 351	10 351	0	-
Sub-programme 3.4: Construction								
National Indicators								
3.1.1.3	Number of kilometres of gravel roads upgraded to surfaced roads.	58	22	20	20	11	(9)	Progress on gravel road upgrading has been negatively influenced by the delay on the Friemersheim upgrading project.
3.2.1.1	Number of jobs created.	n/a	4 257	5 119	7 500	5 830	(1 670)	Not many new contracts commenced during 2019/20 which meant that less new work opportunities were created, as numerous staff were already employed. Furthermore, the 19/20 budget was spent on fewer, larger (in value) projects with longer contract durations. This resulted in fewer new work opportunities created over the longer periods for the same contract.

No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on deviations
3.2.1.2	Number of full-time equivalents (FTEs) created.	n/a	2 133	2 268	3 500	3 620	120	Not many new contracts commenced during 2019/20 which meant that less new work opportunities were created, as numerous staff were already employed. Furthermore, the 19/20 budget was spent on fewer, larger (in value) projects with longer contract durations. This resulted in fewer new work opportunities created over the longer periods for the same contract.
3.2.1.3	Number of youths employed (18 - 35).	n/a	2 526	3 170	4 500	3 511	(989)	Not many new contracts commenced during 2019/20 which meant that less new work opportunities were created, as numerous staff were already employed. Furthermore, the 19/20 budget was spent on fewer, larger (in value) projects with longer contract durations. This resulted in fewer new work opportunities created over the longer periods for the same contract.

No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on deviations
3.2.1.4	Number of women employed.	n/a	1 206	1 512	2 000	1 705	(295)	Not many new contracts commenced during 2019/20 which meant that less new work opportunities were created, as numerous staff were already employed. Furthermore, the 19/20 budget was spent on fewer, larger (in value) projects with longer contract durations. This resulted in fewer new work opportunities created over the longer periods for the same contract.
3.2.1.5	Number of people with disabilities employed.	n/a	23	4	10	10	0	-
Sub-programme 3.5: Maintenance								
National Indicators								
3.1.1.4	Number of square metres of surfaced roads rehabilitated.	559 848	915 772	560 019	400 000	505 500	105 500	Additional rehabilitation was required on Oudtshoorn - De Rust contract, due to delays caused by the termination of the previous contractor.
3.1.1.5	Number of square metres of surfaced roads resealed.	5 868 111	2 430 380	2 150 874	3 760 000	3 496 100	(263 900)	Three resealing contracts were terminated, and these projects were not completed as originally planned.



No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on deviations
3.1.1.6	Number of kilometres of gravel roads re-gravelled.	133	180	173	200	157	(43)	The regional re-gravelling programme was disrupted due to the lack of suitable borrow pits.
3.1.1.7	Number of square metres of blacktop patching.	157 216	92 582	38 817	36 000	38 686	2 686	Blacktop patching is a reactive measure and depends on the weather and general condition of the network.
3.1.1.8	Number of kilometres of gravel roads bladed.	48 323	45 997	45 494	46 000	42 480	(3 520)	Cape Winelands District Municipality suffered a break-down of many of its road surface graders. Graders were hired to compensate. Also, more wet blading was encouraged which requires a water truck and a slower operation but a more effective operation with better rideability on the road.

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

\*TMH = Technical Methods for Highways.

## Strategies to overcome areas of under-performance

Several 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 in time.
- DTPW continues to improve contract documentation to mitigate risks on future contracts, for example:
  - The use of non-potable water in construction to deal with expected future water scarcity; and
  - To enhance the contractual obligation of main contractors to make use of local subcontractors and suppliers, helping to ensure that there is good standing with subcontractors and suppliers of a contract, and encouraging contractors to employ more people.

## Changes to planned targets

There were no changes to planned targets.

## Sub-Programme expenditure

Table 31: Programme 3: Transport Infrastructure: Sub-programme expenditure

Sub-Programme		2019/20			2018/19		
		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	40 230	40 185	45	47 151	47 092	59
3.2	Infrastructure Planning	73 930	73 863	67	79 583	79 583	-
3.3	Infrastructure Design	159 853	159 786	67	236 824	235 547	1 277
3.4	Construction	1 639 236	1 636 993	2 243	1 604 601	1 604 384	217
3.5	Maintenance	1 726 192	1 724 786	1 406	1 560 976	1 560 049	927
Total		3 639 441	3 635 613	3 828	3 529 135	3 526 655	2 480

## 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 non-motorised transport stakeholders through institutional change initiatives.

### Strategic objectives, performance indicators, planned targets and actual achievements

This Programme is leading the Department's initiatives to improve public transport in the Western Cape and address the ongoing crisis affecting the sector. This is primarily being pursued through the implementation of the Provincial Sustainable Transport Programme, which focuses on increased and improved bus services, improved minibus taxi services, the collection and intelligent use of data, the safety and reliability of rail, provision for non-motorised transport, and the establishment of the institutional structures needed for province-wide public transport reform.

A major achievement during the financial year was the launch of Phase 4B of the George Integrated Public Transport Network. This brought safe, reliable bus services to the people of Parkdene, Ballotsview, Conville, Borchards and Lawaaikamp. This success was achieved after extensive stakeholder engagement and cooperation with the National Department of Transport.

Through the PSTP, the implementation of the Minibus Taxi pilot project continued with ongoing engagements with the MBT industry in the Overstrand Municipality. The implementation of the pilot will continue in the new financial year, subject to COVID-19 safety measures. The pilot aims to improve service quality and safety of minibus taxi services and to provide support to the industry.

The Department has continued its support for the Rail Enforcement Unit which was established to protect rail assets and passengers through a partnership with PRASA and the City of Cape Town. The Department is also working with PRASA to support the restoration of the Central Railway Line and to provide interim rail-relief bus services. The development of a rail monitoring system, leveraging our technology and systems expertise developed through the ITH, is also in progress. In the longer term, we believe that devolution of rail to the Western Cape is ultimately the best solution to addressing the rail crisis, and we continued to pursue this during the year.

The process to fully establish the ITH continued, including the development and integration of additional sub-systems to increase the richness of the data and the functionality of the system. The Hub is supporting improved and integrated planning, operations, regulation, and enforcement of land transport in the Western Cape and is the backbone of the ongoing provincial traffic restructuring process, transport safety initiatives, and public transport initiatives.

Through the PSTP, the DTPW continued to work with its municipal partners in Stellenbosch, Overstrand and Swartland to improve public transport and non-motorised transport. NMT Masterplans were completed in the Overstrand Municipality and the Swartland Municipality, and this will form the basis of all future infrastructure investments in those areas. In Stellenbosch, design development of sidewalk infrastructure was completed during the financial year. The Department has continued to support the National Shova Kalula Bicycle Distribution programme and worked with the Western Cape Education Department to distribute 300 bicycles to learners in the West Coast District Municipality. The Department has also established its own Provincial Bicycle Distribution programme, with the Bicycle Mobility Consortium, consisting of the Bicycle Empowerment Network, Pedal Power Association, and Qhubeka. **The PSTP's bicycle distribution programme has secured bicycles, some of which have already been distributed to community safety programmes. The full allocation could not be distributed because of COVID-19 restrictions and further distribution has been deferred to the next financial year.**

A Public Transport Infrastructure Audit was completed in the Stellenbosch, Swartland and Overstrand municipalities. These audits will form the basis of future public transport infrastructure investments in those areas.

The implementation of the Western Cape Freight Strategy continued during the 2019/20 financial year. One of the institutional gaps identified in the strategy was limited coordination of freight transport initiatives within the DTPW. To respond to this challenge, the strategy recommends the establishment of appropriate coordination forums in DTPW to strengthen coordination of freight planning and delivery. During 2019/20, the Department established an internal coordination structure for freight called the DTPW Freight Forum. This forum brings together representatives from the DTPW branches to collaborate on freight initiatives, including the implementation of the Western Cape Freight Strategy.

The Western Cape Freight Demand Model (WCFDM) was updated to provide the Department with up-to-date data and business intelligence on freight flows to support strategic decision-making and the implementation of the Freight Strategy.

The Department continued to manage and monitor the subsidised bus operator and the associated Public Transport Operations Grant in compliance with the PTOG requirements.

Finally, the Department has pursued the implementation of appropriate measures to improve transport safety in the Western Cape, including support for several infrastructure initiatives in and around schools in partner municipalities.

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

## Strategic Objectives

Table 32: Programme 4: Transport Operations: Strategic Objectives

No	Strategic Objectives / Indicators	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target to actual achievement 2019/20	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.	36 791 412	35 973 820	36 432 637	458 817	The kilometre rate to determine the target was only finalised as per the contractual agreement after the conclusion 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.	0	1	0	(1)	Construction project of Alpha/Holomisa Street Sidewalk road safety initiative which formed part of the PSTP project 2019/20 commenced on the 10th of March 2020. The construction project was interrupted by the National Lockdown and the overall project implementation was not completed.

No	Strategic Objectives / Indicators	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target to actual achievement 2019/20	Comment on deviations
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	-
4.3.1	Number of implementation programmes implemented for rail and freight.	0	2	2	0	-
4.4.1	Number of institutional change initiatives.	1	1	1	0	-

## Performance Indicators

Table 33: Programme 4: Transport Operations: Performance Indicators

No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on deviations
Sub-programme 4.2: Public Transport Services								
National Indicators								
4.1.2.1	Number of routes subsidised.	2 520	2 547	2 582	2 579	2 420	(159)	Requests by the operator for route changes resulted in the elimination of routes from the service.
4.1.2.2	Number of kilometres subsidised.	38 315 171	37 361 592	36 791 412	35 973 820	36 432 637	458 817	The kilometre rate to determine the target was only finalised as per the contractual agreement after the conclusion of the APP, which resulted in the planned target being underestimated.
4.1.2.3	Number of trips subsidised.	1 422 856	1 351 421	1 312 790	1 387 980	1 239 375	(148 605)	The deviation is due to the operator consolidating routes as well as passenger route change requests, which resulted in the planned target being overestimated.



No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on deviations
Sub-programme 4.3: Transport Safety and Compliance								
Provincial Indicators								
4.2.1.1	Number of road transport safety initiatives implemented.	n/a	n/a	0	1	0	(1)	Construction project of Alpha/Holomisa Street Sidewalk road safety initiative which formed part of the PSTP project 2019/20 commenced on the 10th of March 2020. The construction project was interrupted by the National Lockdown and the overall project implementation was not completed.
4.2.1.2	Number of road safety awareness campaigns conducted.	19	12	13	12	10	(2)	The remaining two awareness campaigns were scheduled for 26 & 27 March 2020 in Laingsburg and Beaufort West respectively could not take place due to the COVID-19 National Lockdown as of 26 March 2020.
Sub-programme 4.4: Transport Systems								
Provincial Indicators								
4.1.1.1	Number of detailed incremental transport plans developed.	1	1	1	1	1	0	-

No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on deviations
4.1.1.2	Number of PSTP projects initiated.	0	1	1	1	1	0	-
4.3.1.1	Number of freight interventions initiated.	n/a	n/a	1	1	1	0	-
4.3.1.2	Number of rail interventions supported.	n/a	n/a	1	1	1	0	-
4.4.1.1	Number of institutional change interventions.	1	1	1	1	1	0	-

## Strategies to overcome areas of under-performance

Instances of underperformance were primarily related to the COVID-19 lockdown and the associated impact on delivery.

## Changes to planned targets

There were no changes to planned targets.

## Sub-Programme expenditure

Table 34: Programme 4: Transport Operations: Sub-programme expenditure

Sub-Programme		2019/20			2018/19		
		Final appropriation R'000	Actual expenditure R'000	(Over)/ Under Expendi- ture R'000	Final appropriation R'000	Actual expenditure R'000	(Over)/ Under Expenditure R'000
4.1	Programme Support Operations	2 428	2 428	-	2 922	2 922	-
4.2	Public Transport Services	1 305 102	1 305 102	-	1 161 628	1 161 627	1
4.3	Transport Safety and Compliance	7 183	6 917	266	24 327	24 327	-
4.4	Transport Systems	203 608	203 474	134	136 212	136 211	1
Total		1 518 321	1 517 921	400	1 325 089	1 325 087	2

## 4.5 Programme 5: Transport Regulation

### Purpose

The purpose of this Programme is to regulate the transport environment through the registration and licensing of motor 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.

The effective regulation of public transport services requires effective and efficient enforcement of land transport and road traffic legislation. To deal with the unacceptably high levels of road fatalities and injuries, collaborative regulatory and safety efforts across spheres of government and law enforcement agencies must be supported by integrated intelligence to drive planning and operational activities.

The development of a Public Transport Regulation System to replace the notoriously unstable and unreliable national systems that the Taxi Registrar and Provincial Regulatory Entity were required to use immediately opened up possibilities for integrating transport planning and regulation functions. This helped to more effectively balance supply and demand in the public transport arena.

The eNforce system, which features handheld and in-vehicle technology integrated with the National Traffic Information System (NaTIS), went live in 2018/19 and handheld devices were issued to all officers at the time. This system continues to allow for the identification of infringements such as licence plate fraud, speeding, public transport operator route transgressions, and fatigue management, and it is capable of recording evidence of infringements. Alerts of possible infringements linked to specific oncoming vehicles are sent directly to the closest officers, therefore improving operational effectiveness. The eNforce system includes the officer duty roster and enables Provincial Traffic

Management to obtain live information from handheld devices 24 hours a day, improving reporting and providing data for better operational planning.

Other new technology that was first issued to officers in the field in 2018/19 included in-vehicle cameras and lapel radios, and in-vehicle Automatic Number Plate Recognition cameras. This also helped to increase the safety of officers and made them more visible. A total of 31 new traffic law enforcement vehicles were equipped with in-vehicle ITH technology to ensure that every DTPW traffic officer has a hand-held ITH device that alerts him or her to possible infringements of law linked to specific vehicles.

The integration of the PTRS with the eNforce system allowed traffic officers to receive live data on operating licences and, for the first time, provided officers with a tool to identify fraudulent operating licences on the road. Fraudulent operating licences have been shown to be rife in the taxi industry and a significant contributor to taxi violence and the organised crime that pervades the industry. The forward momentum of these initiatives continued to be interrupted as a result of funding cuts with disastrous implications for the next phases in the development of the PTRS and its integration into the ITH.

The process of fully establishing the ITH continued in 2019/20, including the development and integration of additional sub-systems to increase the richness of the data and the functionality of the system. The Hub is supporting improved and integrated planning, operations, regulation and enforcement of land transport in the Western Cape. It is also the backbone of the ongoing provincial traffic restructuring process, transport safety initiatives, and public transport initiatives.

The DTPW's **Provincial Sustainable Transport Programme** is an overarching initiative that has improved public transport and transport safety and facilitates rapid responses to the ongoing transport crisis that is gripping the Western Cape. The PSTP strengthens law enforcement through the establishment of a Highway Patrol and Interception Unit; supports the full establishment of the ITH; expands the usage of innovative enforcement technologies to immediately detect and respond to threats to citizen safety on Western Cape roads and in communities; builds institutional capacity; and strengthens partnerships with local authorities, law enforcement agencies, transport operators, and other stakeholders.

The Department continues to play a **key role in contributing towards the Premier's Safety Plan** for the Western Cape, specifically in the area of road safety. Through its various initiatives, awareness programmes and data-driven technology-enabled methods, the DTPW continued to intensify efforts to reduce fatalities and the number of serious injuries resulting from road crashes.

Taxi violence is another matter that needs the ongoing attention of the WCG. The DTPW, in partnership with the SAPS and the NPA, established a Joint Task Team on Taxi-Related Crimes to investigate murders and attempted murders, as well as crimes at the root of taxi violence; including route invasions, illegal operations, fraud, extortion, racketeering and other elements of organised crime. This initiative was picking up momentum, when towards the end of March 2020, the SAPS and most government departments had to shift their focus to the fight against COVID-19.

In the year under review, the DTPW helped to ensure a reduction in road crashes, fatalities and serious injuries on roads in the Western Cape. The Department achieved this through improving road conditions (where appropriate), monitoring the fitness of vehicles, and creating awareness of the human factors that contribute to road crashes, serious injuries and fatalities. The District Safety Plan model continues to be extended to bring law enforcement stakeholders into an effective collaborative partnership.

In 2019/20, the DTPW continued to work with the National Department of Transport towards the phased implementation of AARTO which is expected to lead to better efficiencies and improved regulation of motor vehicle offences and related administrative affairs.

The DTPW's innovation in the period enabled the better detection of fraud through improved regulation and intelligence operations in vehicle testing centres, driver's licence testing centres, registering authorities, and transport administration and licensing.

In 2019/20, the Department successfully implemented DSPs in West Coast (North) and Winelands (East) regions. Operations also continued in the existing Overberg (West) and West Coast (South) DSP areas. RBT operations were enhanced by the successful addition of the Sky Banner Project. This saw an RBT banner flown by light aircraft over major events like the Cape Town 7s and Rocking the Daisies musical festival.

Road safety education and awareness programmes continued in 2019/20 for learners, youth and the broader community. This work included scholar patrols, road safety school debates and dialogues, the Safety in Traffic Education Programme, JTTCs and the Participatory Educational Techniques programme.

The Department continued to develop the Western Cape Road Traffic Administration Amendment Bill and its regulations to enable the impoundment of private vehicles for certain offences.

In 2019/20, work continued with the Western Cape Provincial Youth Road Safety Steering Committee to reach out to the youth through safety awareness programmes. The DTPW continued the good cooperation and integrated strategies between the local authority traffic law enforcement partners and key stakeholders.

The Department's Safely Home Programme continued to focus on changing the behaviour of road users through effective utilisation of high-impact messaging and communication on various media platforms. Innovative road safety awareness initiatives that targeted young drivers and pedestrians were the Safely Home focus during the 2019/20 financial year.

In partnership with sister departments such as the WCED and the provincial Department of Community Safety, the DTPW continued with the Walking Bus Programme which helps to ensure that learners living in risky areas can walk safely to and from school.

The formal traffic training programmes for Examiners of Driving Licences and Examiners of Vehicles contributed to capacitating examiners to help ensure safer vehicles and drivers on our roads. Developing e-learning capacity and sharing of knowledge on dealing with dangerous goods continued in the year under review, as well as compliance with legislation pertaining to firearm refresher training.

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

### Strategic Objectives

Table 35: Programme 5: Transport Regulation: Strategic Objectives

No	Strategic Objectives / Indicators	Actual achievement 2018/2019	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target to actual achievement 2019/20	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.	5	2	2	0	-
Sub-programme 5.4: Law Enforcement						
5.2	Improve road transport safety.					
5.2.1	Number of road crash fatalities per 100 000 population.*	20	19	20.6	(1.6)	Road fatalities often occur after normal working hours, where there are no 24/7 law enforcement services. The intended reinforcement of a 24/7 law enforcement service, driven by Road Traffic Management Corporation, experienced delays

No	Strategic Objectives / Indicators	Actual achievement 2018/2019	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target to actual achievement 2019/20	Comment on deviations
5.3	Implement an efficient, effective, and professional traffic management service.					
5.3.1	Number of traffic law enforcement operations implemented.	7 500	8 000	13 464	5 464	Analysis of speed and fatality profiles were conducted monthly and tactical plans were aligned to address speed violations in an aid to reduce fatalities resulting in the over achievement of the indicator. Drinking and driving remains the biggest contributor to our high fatality rate and the additional RBT operations were necessary to continue with our relentless pursuit to address this social ill. The tactical plans were aligned to the national 365-plan to ensure that this social ill is addressed in an aid to reduce fatalities.
5.3.2	Number of education and awareness interventions facilitated.	753	580	942	362	Road Safety Management received additional capacity as well as strengthened relations with stakeholders.

Note: \*The achievement of objective 5.2.1 is dependent on a whole-of-society approach to fundamentally change road user behaviour. Provincial Traffic Law Enforcement is but one of the stakeholders with limited ability to effect such fundamental change.



Performance indicators

Table 36: Programme 5: Transport Regulation: Performance Indicators

No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on deviations
Sub-programme 5.2: Transport Administration and Licensing								
National Indicators								
5.1.1.1	Number of compliance inspections conducted.	390	383	391	390	317	(73)	One Inspector resigned on 03 June 2019 and a suitable replacement could not be found as yet.
Sub-programme 5.3: Operating License and Permits								
National Indicators								
5.1.1.2	Number of Provincial Regulatory Entity (PRE) hearings conducted.	113	139	135	120	121	1	Increased applications for operator licences experienced, particularly in Q2 due to heightened levels of law enforcement activity.
5.1.1.3	Number of taxi associations AGMs held.	105	105	150	110	99	(11)	One of the TRO's have been unavailable to perform her functions due to trauma experienced. Dependence on associations to schedule their AGM's. The AGM's are demand driven.

No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on deviations
Sub-programme 5.4: Law Enforcement								
National Indicators								
5.3.1.1	Number of speed operations conducted.	4 708	4 854	6 295	5 500	6 722	1 222	Analysis of speed and fatality profiles were conducted monthly and tactical plans were aligned to address speed violations in an aid to reduce fatalities resulting in the over achievement of the indicator
5.2.1.1	Number of vehicles weighed.	591 064	620 212	653 584	645 000	589 383	(55 517)	Weighbridges were closed for two weeks over the December-January Festive Season period and unexpected electricity load shedding was not factored in when projections were done.
5.3.1.2	Number of drunken driving operations conducted.	2 467	3 007	6 683	6 250	7 033	783	Drinking and driving remains the biggest contributor to our high fatality rate and the additional RBT operations was necessary to continue with our relentless pursuit to address this social ill. The tactical plans were aligned to the national 365 plan to ensure that this social ill is addressed in an aid to reduce fatalities.

No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on deviations
5.2.1.2	Number of vehicles stopped and checked.	1 128 873	1 112 071	1 534 086	1 500 000	1 453 298	(46 702)	Traffic Law Enforcement were tasked to be part of the National escorting of windmill towards abnormal loads across the Province and to the borders of other Provinces. This entailed the daily deployment of a large amount of officers to escort these abnormal vehicles, which ensured the safety of the loads reaching its destination, but more importantly the safety of other motorists. Increased service delivery protests actions contributed to the deviation of the planned target and Traffic Law Enforcement fulfil a secondary response function in support of SAPS who is the first responder. The pandemic of Covid-19 in mid-March 2020 also had an impact on the remedial action plans that were in place to address the shortfall.
5.2.1.3	Number of road safety awareness programmes conducted.	N/A	N/A	N/A	6	6	0	-

No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on deviations
5.2.1.4	Number of schools involved in road safety education programme.	361	423	426	345	469	124	Enhanced partnerships with stakeholders.
Provincial Indicators								
5.3.2.1	Percentage of students completing traffic training.	98% 154	96% 150	95% 156	93% 130	94% 116	(1%)	The target completion rate was achieved, though with 14 fewer students than aimed for, due to the impact of COVID-19 and the National Road Traffic Management Corporation's directive to close all training colleges on 18 March 2020.

## Strategies to overcome areas of under-performance

- Additional resources will be made available to ensure duties are fulfilled.
- Where taxi associations are non-compliant, notification letters will be issued.
- Targets will be adjusted to take into account non-operational days at weigh bridge centres.
- Remedial actions are aligned to tactical plan as well as the National 365 plan to ensure achievement of targets.

## Changes to planned targets

There were no changes to planned targets.

## Sub-Programme expenditure

Table 37: Programme 5: Transport Regulation: Sub-programme expenditure

Sub-Programme		2019/20			2018/19		
		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	5 073	5 073	-	6 220	6 217	3
5.2	Transport Administration and Licensing	442 491	442 491	-	404 016	404 014	2
5.3	Operator Licence and Permits	71 683	71 683	-	71 183	71 090	93
5.4	Law Enforcement	365 072	365 072	-	361 215	359 728	1 487
Total		884 319	884 319	-	842 634	841 049	1 585

## 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.

The struggling economy has created a major socio-economic crisis in South Africa. The Department continues to intervene to support the poor and the unemployed, with a focus on the youth. The DTPW has placed maximising job creation through the execution of its infrastructure mandate as one of its strategic objectives.

The DTPW's ongoing Contractor Development Programme continued to play an important role in the year under review by creating training opportunities, especially for previously disadvantaged and small-scale contractors. These programmes included skills and business training, information sessions, training, and mentoring. The Foundation and Advanced Training and Mentoring Programme continued to support enterprise development that include tendering and costing support. The Department continued to improve these programmes, resulting in substantial numbers of Level 1 to 4 BBBEE contractors who had complied with bidding requirements and who had received contracts that had contributed to empowering the residents of the Western Cape. The result is that they became meaningful participants in the construction industry sector and were able to create job opportunities for others.

Skills development programmes included key focus on artisan development and construction-related skills development programmes and apprenticeships that are part of the National Youth Service programme. These youths were placed on a 12-month programme where they had acquired skills in various disciplines in the construction industry that enhanced their ability to access economic opportunities. Additional skills development programmes included plumbing and electrical apprenticeships. Skills that

are required for the green and digital economy were also provided. Training and skills development interventions focus on youth and women.

The Department continued to implement the Empowerment Impact Assessment Tool that informs the design and construction process of specific departmental projects in excess of R5 m, in terms of the Preferential Procurement Regulations which require the measurement of actual impact on historically disadvantaged individuals. Work opportunities were created through the construction and maintenance programme of the Department.

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

To achieve the provincial work opportunity targets for 2019/20, the Department continued to provide technical support to improve the quality of EPWP data management and reporting, facilitate provincial coordination and monitoring of EPWP activities amongst all implementing bodies, and provide support to 12 institutional forums and approximately 40 public bodies.

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

## Strategic Objectives

Table 38: Programme 6: Community-Based Programmes: Strategic Objectives

No	Strategic Objectives / Indicators	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	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	-	-
Sub-programme 6.4: 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	-	-

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.



## Performance Indicators

Table 39: Programme 6: Community-Based Programmes: Performance Indicators

No	Performance Indicator	Actual achievement 2016/17	Actual achievement 2017/18	Actual achievement 2018/19	Planned target 2019/20	Actual achievement 2019/20	Deviation from planned target for 2019/20	Comment on deviations
Sub-programme 6.3: Innovation and Empowerment								
National Indicator								
6.1.1.1	Number of beneficiary empowerment Interventions.	3	3	3	3	3	-	-
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	-	-
6.2.1.2	Number of interventions implemented to support public bodies in the creation of targeted number of work opportunities in the province.	81	80	80	80	80	-	-

## 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 40: Programme 6: Community-Based Programmes: Sub-programme expenditure

Sub-Programme Name		2019/20			2018/19		
		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	2 301	2 301	-	2 150	2 147	3
6.2	Innovation and Empowerment	41 082	41 082	-	37 976	37 976	-
6.3	EPWP Coordination and Compliance Monitoring	13 549	13 549	-	15 752	15 752	-
Total		56 932	56 932	-	55 878	55 875	3

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## 5 Transfer payments

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### 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 2019 to 31 March 2020 per Programme.

## Programme 1: Administration

Table 41: 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 tenders are at the evaluation stage.
Garden Route		Complied	900	-	The tenders are at the evaluation stage.
George		Complied	600	-	The adjustment budget needs to be tabled and approved by Council.
Stellenbosch		Complied	600	278	Updating project documentation, data collection, research and stakeholder consultation.
Total			3 000	278	

## 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 42: Programme 2: Transfer payments in respect of property rates

Name of recipient	Amount transferred (R'000)
Beaufort West	3 891
Berg River	1 510
Bitou	1 891
Breede Valley	9 252
Cape Agulhas	1 469
Cape Town	499 214
Cederberg	2 712
Drakenstein	14 668
George	12 112
Hessequa	2 449
Kannaland	2 868
Knysna	2 664
Laingsburg	2 191
Langeberg	2 027
Matzikama	2 343
Mossel Bay	395
Oudtshoorn	7 685
Overstrand	2 372
Prince Albert	184
Saldanha Bay	4 929
Stellenbosch	9 831
Swartland	2 994
Swellendam	1 570
Theewaterskloof	5 332
Vredendal	15
Witzenberg	5 272
<b>Total</b>	<b>601 840</b>

### Programme 3: Transport Infrastructure

Table 43: 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
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).	Complied	2 489	2 489	-
Breede Valley		Complied	146	146	-
Cape Agulhas		Complied	62	62	-
Drakenstein		Complied	15 795	15 795	-
George		Complied	10 087	10 087	-
Hessequa		Complied	103	103	-
Knysna		Complied	89	89	-
Mossel Bay		Complied	3 177	3 177	-
Overstrand		Complied	126	126	-
Saldanha Bay		Complied	118	118	-
Stellenbosch		Complied	384	384	-
Swartland		Complied	5 084	5 084	-
Swellendam		Complied	50	50	-
Theewaterskloof		Complied	114	114	-
Witzenberg		Complied	786	786	-
<b>Total</b>			<b>38 610</b>	<b>38 610</b>	<b>-</b>

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 2019 to 31 March 2020 by Programme 4: Transport Operations.

Table 44: 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"> <li>To sustain the movement of people in the public transport system with a focus on persons with special needs.</li> </ul>	Complied	10 000	8 642	The funds will be spent by the City of Cape Town on the Dial-a-Ride project by the end of the municipal financial year.
	<ul style="list-style-type: none"> <li>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.</li> </ul>	Complied	17 000	17 000	-
George	<ul style="list-style-type: none"> <li>To enable George Municipality to implement a public transport service as contemplated in the George Integrated Public Transport Network.</li> <li>To provide supplementary funding towards public transport services provided by the George Municipality.</li> <li>To provide supplementary funding to cover the shortfall in operational costs.</li> <li>To provide for the additional operational support to underwrite the consequences of significantly impaired operating conditions and magnified transformation obligations.</li> </ul>	Complied	172 747	128 175	The funds will be spent by the George Municipality on the George Integrated Public Transport Network by the end of the municipal financial year.
Overstrand	<ul style="list-style-type: none"> <li>To provide non-motorised transport infrastructure in the Municipality of Overstrand as part of the Provincial Sustainable Transport Programme.</li> </ul>	Complied	1 500	-	Delay in construction due to COVID-19 lockdown restrictions.

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
Swartland	To provide non-motorised transport infrastructure in the Municipality of Swartland as part of the Provincial Sustainable Transport Programme.	Complied	1 234	1 234	-
Total			202 481	155 051	



The table below shows transfers to private enterprises.

Table 45: 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	1 006 182	1 006 182	-
Total transfer to private enterprises:				1 006 182	1 006 182	

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 2019 to 31 March 2020, but where no payments were made.

#### Programme 2: Public Work Infrastructure

Table 46: Programme 2: 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
Saldanha	To fund the design and construction of the access road linking the Louwville community to the Community Day Centre in Saldanha was not processed.	5 725	-	The memorandum of agreement was not finalised before financial year-end
Total		5 725	-	

### Programme 3: Transport Infrastructure

Table 47: 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
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).	50	-	Subsidies are paid if proof of actual expenditure on subsidised road maintenance work can be provided to the DTPW.
Bergriver		97	-	
Cederberg		69	-	
Kannaland		50	-	
Langeberg		124	-	
Laingsburg		50	-	
Matzikama		73	-	
Oudsthoorn		115	-	
Prince Albert		50	-	
<b>Total</b>			<b>678</b>	

## 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"> <li>• Road maintenance and the maintenance of buildings;</li> <li>• Low traffic volume roads and rural roads;</li> <li>• Other economic and social infrastructure;</li> <li>• Tourism and cultural industries;</li> <li>• Sustainable land-based livelihoods; and</li> <li>• Waste management.</li> </ul>
Expected outputs of the grant	<ul style="list-style-type: none"> <li>• Number of people employed and receiving income through the EPWP.</li> <li>• Increased average duration of the work opportunities created.</li> </ul>
Actual outputs achieved	<ul style="list-style-type: none"> <li>• 6 447 work opportunities created.</li> <li>• 3 941 FTEs.</li> </ul>
Amount per amended DORA (R'000)	12 469
Amount received (R'000)	12 469
Reasons if amount as per DORA was not received	n/a
Amount spent by the Department (R'000)	12 469
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"> <li>• To supplement provincial investments for routine, periodic and special maintenance.</li> <li>• To ensure all roads are classified as per RISFSA and the Technical Recommendation for Highways 26 (TRH 26) Road Classification and Access Management (RCAM) Guidelines.</li> <li>• To implement and maintain Road Asset Management System (RAMS) as per Technical Methods for Highways 22 (TMH22).</li> <li>• To supplement provincial projects for the repair of roads and bridges damaged by declared natural disasters.</li> <li>• To improve the state of the road network serving electricity generation infrastructure.</li> <li>• To improve road safety with a special focus on pedestrian safety in rural areas.</li> </ul>
Expected outputs of the grant	<ul style="list-style-type: none"> <li>• Final Road Asset Management Plan and tabled project list for the 2019 Medium Term Expenditure Framework in a Table B5 format by 29 March 2019.</li> <li>• Network conditions assessment and determination of project priority list from the RAMS.</li> <li>• The following actual delivery-related measures against 2019/20 targets defined in the final RAMP for each province: <ul style="list-style-type: none"> <li>○ Number of square metres of surfaced roads rehabilitated.</li> <li>○ Number of square metres of surfaced roads resurfaced (overlay or resealing).</li> <li>○ Number of square metres of blacktop patching (including pothole repairs).</li> <li>○ Number of kilometres of gravel roads re-gravelled.</li> <li>○ Number of kilometres of gravel roads bladed.</li> <li>○ Number of Kilometres of gravel roads upgraded (funded from provincial equitable share).</li> </ul> </li> <li>• The following performance based on national job creation indicators: <ul style="list-style-type: none"> <li>○ Number of jobs created.</li> <li>○ Number of FTEs created.</li> <li>○ Number of youths employed (18-35).</li> <li>○ Number of women employed.</li> <li>○ Number of people living with disabilities.</li> </ul> </li> <li>• Submission of updated road condition data (paved and unpaved), traffic data and bridge condition report by 30 September 2019.</li> <li>• Reporting on the province's CDP: <ul style="list-style-type: none"> <li>○ Number of SMMEs [small, medium and micro-enterprises].</li> </ul> </li> </ul>
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.</p>

	Indicator	Target value	Achieved value
	Kilometre of gravel roads upgraded.	20	11
	Square metre of surfaced roads rehabilitated.	400 000	395 034
	Square metre of surfaced roads resealed.	3 760 000	2 842 729
	Kilometre of gravel roads re-gravelled.	200	156
	Square metre of blacktop patching.	36 000	41 175
	Kilometre bladed.	46 000	41 754
	Number of jobs created.	7 500	5 890
	Number of FTEs created.	3 500	3 606
	Number of youths employed (18-35).	4 500	3 416
	Number of women employed.	2 000	1 690
	Number of people living with disabilities.	10	7
Amount per amended DORA (R'000)	1 040 051		
Amount received (R'000)	1 040 051		
Reasons if amount as per DORA was not received	n/a		
Amount spent by the Department (R'000)	1 040 051 This includes the Performance Incentive Grant of R137.6 million		
Reasons for the funds unspent by the entity	Target exceeded co-funded by Equitable Share		
Monitoring mechanism by the receiving Department	Road Network Information System (RNIS), Basic Accounting System (BAS), In Year Monitoring Reporting (IRM), Rational Portfolio Management (RPM) System, Quarterly Financial and Performance Reporting, Evaluation Reporting and Monthly DORA Compliance Reporting.		

## 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"> <li>• Number of vehicles subsidised.</li> <li>• Number of cumulative annual vehicles subsidised.</li> <li>• Number of scheduled trips.</li> <li>• Number of trips operated.</li> <li>• Number of passengers.</li> <li>• Number of km.</li> <li>• Number of employees.</li> </ul>	
Actual outputs achieved	Subsidy per trip operated.	R811.85
	Subsidy per km operated.	R27.62
	Subsidy per passenger.	R20.34
	Subsidy per vehicle.	R79 760.76
	Number of vehicles subsidised.	1 066
	Number of cumulative annual vehicles subsidised.	12 615
	Number of scheduled trips.	1 249 208
	Number of trips operated.	1 239 375
	Passengers per km operated.	1.36
	Passengers per trip operated.	39.92
	Employees per vehicle.	1.5
Amount per amended DORA (R'000)	1 006 182	
Amount received (R'000)	1 006 182	
Reasons if amount as per DORA was not received	n/a	
Amount spent by the Department (R'000)	1 006 182	
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 79 - 86 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.

Table 48: Capital investment

Infrastructure projects	2019/2020			2018/2019		
	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	113 746	113 746	-	261 100	261 101	(1)
Existing infrastructure assets	3 848 760	3 848 760	-	3 487 350	3 487 253	97
Upgrades and additions	209 377	209 377	-	429 698	429 701	(3)
Rehabilitation, renovations and refurbishments	2 525 829	2 525 829	-	2 031 722	2 031 719	3
Maintenance and repairs	1 113 554	1 113 554	-	1 025 930	1 025 833	97
Infrastructure transfer	41 983	38 549	3 434	63 292	62 245	1 047
Current	3 500	2 309	1 191	2 554	2 524	30
Capital	38 483	36 240	2 243	60 738	59 721	1 017
<b>Total</b>	<b>4 004 489</b>	<b>4 001 055</b>	<b>3 434</b>	<b>3 811 742</b>	<b>3 810 599</b>	<b>1 143</b>

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 27 per cent to 28 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 49: Programme 2: Capital investment, maintenance and asset management

Infrastructure projects	2019/20			2018/19		
	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	600 613	600 613	-	588 285	588 285	-
Upgrades and additions	-	-	-	-	-	-
Rehabilitation, renovations and refurbishments	255 013	255 013	-	294 582	294 582	-
Maintenance and repairs	345 600	345 600	-	293 703	293 703	-
Infrastructure transfer	-	-	-	-	-	-
Current	-	-	-	-	-	-
Capital	-	-	-	-	-	-
<b>Total</b>	<b>600 613</b>	<b>600 613</b>	<b>-</b>	<b>588 285</b>	<b>588 285</b>	<b>-</b>

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 3 per cent of the Health facilities and 10 per cent of the Education facilities are in conditions C1 or C2. A total of 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 Education facilities are in conditions C4 or C5.

In terms of the overall asset management plan, the capital and maintenance expenditure during 2019/20 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 2019/20, 48 new additions were made to the Provincial Immovable Asset Register, which includes acquisitions via purchase and free transfers. A total of 27 deemed provincially-owned properties were added as owned, after the section 28(1) vesting process was completed. Thirteen 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, the Department of Rural Development and Land Reform LAW system, Human Settlements Immovable Asset Register, Department Roads Asset Register, as well as the IAR of the Department of Public Works and Infrastructure. Furthermore, user departments were requested to report on all capital infrastructure projects for take up 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 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
Overberg	Theewaterskloof	Caledon, 15 Kollege Way	Upgrades and additions to the Department of Education's offices.	2024-10-01
CoCT	CoCT	Kensington Rehabilitation Centre	Upgrades and an additional wing to a substance abuse centre.	2023-03-01
CoCT	CoCT	CYCC – Horizon	Upgrades, additions and new facilities at a child and youth care centre.	2022-03-01
CoCT	CoCT	CYCC – Lindelani	Upgrades, additions and new facilities at a child and youth care centre.	2021-03-30
Eden	George	CYCC – George Outeniqua	Upgrades, additions and a new wing at a child and youth care centre.	2021-08-01
CoCT	CoCT	Artscape Theatre Centre upgrade	Accessibility intervention.	2021-03-30
CoCT	CoCT	GMT Rusper Street Phase 2	Building of a new office accommodation for Government Motor Transport.	2020-03-31
CoCT	CoCT	Solar PV - CBD Rooftop	Various solar panel interventions.	2021-03-31
CoCT	CoCT	VSSC borehole reticulation to building	Water supply intervention.	2020-08-30
CoCT	CoCT	Gene Louw Traffic College – Shooting Range	Improvement of Gene Louw Traffic College and the inclusion of a shooting range.	2020-11-30
CoCT	CoCT	11 Leeuwen Street (leased)	Creation of temporary staff decanting space.	2020-11-30
CoCT	CoCT	Alfred Street - B - 2th Floor Office Accommodation (ENS Spill Over)	Creation of office accommodation and a registry facility.	2021-05-01
CoCT	CoCT	Alfred Street – B – 4nd Floor Registry and Storage	Creation of office accommodation and a registry facility.	2021-07-01
CoCT	CoCT	15 Wale Street – Basement – Convert stores into archives	Conversion of a storage area into an archive facility.	2020-10-31
CoCT	CoCT	27 Wale Street Ground Floor and enablement	Modernisation of floor area and office accommodation.	2021-06-01

Capital projects in progress				
Region/ District	Municipality	Project name	Project description	Expected completion date
Eden	George	York Park: 3rd Floor & 4th Floor	Modernisation of floor area and office accommodation.	2021-01-01
Eden	George	Mosselbay SSC [Shared Services Centre]	Modernisation of floor area, office accommodation and the addition of facilities.	2020-10-01
CoCT	CoCT	9 Dorp Street 7th Floor	Modernisation of floor area and office accommodation.	2021-12-15
Winelands	Stellenbosch	Eisenburg Main Building Modernisation Phase 1	Modernisation of floor area and office accommodation.	2020-10-01
Winelands	Stellenbosch	Eisenburg Main Building Modernisation Phase 2 (Labs)	Modernisation of floor area and research laboratories.	2023-05-01
CoCT	CoCT	9 Dorp Street 8 & 9th Floor & temporary decanting on 7th floor	Modernisation of 8th & 9th floor office accommodation and staff dining hall.	2020-07-01
CoCT	CoCT	Paarden Island – Verbena St Government Garage Store - general repairs	Upgrades and additions to storage facilities.	2020-12-01
CoCT	CoCT	9 Dorp Street 1st Floor	Modernisation of floor area and office accommodation.	2022-01-01
CoCT	CoCT	72 Roeland Street – lift replacement	New lift installation.	2020-11-01
CoCT	CoCT	Goulburn Centre – lift replacement	New lift installation.	2020-12-01

The budget that allowed for maintenance over the 2020 MTEF period is reflected in the table below.

Table 51: Programme 2 maintenance budget over the 2020 MTEF period

	2020/21 (R'000)	2021/22 (R'000)	2022/23 (R'000)
Education	755 255	653 752	696 995
Health	379 316	468 322	395 771
Environmental Affairs and Development Planning	6 043	29 712	31 138
General Buildings	345 479	368 352	386 527

## 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	2019/20			2018/2019		
	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	113 746	113 746	-	261 100	261 101	(1)
Existing infrastructure assets	3 248 147	3 248 147	-	2 899 065	2 898 968	97
Upgrades and additions	209 377	209 377	-	429 698	429 701	(3)
Rehabilitation, renovations and refurbishments	2 270 816	2 270 816	-	1 737 140	1 737 137	3
Maintenance and repairs	767 954	767 954	-	732 227	732 130	97
Infrastructure transfer	41 983	38 549	3 434	63 292	62 245	1 047
Current	3 500	2 309	1 191	2 554	2 524	30
Capital	38 483	36 240	2 243	60 738	59 721	1,017
<b>Total</b>	<b>3 403 876</b>	<b>3 400 442</b>	<b>3 434</b>	<b>3 223 457</b>	<b>3 222 314</b>	<b>1 143</b>

Transport Infrastructure spent 99.9 per cent of its infrastructure budget.

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

There are no plans to close or downgrade any facilities.

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

The infrastructure maintenance backlog reduction plan is based on an intervention budget scenario, which indicates that an additional R2.17 bn per annum (2019 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 continual rise in construction costs, the unfunded backlog has grown to over R25 bn (2019/20 calculations). Notwithstanding the backlog, there are no plans to close or downgrade any facilities.

Refer to Figure 1 (Network Condition Number on paved road network) and Figure 2 (Gravel thickness on unpaved road network) for details of the current state of road conditions.

Table 53: Programme 3: Capital projects currently under construction

District	Local Municipality	Project name	Detailed description	Commencement date	Estimated Completion date	Project cost (R'000)
Unicity	Helderberg	C0733.07: New Pedestrian Bridge No. 6030 at De Beers Ave (42.1km) over TR2/1	A road safety project by constructing new pedestrian bridge no. 6030 at De Beers Avenue, over Trunk Road 2 Section 1 [N2] at km 42.1.	10/5/2019	30/9/2020	23 044
Cape Winelands	Langeberg	C0818: Rehab TR31/2 – Ashton/Montagu	The rehabilitation of Trunk Road 31 Section 2 between Ashton and Montagu.	20/5/2019	2/3/2021	879 360
Garden Route	Mossel Bay	C0822: Rehab MR344 & DR1578 – Glentana	The rehabilitation of Main Road 344 from Hartenbos (km 1.71) to Groot Brak (km 14.84) and a portion of Divisional Road 1578.	8/12/2017	11/5/2020	244 450
Cape Winelands	Stellenbosch	C0914.02: Rehabilitation of MR168 between N2 and Vlaeberg Road	The rehabilitation and improvements to Main Road 168 between MR159 and MR177 in the Stellenbosch area.	12/4/2018	4/8/2020	344 696
Garden Route	Oudtshoorn	C0918R: Rehab TR33/3 – Oudtshoorn/De Rust	The rehabilitation of TR33 section 3 between Oudtshoorn and De Rust.	15/6/2018	23/4/2020	270 578
Overberg	Overstrand	C1000.01: Rehab TR02802 between Hermanus & Stanford	The rehabilitation of Trunk Road 28 Section 2 between Hermanus and Stanford.	8/10/2018	26/7/2021	399 271
Cape Winelands	Kannaland	C1008.01: Rehab of DR01688 from Calitzdorp to Spa & Upgrade DR01699	The rehabilitation of Divisional Road 1688 from Calitzdorp to the Catitzdorp Spa turn-off and upgrade of Divisional Road 1699.	8/11/2018	30/4/2020	104 958
Unicity	Unicity	C1009: Rehab DR01111 km 12.31 to km 23.5 from Philadelphia to Malmesbury	The rehabilitation of Divisional Road 1111 Abbotsdale to Van Schoorsdrift.	7/1/2019	23/4/2021	96 348
West Coast	Saldanha Bay	C1036: Rehabilitation of MR240 between Vredenburg and Paternoster	The rehabilitation of Main Road 240 from km 2.40 to km 6.0 and km 13.0 to km 14.92 between Vredenburg and Paternoster. Resealing of Main Road 240 from km 6.0 to km 13.0.	10/1/2019	23/4/2020	104 257

District	Local Municipality	Project name	Detailed description	Commencement date	Estimated Completion date	Project cost (R'000)
Garden Route	Kannaland	C1053.06: Flood Damage Repairs on MR309 in Seweweekspoort – Central Karoo/Lainsburg	Flood damage repairs to structures on Main Road 309 in Seweweekspoort.	8/1/2019	5/12/2020	44 643
Cape Winelands	Stellenbosch	C1080: Periodic Maintenance on DR1064, DR1065, DR1067, DR1069, DR1053 – Stellenbosch Area	The resealing of DR1064, km 1.72 to km 5.85, DR01065 km 0.00 to km 0.90, DR01067 km 0.00 to km 5.76. Resealing and geometric improvements on DR1069 km 0.84 to km 5.76. Upgrading of gravel road DR01053 km 0.00 to km 7.60 – Stellenbosch area.	22/10/2018	23/4/2020	120 863
Unicity	Unicity	C1090.01: The periodic maintenance of TR11/1 (Route N7) between Bosmansdam (km 2.00) and Potsdam (km 9.50)	The rehabilitation and resealing of Trunk Road 11 Section 1 (Route N7) between Bosmansdam (km 2.00) and Potsdam (km 9.50).	10/12/2018	29/4/2021	261 441
Unicity	Unicity	C1090: Periodic Maintenance on TR11/1 – Wingfield i/c to Melkbos	The rehabilitation and resealing of Trunk Road 11 Section 1 from km 9.50 to km 18.00 – Potsdam to Melkbos.	14/1/2019	22/7/2020	235 397
West Coast	Cederberg	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 resealing 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 Elands Bay. The resealing of MR00540 from km 0.00 to km 12.40 – Bonteheuwel to Leipoldtville. Upgrading of MR00531 km 95.82 to km 96.53.	9/1/2019	15/7/2021	106 630
West Coast	Bergrivier	C1097: Periodic Maintenance on MR535 – Laaiplek to Elandsbaai	The resealing 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.	4/3/2019	15/5/2020	237 600

District	Local Municipality	Project name	Detailed description	Commencement date	Estimated Completion date	Project cost (R'000)
Garden Route	George	C1100: Periodic Maintenance on TR1/2, TR1/3, TR88/1, TR44/1 and MR401 – Uniondale Area	Resealing of MR00401 km 0.0 to km 12.90. Resealing of TR00102 from km 40.0 to km 85.04. Resealing of TR00103 from km 0.0 to km 16.60. Resealing of TR04401 from km 0.0 to km 14.0. Resealing of TR08801 from km 60.34 to km 70.2.	13/8/2019	12/11/2020	207 514
Cape Winelands	Witzenberg	C1128: Periodic Maintenance on MR302 between Worcester and Wolseley	Improve riding quality and provide a holding action until a following intervention that will be required to ensure the pavement reaches its structural design life of 20 years. The holding action and further intervention is part of a litigation process following from contract C747.02.	1/8/2019	31/5/2020	65 640



**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 (AO) for the Department of Transport and Public Works 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 Department of the Premier (DotP) provides a centralised strategic support service to the Department.

### 2.1 Ethics and Enterprise Risk Management (ERMCO) Committee Report

The DTPW is proud to present its Annual ERMCO Report for the financial year ended 31 March 2020.

#### Ethics and 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 15 April 2019 and amended on 15 October 2019 to include "Ethics") and regulated its affairs in compliance with this Terms of Reference and has discharged all its responsibilities as contained therein.

#### Ethics and Enterprise Risk Management Committee Members

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

The table below has information on ERMCO members.

Member	Position	Scheduled meetings	Attended	Date appointed
Ms J Gooch	Accounting Officer (Risk Champion and ERMCO Chairperson)	4	4	n/a

Member	Position	Scheduled meetings	Attended	Date appointed
Adv C Smith	DDG: Finance – (CFO)	4	4	15/04/2019
Mr G van Schalkwyk	CD: Policy and Strategy Integration	4	3	15/04/2019
Mr R Maharaj	CD: Strategic Management and Operational Support	4	4	15/04/2019
Adv. G Kode	DDG: Provincial Public Works	4	4	15/04/2019
Mr L Fourie	CD: Road Network Management	4	4	15/04/2019
Adv K Reinecke	DDG: Transport Management	4	4	15/04/2019
Ms H Robson	DDG: Corporate Assurance (DotP)	4	2	15/04/2019
Mr R Jansen van Rensburg	CD: Provincial Forensic Services (DotP)	4	3	15/04/2019
Ms E de Bruyn	Director: Centre for e-Innovation (DotP)	4	2	15/04/2019
Ms A Haq	Director: Enterprise Risk Management (DotP)	4	4	15/04/2019
Ms P van der Merwe	Director: Governance and Demand – SCM (Ethics Officer)	4	3	15/04/2019
Mr. Y Ahmed	CD: Government Motor Transport	4	3	15/04/2019

The following is an indication of other officials who attended the ERMCO meetings for the year under review:

Other participants	Position	Scheduled meetings	Attended
Mr B Rahim	Director: Financial Governance (Fraud Champion)	4	4
Ms W Hansby	Director: PFS (DotP)	4	3
Mr Z Omer	Chief Risk Advisor: Enterprise Risk Management (DotP)	4	3
Mr S Martin	Director: Internal Audit (DotP)	4	3
Mr C Marx	Director: Operational Support (Ethics Officer – Secundus to P van der Merwe)	4	1
Ms Eurika Young	Deputy Director: C-eI (DotP) (Secundus to Ms E de Bruyn)	1	1
Mr T Jacobs	Acting Director: PFS (DotP) (Secundus to Ms W Hansby)	1	1

### Ethics and 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:

- 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;
- 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;
- Evaluated the effectiveness of mitigating strategies to address the material strategic, programme, ethics and economic crime risks;
- Reviewed the Fraud and Corruption Prevention Plan as well as its concomitant Implementation Plan and recommended it for approval by the Accounting Officer;
- Evaluated the effectiveness of the implementation of the Fraud and Corruption Prevention Plan;
- Assessed the implementation of the departmental Ethics Management Implementation Plan;
- Provided oversight on ethics management in the department; and
- Considered reports on security and loss control matters.

### Key strategic risks considered and addressed during the year

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

- Further public transport violence and criminal acts;
- Ability to attract, recruit and retain suitable specialised skills is compromised;
- Insufficient electricity supply; and
- Threats to the safety and wellbeing of departmental officials.

These risks are long term in nature and shall remain on the Department's radar for the upcoming years. Although mitigations have been implemented to address each of these risks the residual rating has not reduced significantly. This is as a result of the challenges faced by the Department in managing the root causes of the risk that resides outside of the Department's control. Many of these risks are above tolerance level and the risk response decisions taken by the Department are to continue to manage the risk.

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 the impact should they materialise. ERMCO also referred risks back that should be analysed more extensively and recommended additional mitigations or actions to manage risks.

The Transport and Public Works Audit Committee provided independent oversight of the department's system of risk management. The Audit Committee was furnished with

Quarterly ERM progress reports and risk registers to execute their independent oversight role.

### Key emerging risks for the following financial year

The key emerging risk the department will have to consider in the next financial year relates to the COVID-19 pandemic, with an internal and external focus. On the one hand the Department will have to consider how it will continue and recover its business during and after the pandemic and on the other hand it will need to take into account that the already struggling industries it is involved with (construction and transport particularly) will face significant challenges to recover its business and might not even be able to do so.

At the same time, the Department will have to face an increase of vandalism and damage to provincial immovable and movable assets.

### 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 and the continual drive to make ethically and morally correct decisions.



---

JT Gooch  
Accounting Officer  
Department of Transport and Public Works

Date: 2020.10.06

### 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 concomitant 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, the WCG Whistle-blowing Policy and the Departmental Fraud and Corruption Prevention Plan. Each allegation received by the Provincial Forensic Services Unit is recorded in a 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 of the Protected Disclosures Act, No. 26 of 2000, e.g. if the disclosure was made in good faith). The WCG Whistle-blowing 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 2019	6
New cases (2019/20)	4
Closed cases (2019/20)	(5)
Open cases as at 31 March 2020	5

The following table further analyses the closed cases indicated above:

#### Nature and investigation outcome of 5 cases closed

Allegations were substantiated in the following 4 cases:

- 1 case of irregularity;
- 1 case of fraud, corruption and non-compliance (the case was reported to SAPS);
- 1 case of fraud (the case was reported to SAPS); and
- 1 case fraud and corruption (the case was reported to SAPS)

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

## 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 Public Service Regulations.
- Communicating the content of the 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.
- 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 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, which entail a monthly comparison of employee information on the Personnel and Salary Information System (PERSAL) with supplier data on the Western Cape Supplier Evidence Bank 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 Evidence Bank. This includes pre-requisites such as:
  - Verification with Companies and Intellectual Property Commission (CIPC) for 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, Industry and Competition (DTIC) 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. 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.

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## 5 Code of Conduct

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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.

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## 6 Health, safety and environmental issues

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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 2019/20 financial year. Ten evacuation exercises were conducted. The DTPW embarked on reviewing its Business Continuity Plan (BCP) 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 letter referenced 11/4/1/2/7 of 26 June 2019, and the DTPW's response is tabled below.

Papers, reports and information requested by the Committee	DTPW's response
<p>In its letter dated 26 June 2019, the Committee invited the DTPW to brief the Committee on:</p> <ul style="list-style-type: none"> <li>• 2019/20 Annual Performance Plan (APP);</li> <li>• Organisational Structure;</li> <li>• Mission, vision and core functions;</li> <li>• Key programmes; and</li> <li>• Envisaged legislation.</li> </ul>	<p>The DTPW attended the Standing Committee meeting held on 16 July 2019. The DTPW presented the following:</p> <ul style="list-style-type: none"> <li>• The DTPW's vision, mission and values;</li> <li>• The DTPW's goals;</li> <li>• Brief high-level overview of the DTPW statistics from audited 2017/18 financial year;</li> <li>• Departmental Manifesto;</li> <li>• Organisational structure;</li> <li>• What makes our department different;</li> <li>• Key programmes to be shared; and</li> <li>• Legislation under development.</li> </ul>

7.1.2 The Standing Committee's letter referenced 11/4/1/2/7 of 23 July 2019 regarding an oversight visit to the Gene Louw Traffic College, and the DTPW's response is tabled below.

Papers, reports and information requested by the Committee	DTPW's response
<p>In its letter dated 23 July 2019 the Committee informed the DTPW that it will be conducting an oversight visit to Gene Louw Traffic College on 30 July 2019 and requested the DTPW to brief the Committee on its Road Safety Strategy and Transport Hub for the Western Cape.</p>	<p>The DTPW attended the oversight visit to Gene Louw Traffic College on 30 July 2019 and briefed the Committee on its Road Safety Strategy and Public Transport Hub.</p>

7.1.3 The Standing Committee's letter referenced 11/4/1/2/7 of 2 August 2019, and the DTPW's response is tabled below.

Papers, reports and information requested by the Committee	DTPW's response
<p>In its letter dated 2 August 2019 the Committee invited the DTPW to brief the Committee on its 1st Quarterly Performance Report (April 2019 – June 2019) and the Expanded Public Works Programme, highlighting the role, function, challenges and successes with regards to permanent job creation.</p>	<p>The DTPW attended the Standing Committee meeting held on 20 August 2019. The Committee was briefed on the DTPW's 1st Quarterly Performance Report. A presentation on the Expanded Public Works Programme (EPWP) was made, and it included the following:</p> <ul style="list-style-type: none"> <li>• The strategic intent of EPWP as a Public Employment Programme;</li> <li>• The policy context of EPWP;</li> <li>• The role and function of EPWP;</li> <li>• EPWP universal principles;</li> <li>• EPWP Phase 3 grant allocations to metro and district municipalities;</li> <li>• EPWP Phase 3 grant allocations to Provincial Departments;</li> <li>• EPWP overall performance for phase 3;</li> <li>• Phase 4 performance targets; and</li> <li>• Success stories</li> </ul>

7.1.4 The Standing Committee's letter referenced 11/4/1/2/5 of 22 August 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 22 August 2019 reference was made to the Standing Committee's meetings of 16 July 2019, 30 July 2019 and 20 August 2019 with the department. The Committee requested that the DTPW provide it with the following information:</p> <ul style="list-style-type: none"> <li>• A list of provincial properties disposed of for mixed-used development in respect of housing and what percentage it constitutes of the total provincial property portfolio;</li> <li>• A complete cost analysis of the new transport information hub;</li> <li>• A breakdown, per municipality, of the EPWP phase 3 grant allocations;</li> <li>• Detail with regards to the EPWP phase 4 performance targets per municipality; and</li> <li>• The recruitment guidelines for the EPWP.</li> </ul>	<p>The DTPW's detailed response to the listed issues was provided to the Committee in a letter and annexures referenced TPW 11/1/2/2/Standing Committee on Transport and Public Works dated 9 September 2019. The response included the following:</p> <ul style="list-style-type: none"> <li>• A list of provincial properties (facility name and Erf number) disposed of for mixed-use development in respect of housing and the percentage it constitutes of the total provincial property portfolio;</li> <li>• A complete cost analysis of the new transport information hub. This included a breakdown of the initiatives/projects for 2018/19 and detailed information on the cost analysis from 2017 up to and including 2019.</li> <li>• The EPWP grant allocations for the national and municipal financial year from 2014/15 up to and including the 2018/19 financial year.</li> <li>• A list of the EPWP phase 4 provincial and municipal work opportunity targets.</li> <li>• The EPWP recruitment guidelines issued by the national Department of Public Works.</li> </ul>

7.1.5 The Standing Committee's letter referenced 11/4/1/2/7 of 29 August 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 29 August 2019, the Committee invited DTPW to a meeting to discuss the following:</p> <ul style="list-style-type: none"> <li>• Challenges with aligning the Department's sector plans with municipal IDPs and SDFs;</li> <li>• The Provincial Property Committee's (PPC) Annual Report for 2018; and</li> <li>• The Premier's Annual Report for 2018 relating to provincial state land.</li> </ul>	<p>The DTPW attended the Standing Committee meeting held on 11 September 2019.</p> <p>The DTPW's presentations to the Standing Committee included the following:</p> <ul style="list-style-type: none"> <li>• Alignment of Sector Plans with IDPs and SDFs;</li> <li>• Identified challenges: <ol style="list-style-type: none"> <li>1. Long term planning – infrastructure planned across long term.</li> <li>2. Silo approach to planning. Achieving adequate alignment between the spheres of government remains an on-going challenge.</li> <li>3. Constitution and relevant legislation requires alignment.</li> <li>4. There is a need for a provincial project pipeline which will inform the Infrastructure Development Management System (IDMS).</li> <li>5. Lack of a single database. A significant impact on all sector plans include a single database for town demographics, population projections and estimations.</li> <li>6. IDP operational challenges. Limited time for departments to contribute meaningfully during the IDP process. This undermines constructive sectoral integration of plans and project detail elements.</li> <li>7. Proliferation of grants.</li> <li>8. The state of infrastructure across the Province.</li> <li>9. Lack of capacity and skillsets within municipalities.</li> <li>10. Lack of alignment between the IDP and the Integrated Transport Plan. The ITP must be an inherent part of the IDP and the budget process of all municipalities.</li> </ol> </li> </ul> <p>2018 PPC and Premier Annual Reports:</p> <ul style="list-style-type: none"> <li>• The constitution of the Provincial Property Committee;</li> <li>• The role of the Provincial Property Committee;</li> <li>• Overview of the Immovable Asset Management Portfolio;</li> <li>• Definitions of acquisitions and the best value for money;</li> <li>• Types of acquisitions;</li> <li>• Acquisitions that were registered;</li> <li>• Acquisitions that were in the process of being registered;</li> <li>• Acquisitions by lease transacted during 2018;</li> <li>• Leased areas vacated during 2018;</li> <li>• Disposals that were registered in 2018;</li> <li>• Disposals that were in the process of being registered;</li> <li>• Disposals by lease transacted during 2018;</li> <li>• Focus on land restitution claims;</li> <li>• Focus on human settlements; and</li> <li>• DTPW projects with a human settlement focus.</li> </ul>

7.1.6 The Standing Committee's letters referenced 11/4/1/2/7 dated 25 September 2019 and 11/4/1/2/5 dated 13 November 2019, and the DTPW's responses are tabled below.

Papers, reports and information requested by the Committee	DTPW's response
In its letter dated 25 September 2019, the Committee invited the department to brief the Committee on the Annual Reports of the DTPW and of Government Motor Transport (2018/19).	The DTPW attended the Standing Committee meeting held on 8 October 2019 to brief the Committee on the Annual Reports of the DTPW and Government Motor Transport (2018/19).
<p>Subsequent to the Annual Report briefing, the Committee, in its letter of 13 November 2019, requested the DTPW to provide the following:</p> <ul style="list-style-type: none"> <li>• A complete list of the private cleaning companies utilised by GMT for on-site vehicle cleaning at GMT and the cost of the project;</li> <li>• The statistics with regard to road fatalities per district municipality; and</li> <li>• A list of the framework agreements in place for the maintenance programme at the department and an indication of the grade of each contract, as well as the cost per contract.</li> </ul>	<p>The DTPW's response was provided in a letter referenced TPW 11/1/2/2/ Standing Committee on Transport and Public Works dated 30 January 2020. The response included the following:</p> <ul style="list-style-type: none"> <li>• A list of private cleaning companies utilised by GMT for the on-site vehicle cleaning at GMT and the cost of the project;</li> <li>• The road fatalities statistics per district for the period 1 April 2018 to 31 March 2019. The breakdown was done using location data provided in Forensic Pathology Services (FPS) data. Where location data was incomplete, records were excluded, thus total figures in the summary are lower (by 77 records, or 5.8 per cent) than figures quoted in the Annual Report; and</li> <li>• A list of framework agreements in place for the maintenance programme at the department and an indication of the grade of each contract, as well as the cost per contract.</li> </ul>

7.1.7 The Standing Committee's notice referenced 11/4/1/2/7 regarding an oversight visit to Mitchell's Plain Train Station and the DTPW's response is tabled below.

Papers, reports and information requested by the Committee	DTPW's response
In its notice referenced 11/4/1/2/7 the Committee informed the DTPW that it will be conducting an oversight visit to Mitchell's Plain Train Station on 19 February 2020.	The DTPW attended the Standing Committee's oversight visit to Mitchell's Plain Train Station on 19 February 2020.

## Standing Committee on Social Development

The Standing Committee on Social Development's letter of 24 July 2019, and the DTPW's response is tabled below.

Papers, reports and information requested by the Committee	DTPW's response
<p>In its letter dated 24 July 2019 the Standing Committee on Social Development requested the presence of the DTPW at a meeting on 13 August 2019 to brief the Committee on the infrastructure of the Department of Social Development.</p>	<p>The DTPW attended the Standing Committee on Social Development held on 13 August 2019, together with the Department of Social Development and the Department of Human Settlements.</p> <p>The DTPW's presentation to the Standing Committee included the following:</p> <ul style="list-style-type: none"> <li>• The DTPW's role of <b>general infrastructure</b> (office accommodation, bulk infrastructure upgrades, planning and retrofitting for universal accessibility, and upgrading of secure care facilities);</li> <li>• The DTPW's <b>social development footprint</b>;</li> <li>• Partnership with Social Development;</li> <li>• Key infrastructure capital projects completed and those in construction (Social Development accommodation and infrastructure projects);</li> <li>• Key maintenance projects completed in 2019/20 which included general repairs, OHS compliance and accessibility;</li> <li>• Key maintenance projects – planned and in progress; and infrastructure challenges.</li> </ul>

## 8 Public Accounts Committee (PAC) Resolutions

### 8.1 Response to the report of the PAC on the 2018/19 Annual Report dated 05 December 2019

"The Committee noted the audit opinion of the Auditor-General regarding the Annual Financial Statements of the Department for the 2018/19 financial year, having obtained a clean audit report with no findings. The audit opinion remains unchanged from the 2017/18 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 R7.854 billion of a budget of R7.869 billion, resulting in an overall under-expenditure of R14.713 million (0.2%).

In addition, the total estimated departmental revenue budget of R1.699 billion was over-collected by R135.466 million, which resulted in a departmental receipt of R1.835 billion.

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

- Motor vehicle licenses (R83.174 million);
- Sale of goods and services (R21.455 million);
- Transfer funds that were received (R7 million);
- Interest, dividends and rent on land (R142 000);
- Fines, penalties and forfeits (R2.151 million);
- Sale of the Departmental capital assets (R6.283 million); and
- Financial transactions in assets and liabilities (R15.261 million).

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

*Current payments:*

- *Compensation of employees (R32 000); and*
- *Goods and services (R11.054 million).*

*Transfers and subsidies:*

- *Provinces and municipalities (R1.866 million); and*
- *Departmental agencies and accounts (R67 000).*

*Payments for capital assets:*

- *Machinery and equipment (R1.694 million)."*

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

Resolution No.	Subject	Details	Department's response	Resolved?
4.1	Paragraph 4 (Transversal departmental resolutions) - Page 243 (Broad-Based Black Economic Empowerment)	The Committee requests that all departments and entities of the WCG report on their compliance with broad-based black economic empowerment in its audited annual financial statements. Some departments and entities including the Auditor-General of South Africa (AGSA), will be requested to brief the Committee on the status of their BBBEE compliance during 2019/20 and 2020/2021 financial years.	Noted. A letter in this regard was sent to the Deputy Director-General: Finance and the Head: Government Motor Transport on 9 December 2019.	Yes. AGSA engagement was scheduled for 9 April 2020.
4.2	Paragraph 4 – (Transversal departmental resolutions) - Page 244 (Predetermined objectives)	That the AGSA briefs the Committee on the scope of the audit of predetermined objectives of departments and entities for the 2019/20 financial year.	Noted. A letter in this regard was sent to the AGSA Business Executive: Western Cape on 9 December 2019.	Yes. Engagement was scheduled for 9 April 2020.
4.3	Paragraph 4 – (Transversal departmental resolutions) - Page 244 & 245 (Deviations)	That the departments and entities note the risks associated with the deviations raised by the AGSA, adhere to the Treasury Instruction and where it is impossible to accommodate the Instruction, properly motivate in this regard.	Noted. A letter in this regard was sent to the Deputy Director-General: Finance and the Head: Government Motor Transport on 9 December 2019.  A Standard Operating Procedure to procure goods and services by means of limited bidding encompasses Treasury Regulation 16A6.4 and was issued under SCM Instruction 13 of 2011.	Yes.
4.4	Paragraph 4 (Transversal departmental resolutions) - Page 245 & 246 (Procurement of legal services through the State Attorney)	That the departments and entities note the risks associated with the deviations raised by the AGSA, adhere to the risk raised and where it is impossible to accommodate the instruction, properly motivate in this regard.	Noted. A letter in this regard was sent to the Deputy Director-General: Finance and the Head: Government Motor Transport on 9 December 2019.  A response to the AGSA ComAf was drafted by the Director-General to clarify the procurement of legal services through the State Attorney.	Yes.

Resolution No.	Subject	Details	Department's response	Resolved?
4.5	Paragraph 4 (Transversal departmental resolutions) - Page 247, 248 & 249 (Material Irregularities)	That the accounting officers of all departments and entities notes the risks associated with the non-compliance to the Act and put measures in place whereby they will mitigate any non-compliance with, or contravention of, legislation, fraud, theft or a breach of a fiduciary duty.	<p>Noted.</p> <p>A letter in this regard was sent to the Deputy Director-General: Finance and the Head: Government Motor Transport on 9 December 2019.</p> <p>Treasury Circular 35 of 2019 provided departments with National Treasury Instruction 3 of 2019 -2020 as well as the Fruitless and Wasteful Expenditure (FWE) framework which this Department is utilising to deal with all allegations of FWE.</p> <p>National Treasury Instruction 2 of 2019-2020 inclusive of the Irregular Expenditure (IE) Framework is being utilised to deal with all allegations of IE. Provincial Treasury will be issuing a Treasury Circular once the condonement process as prescribed has been finalised.</p> <p>A standard operating procedure for the management and treatment of Irregular, Fruitless and Wasteful expenditure is also in place which will be amended as soon as Provincial Treasury has issued the circular pertaining to the process of condonement.</p>	Yes.
4.6	Paragraph 4 (Transversal departmental resolutions) - Page 249 (Information and Communication Technologies (ICT))	That the Department of the Premier briefs the Committee on the mechanism which is in place to protect the ICT information of the departments of the WCG including any mechanism which it has in place should a security threat occur through an external threat.	A letter in this regard was sent to the Head: ICT services within the Department of the Premier on 9 December 2019.	Yes.
4.7	Paragraph 4 (Transversal	That the departments of the WCG briefs the Committee on the mechanism implemented which allows for the preservation of their heritage assets,	<p>Noted.</p> <p>A letter in this regard was sent to the Deputy Director-General: Finance and the</p>	Yes.



Resolution No.	Subject	Details	Department's response	Resolved?
	departmental resolutions) - Page 249 (Assets)	where applicable, through amortisation and depreciation.	Head: Government Motor Transport on 9 December 2019.	
	Paragraph 5 (General Findings) - Page 250	<p>The PAC would like to bring to the attention of the departments and entities of the WCG the following emerging risks for noting during the 2019/20 financial year:</p> <ul style="list-style-type: none"> <li>• 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; and</li> <li>• 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.</li> </ul> <p>The PAC aims to, in the 2020/21 financial year, engage the AGSA on any performance audits reports on issues, if such reports becomes available.</p>	<p>Noted.</p> <p>A letter in this regard was sent to the Deputy Director-General: Finance and the Head: Government Motor Transport on 9 December 2019.</p>	Yes.

## 8.2 List of information required

That the DTPW provides the Committee with the following:

- 8.2.1 A report which highlights the progress made in terms of the implementation of the Broad-Based Black Economic Empowerment risk, as identified by the Auditor-General and as indicated on pages 168 of the Annual Report.

(The information was provided to the Committee Coordinator)

- 8.2.2 A report on the meeting that took place between Ministers Grant, Bredell and Meyer on the George Link matter, as indicated on pages 172 of the Annual Report.

(The information was provided to the Committee Coordinator).

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## 9 Prior modifications to Audit Reports

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There were no modifications to the Audit Reports.

## 10 Financial Governance

The purpose of the Directorate: Financial Governance (FG) 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
FG commentary	Provided comments on the following instructions (Consolidated comments provided via the Provincial Treasury): <ul style="list-style-type: none"> <li>• Draft National Treasury Irregular Expenditure Framework</li> <li>• Irregular Expenditure Disclosure Note</li> <li>• Draft National Treasury Fruitless and Wasteful Expenditure Framework</li> </ul>
Financial delegations	PFMA Accounting Officer's Delegations – Delegation Framework 2018 Finance Instruction 01 of 2018: <ul style="list-style-type: none"> <li>• (Amendment 1 of 2019) issued on 15 January 2020</li> </ul> PFMA Accounting Officer's SCM Delegations – Delegation Framework 2014 Finance Instruction 06 of 2006: <ul style="list-style-type: none"> <li>• (Amendment 1 of 2019) issued on 15 April 2019</li> </ul>
The development, review, and amendment of SOP's and policies to enhance financial governance	<ul style="list-style-type: none"> <li>• Regularity Audit process – Finance Instruction 17 of 2019 issued on 02 March 2020</li> <li>• ERMCO Terms of Reference 2019-2020 – Finance Instruction 06 of 2019 issued on 18 April 2019</li> <li>• Catering Expenditure: Finance Instruction 04 of 2014 (Amendment 01 of 2019) issued on 02 August 2019</li> <li>• Annual revision of subsistence and camping allowances: Finance Instruction 05 of 2019 issued on 02 April 2019</li> <li>• Declaration and Acceptance of gifts by employees – Finance Instruction 08 of 2019 issued on 15 January 2020</li> <li>• Standard Operating Procedure relating to the Forensic Investigation – Finance Instruction 09 of 2019 issued on 16 July 2019</li> <li>• Cost Containment Measures: Tariffs for less than 24 hours absent from normal place of work – Finance Instruction 31 of 2016:               <ul style="list-style-type: none"> <li>◦ (Amendment 01 of 2019) issued on 05 August 2019</li> </ul> </li> </ul>

Issues	Work performed
PFS reports	Attended to the recommendations of the 3 reports received. The recommendations of one report are in the process of being attended to. One report was received on 20 March 2020 and was still being assessed at year-end.
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 2019.
Internal audit process	As at 31 March 2020, 5 new as well as 6 follow-up reports were received. Implementations of the recommendations are managed through the Departmental Corporate Governance Improvement Plan (DCGIP).
Retention of financial information	During the 2019–2020 financial year, 20 576 BAS vouchers were verified against the monthly document control reports to ensure completeness and safeguarding of financial information.
Reporting	
<ul style="list-style-type: none"> <li>• PAC (Resolutions)</li> </ul>	Annually
<ul style="list-style-type: none"> <li>• Public Service Commission (Financial Misconduct)</li> </ul>	Quarterly
<ul style="list-style-type: none"> <li>• DPSA (Corruption and Fraud)</li> </ul>	Quarterly
<ul style="list-style-type: none"> <li>• Top Management (DCGIP)</li> </ul>	Monthly
<ul style="list-style-type: none"> <li>• Audit Committee (DCGIP)</li> </ul>	Quarterly
<ul style="list-style-type: none"> <li>• Top Management (Irregular, Fruitless and Wasteful Expenditure)</li> </ul>	Monthly
<ul style="list-style-type: none"> <li>• ERMCO (Fraud Prevention Strategy Implementation Plan &amp; Fraud Risk Registers)</li> </ul>	Quarterly
<ul style="list-style-type: none"> <li>• IYM (Irregular, Fruitless and Wasteful Expenditure)</li> </ul>	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, 14 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.

Issues	Work performed
Financial Inspections	Number of compliance inspections and ad-hoc inspections conducted: 38 2 643 BAS and Logistical Information System (LOGIS) payment vouchers were post audited. <b>As part of the Inspectorate's Operational Plan</b> , the accruals for the financial year are verified for validity, accuracy and completeness prior to submission into the AFS by inspection of all LOGIS and BAS Payments in the months before and after year end to ensure the amount is fairly stated.
Loss Control case files: Cases relate to claims against and by the state, damages to Government Motor Vehicles and loss off moveable assets	Opening balance 1 April 2019 (523) New cases registered (336) Cases closed 31 March 2020 (210) Balance as at 31 March 2020 (649)
Irregular, fruitless and wasteful case files	Opening balance 1 April 2019 (0) New cases registered (4) Total cases investigated (4) Cases closed (3) Balance as at 31 March 2020 (1)

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

The mandate of the Directorate: Governance and Demand Management 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"> <li>• Circular on an amended WCBD1 document (Anti-corruption clause);</li> <li>• Draft circulars relating to implementation of Western Cape Supplier Evidence Bank;</li> <li>• Framework for Infrastructure Delivery and Procurement Management (FIDPM).</li> </ul>
Public Accounts Committee:	<ul style="list-style-type: none"> <li>• The Supply Chain Management Unit managed and performed preparation work to respond to request for Standing Committee presentations.</li> </ul>

Issues	Work performed
<p>The issuance, development, review, and amendment of SOPs and policies to enhance SCM:</p>	<ul style="list-style-type: none"> <li>• SCM Instruction 1 of 2019/20: Disclosure of Financial Interest for SCM Practitioners as well as those performing SCM Functions when exercising delegatory powers for the financial year 2019/2020.</li> <li>• SCM Instruction 2 of 2019/20: End of Financial Closure 2018/2019 Compilation of LOGIS Reports for the Compilation of the inputs for the disclosure notes 42 &amp; 43 Annual Financial Statements.</li> <li>• SCM Instruction 3 of 2019/20: Financial year 2019/2020 Asset count and verification program/schedule.</li> <li>• SCM Instruction 4 of 2019/20: Adjustments to Tender value ranges in terms of the Construction Industry Development Regulations, 2004 (as amended).</li> <li>• SCM Instruction 5 of 2019/20 Invitation and Evaluation of tenders based on a stipulated minimum threshold for local production and content.</li> <li>• SCM Instruction 6 of 2019/20: Interpretation of section 8 of the Public Administration Management Act, 2014 (Act 11 of 2014): Conducting business with State.</li> <li>• SCM Instruction 7 of 2019/20: 2019 Year End Advertising Dates.</li> <li>• SCM Instruction 8 of 2019/20: Water and energy efficiency, remote metering and other related water/energy related interventions (S035/17).</li> <li>• SCM Instruction 9 of 2019/20: Professional Service Provider Required Indemnity.</li> <li>• SCM Instruction 10 of 2019/20: Issuing of the revised Chapter 16A of the Provincial Treasury Instructions.</li> <li>• SCM Instruction 11 of 2019/20: Interim financial closure September 2019/2020 compilation of LOGIS reports for the compilation of the inputs for the disclosure notes 42 &amp; 43 Interim Financial Statements 2019/2020.</li> <li>• SCM Instruction 12 of 2019/20: Issuing of the new Framework for Infrastructure Delivery and Procurement Management.</li> <li>• SCM Instruction 13 of 2019/20: Issuing of the new Standard for Uniformity in Engineering and Construction Works Contracts.</li> <li>• SCM Instruction 14 of 2019/20: Local Content Plastic Designation.</li> <li>• SCM Instruction 15 of 2019/20: Asset Management Workshop for the creation of portal structures on LOGIS system to be held at Gene Louw College from 19 November 2019 to 21 November 2019.</li> <li>• SCM Instruction 16 of 2019/20: Procurement Plan for 2020/21 Financial year in respect of the procurement of goods and services in excess of R100 000 and all capital as well as maintenance work in excess of R500 000 (All applicable taxes included).</li> <li>• SCM Instruction 17 of 2019/20: COVID-19 Coronavirus Pandemic: Temporary use of computer equipment, printers and accessories for home usage by officials.</li> <li>• SCM Instruction 18 of 2019/20: COVID-19 CORONA virus pandemic: Temporary use of GG vehicles and private vehicles for abnormal working hours.</li> <li>• SCM Instruction 19 of 2019/20: End of Financial Closure 2019/2020: Compilation of LOGIS reports for the compilation of the inputs for the disclosure notes 42 &amp; 43 of the Annual Financial Statements.</li> </ul>

Issues	Work performed
	<ul style="list-style-type: none"> <li>SCM Instruction 20 of 2019/20: Emergency Procurement Policy in response to National State of Disaster (COVID-19).</li> </ul>

## Capacity and skills programme implemented

The following training interventions were attended during the year:

Date	Description	Type of Training	No. Of Attendees
8–10 April 2019	Smart Procurement World Summit (Grand West Sun Exhibits Arena)	Conference	10
16–17 April 2019	Construction Information Session (Worcester)	Supplier Development	21
17 May 2019	Small Business Expo (Riverside Golf Club)	Expo	2
21–22 May 2019	Construction Information Session (Mossel Bay)	Supplier Development	28
21–24 May 2019	Ethics and Risk Management (Robertson)	External	43
10 June 2019	EPWP 12 Month Contractor Development SCM Introduction (Malmesbury)	Supplier Development	20
12–14 June 2019	Ethics and Risk Management (Kromme Rhee)	External	25
19–20 June 2019	Construction Information Session (Vredendal)	Supplier Development	16
8 July 2019	Procurement Processes - Travel Policy (Cape Town)	Internal	30
10 July 2019	Procurement Processes - Travel Policy (Cape Town)	Internal	30
10–12 July 2019	Ethics and Risk Management (Bellville Health Park)	External	41
11 July 2019	Procurement Processes - Travel Policy (Cape Town)	Internal	30
12 July 2019	Procurement Processes - Travel Policy (Paarl; Bellville; Ceres)	Internal	5
15 July 2019	Procurement Processes - Travel Policy (George; Oudtshoorn)	Internal	5
15 July 2019	EPWP 12 Month Contractor Development 2nd Phase (Malmesbury)	Supplier Development	20
16–17 July 2019	Construction Information Session (Houtbay)	Supplier Development	25
17–19 July 2019	Ethics and Risk Management (Kromme Rhee)	External	28
18 July 2019	Procurement Processes - Travel Policy (Cape Town)	Internal	20
19 July 2019	Procurement Processes - Travel Policy (Cape Town)	Internal	5
22 July 2019	Procurement Processes - Travel Policy (Cape Town)	Internal	10

Date	Description	Type of Training	No. Of Attendees
25 July 2019	TETA Women in Transport Summit 2019 (Cape Town)	Conference	200
31 July 2019	Local Content Information Session (Cape Town)	Internal	15
5 August 2019	Local Content Information Session (GMT)	Internal	18
6–8 August 2019	Ethics and Risk Management (Bellville Health Park)	External	41
7 August 2019	Public Sector Ethics Committee Workshop (Centurion)	External Workshop	2
7 August 2019	Local Content Information Session (Ceres)	Internal	6
14–15 August 2019	Ethics and Risk Management (Robertson)	External	11
20 August 2019	Protection of Personal Information (POPI) Act (George)	Internal	20
21 August 2019	POPI Act (George)	Internal	28
4 September 2019	Local Content Information Session (Oudtshoorn)	Internal	12
10–12 September 2019	Ethics and Risk Management (Robertson)	External	26
11–12 September 2019	Cape Construction Expo 2019 (Grand West)	Expo	55
15–17 September 2019	ACFE 12th Annual Summit (Sandton)	Conference	10
16–20 September 2019	Project Management – Construction (George)	Short course	21
28–30 September 2019	Ethics and Risk Management (Robertson)	External	40
9–10 October 2019	Ethics and Risk Management (Bellville Health Park)	External	19
16–17 October 2019	Finance Indaba (Sandton)	Conference	5
16–18 October 2019	Ethics and Risk Management (Gene Louw Traffic College)	External	27
23–24 October 2019	Ethics and Risk Management (Bellville Health Park)	External	25
25 October 2019	Anti-Fraud Breakfast Seminar (Cape Town)	Seminar	22
4–5 November 2019	Ethics and Risk Management (Oudtshoorn)	External	16
6–7 November 2019	Ethics and Risk Management (Oudtshoorn)	External	14
29 November 2019	Standards for Contractor Performance Reports (Cape Town)	External	69
3–4 February 2020	Ethics and Risk Management (Gene Louw Traffic College)	External	25
5–6 February 2020	Ethics and Risk Management (Bellville)	External	17
10–11 February 2020	Ethics and Risk Management (Ceres)	External	25



Date	Description	Type of Training	No. Of Attendees
12 February 2020	Changes to Provincial Treasury Instructions 16A (Bellville)	Internal	6
12–13 February 2020	Ethics and Risk Management (Paarl)	External	20
14 February 2020	Changes to Provincial Treasury Instructions 16A (Ceres)	Internal	6
17 February 2020	Changes to Provincial Treasury Instructions 16A (Oudtshoorn)	Internal	19
17–18 February 2020	Ethics and Risk Management (Vredendal)	External	30
18 February 2020	Changes to Provincial Treasury Instructions 16A (George)	Internal	7
19–20 February 2020	Ethics and Risk Management (Vredenburg)	External	17
20 February 2020	Changes to Provincial Treasury Instructions 16A (Vangate)	Internal	14
21 February 2020	Changes to Provincial Treasury Instructions 16A (Head Office)	Internal	17
24–25 February 2020	Ethics and Risk Management (Beaufort West)	External	39
25 February 2020	Changes to Provincial Treasury Instructions 16A (Gene Louw Traffic Centre)	Internal	6
26 February 2020	Changes to Provincial Treasury Instructions 16A (Head Office)	Internal	10
26–27 February 2020	Ethics and Risk Management (Laingsburg)	External	25
27 February 2020	Changes to Provincial Treasury Instructions 16A (Paarl)	Internal	7
28 February 2020	Changes to Provincial Treasury Instructions 16A (Head Office)	Internal	14
2 March 2020	Changes to Provincial Treasury Instructions 16A (GMT)	Internal	13
2-3 March 2020	Ethics and Risk Management (Worcester)	External	22
4–5 March 2020	Ethics and Risk Management (Gene Louw Traffic College)	External	46
5 March 2020	Supplier Information Session on CSD (Hugo Lamprechts Music School, Parow)	Supplier Development	82
9–10 March 2020	Ethics and Risk Management (Brackenfell)	External	68
11–12 March 2020	Ethics and Risk Management (Somerset West; Vangate)	External	38
16–17 March 2020	Ethics and Risk Management (Caledon)	External	20
18–19 March 2020	Ethics and Risk Management (Swellendam)	External	27



Issues	Work performed																																							
	<p>Value per BBBEE Level Contributor:</p> <table border="1"> <thead> <tr> <th>BBBEE Level contributor</th> <th>Contract value</th> <th>Number of records</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>R69 506 830</td> <td>146</td> </tr> <tr> <td>1</td> <td>R1 130 131 726</td> <td>1950</td> </tr> <tr> <td>2</td> <td>R172 075 302</td> <td>220</td> </tr> <tr> <td>3</td> <td>R64 761 452</td> <td>11</td> </tr> <tr> <td>4</td> <td>R102 943 271</td> <td>410</td> </tr> <tr> <td>5</td> <td>R2 116 919</td> <td>2</td> </tr> <tr> <td>6</td> <td>R25 047 092</td> <td>24</td> </tr> <tr> <td>7</td> <td>R1 050 006</td> <td>3</td> </tr> <tr> <td>8</td> <td>R25 047 092</td> <td>24</td> </tr> <tr> <td>Total</td> <td>R1 592 679 690</td> <td>2 790</td> </tr> </tbody> </table> <p>Informal bids:</p> <table border="1"> <thead> <tr> <th colspan="2">2019-2020 financial year</th> </tr> </thead> <tbody> <tr> <td>Number of contracts awarded</td> <td>388</td> </tr> <tr> <td>Value of contracts awarded</td> <td>R32 334 712</td> </tr> </tbody> </table>	BBBEE Level contributor	Contract value	Number of records	0	R69 506 830	146	1	R1 130 131 726	1950	2	R172 075 302	220	3	R64 761 452	11	4	R102 943 271	410	5	R2 116 919	2	6	R25 047 092	24	7	R1 050 006	3	8	R25 047 092	24	Total	R1 592 679 690	2 790	2019-2020 financial year		Number of contracts awarded	388	Value of contracts awarded	R32 334 712
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SCM Compliance Assessments	<p>Compliance inspections with the aim of improving compliance and assisting with the implementation of the SCM Accounting Officer's System and its accompanying delegations: (4 Compliance Assessments were performed for the year under review)</p> <p>Formal assessment with defined methodology.</p> <ul style="list-style-type: none"> <li>• Plan</li> <li>• Engage</li> <li>• Prepare</li> <li>• Assess</li> <li>• Report</li> <li>• Monitoring and evaluation</li> <li>• Identify weakness</li> </ul>																																							

Issues	Work performed
	<ul style="list-style-type: none"> <li>• Mutual agreement to address weaknesses</li> <li>• Continuous one-on-one guidance</li> <li>• Asset Verification</li> </ul>
Supply Chain Management Complaints Mechanism	Investigate complaints and report all instances where the possibility of fraud, corruption, bid-rigging is evident (17 incidents investigated)
Bidder and Staff Verification	<ul style="list-style-type: none"> <li>• Monthly Compliance Report obtained from Provincial Treasury to identify and verify the potential conflict of interest of employees.</li> <li>• 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.</li> <li>• WCB4 – combined SBD 4, 8 and 9 – Declaration of interest, bidder's past SCM practices and independent bid determination is applied.</li> <li>• Declaration of interest by SCM practitioners is adhered to and the SCM Code of Conduct is applied.</li> <li>• Declaration of interest of bid committee members.</li> </ul>
Compulsory registration on the Western Cape Supplier Database (Western Cape Supplier Evidence Bank as of 1 October 2019) – 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"> <li>• Ongoing facilitation of registering suppliers on the WCSD (Western Cape Supplier Evidence Bank as of 1 October 2019) by participating in Contractor Development Programme with EPWP at construction information sessions, 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.</li> <li>• CSD Roadshow in collaboration with the Provincial Treasury as well as to register suppliers on the CSD.</li> <li>• Monitoring the WCSD/ WCSEB and CSD to ensure that suppliers are still active.</li> <li>• Checklists that informs and enforces compliance to compulsory registration.</li> </ul>
Departmental Corporate Governance Improvement Plan	Redress any findings emanating from the AGSA Management report, Internal Audit reports, Provincial Treasury gap analysis and Public Accounts Committee 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

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

Has the Department / Public Entity applied any relevant Code of Good Practice (B-BBEE Certificate Levels 1 – 8) with regards to the following:		
Criteria	Response Yes / No	Discussion (include a discussion on your response and indicate what measures have been taken to comply)
Determining qualification criteria for the issuing of licences, concessions or other authorisations in respect of economic activity in terms of any law?	N/a	No licences, concessions or other authorisations in respect of economic activity.
Developing and implementing a preferential procurement policy?	Yes	<ol style="list-style-type: none"> <li>1. When the 2017 Regulations were issued, the Provincial Treasury presented to Cabinet the implementation challenges which inter alia included the raising of the threshold of the 80/20 point scoring system from a threshold of R1 million to R50 million will result in a <b>“premium” increase for preferencing; introduction of pre-qualification criteria;</b> introduction of a negotiation process and a passing over provision as a corrective measure for procuring entities to deal with the potential distortion of market related prices as a result of the introduction of prequalification criteria; contradiction in terms of where it <b>speaks to “if feasible [own emphasis] to sub-contract for a contract above R30 million, an organ of state must [own emphasis] apply subcontracting to advance designated group” and local production and content challenges.</b></li> <li>2. Cabinet approved the strategy for WCG:             <ol style="list-style-type: none"> <li>2.1 The issuance of an interim strategy to deal with the requirements of the PPRs, as well as supply chain management governance requirements</li> <li>2.2 The development and implementation of an Economic Procurement Policy, in partnership with the Departments of Economic Development and Tourism and the Department of the Premier</li> <li>2.3 The development and implementation of a broader economic transformation policy</li> <li>2.4 Specific commodity focused strategies that target economic transformation</li> <li>2.5 Leveraging the economies of scale principle by packaging projects into longer term contracts</li> </ol> </li> </ol>

Has the Department / Public Entity applied any relevant Code of Good Practice (B-BBEE Certificate Levels 1 – 8) with regards to the following:		
Criteria	Response Yes / No	Discussion (include a discussion on your response and indicate what measures have been taken to comply)
		2.6 The roll-out of the framework agreement model for goods and services and investigate contractor development in the context of goods and services  Refer to Part C, section 11 (Supply Chain Management: Governance) of the Annual Report for the value and number of contracts awarded per BBBEE level contributor for formal bids.
Determining qualification criteria for the sale of state-owned enterprises?	N/a	This is not applicable as there has not been such a sale.
Developing criteria for entering into partnerships with the private sector?	N/a	No partnerships entered with the private sector.
Determining criteria for the awarding of incentives, grants and investment schemes in support of Broad Based Black Economic Empowerment?	N/a	No incentives and investment schemes in support of Broad Based Black Economic Empowerment.

#### *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 38 & 39 for supplier and enterprise development.

*Socio economic development element*

Refer to Part B: Performance information, Table 26 – 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 continually 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 Accounting Officer in maintaining efficient and effective controls by evaluating those controls to determine their effectiveness and efficiency, and by developing recommendations for enhancement or improvement.

Internal Audit work completed during the year under review for the Department included four assurance engagements and one consulting engagement. Details of these engagements are included in the Audit Committee report.

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 (Auditor-General of South Africa);
- 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
Ms Judy Gunther (Chairperson)	BCompt; CRMA; CIA; AGA; Masters in Cost Accounting;	External	N/A	01 January 2019 (2nd term)	N/A	7



Name	Qualifications	Internal or external	If internal, position in the department	Date appointed	Date resigned	No. of meetings attended
Mr Johannes Kleyn	Finance and Business Systems, Risk Management and Compliance.	External	N/A	01 January 2018 (2nd term)	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 Ebrahim Abrahams	BCom (Accounting)	External	N/A	1 January 2019 (1st Term)	N/A	7

## 13 Audit Committees

### 13.1 Audit Committee Report

We are pleased to present our report for the financial year ended 31 March 2020.

#### Audit Committee Responsibility

The Audit Committee reports that it has complied with its responsibilities arising from Section 38 (1) (a) (ii) of the Public Finance Management Act 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:

#### Assurance Engagements:

- DPSA Directive on Public Administration and Management Delegations
- Masakh'iSizwe Bursary Programme
- Transfer Payments
- Asset Information Management System – Interim Financial Asset Register

#### Consulting Engagement:

- IT Governance

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 Report

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 responses thereto;
- reviewed changes to accounting policies and practices as reported in the Annual Financial Statements where applicable;
- reviewed material adjustments resulting from the audit of the Department where applicable.

### 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 the 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.



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Ms Judy Gunther

Chairperson of the Transport and Public Works Audit Committee

Date: 02 October 2020

## 14 Report in terms of section 13(G)(1) of the Broad-Based Black Economic Empowerment Act 53 of 2003 as amended by Act 46 of 2013

Name of Sphere of Government / Public Entity / Organ of State:	Western Cape Department of Transport and Public Works
Registration Number (If Applicable):	N/a
Physical Address:	9 Dorp Street, Cape Town
Type of Sphere of Government / Public Entity / Organ of State:	Provincial Government
Organisation Industry / Sector	Transport and Public Works

Has the Sphere of Government/ Public Entity/ Organ of State applied any relevant Code of Good Practice (B-BBEE Certificate Levels 1 – 8) with regards to the following:		
Criteria	Circle relevant answer	Attachment
Determining qualification criteria for the issuing of licences, concessions or other authorisations in respect of economic activity in terms of any law.	n/a	No licences, concessions or other authorisations in respect of economic activity.
Developing and implementing a preferential procurement policy.	Yes	<ol style="list-style-type: none"> <li>1. When the 2017 Regulations were issued, the Provincial Treasury presented to Cabinet the implementation challenges which inter alia included the raising of the threshold of the 80/20 point scoring system from a threshold of R1 million to R50 million will <b>result in a "premium" increase for preferencing</b>; introduction of pre-qualification criteria; introduction of a negotiation process and a passing over provision as a corrective measure for procuring entities to deal with the potential distortion of market related prices as a result of the introduction of prequalification criteria; contradiction in terms of <b>where it speaks to "if feasible [own emphasis] to sub-contract for a contract above R30 million, an organ of state must [own emphasis] apply subcontracting to advance designated group"</b> and local production and content challenges.</li> <li>2. Cabinet approved the strategy for WCG: <ol style="list-style-type: none"> <li>2.1 The issuance of an interim strategy to deal with the requirements of the PPRs, as well as supply chain management governance requirements.</li> <li>2.2 The development and implementation of an Economic Procurement Policy, in partnership with the Departments of Economic Development and Tourism and the Department of the Premier.</li> <li>2.3 The development and implementation of a broader economic transformation policy.</li> <li>2.4 Specific commodity focused strategies that target economic transformation.</li> </ol> </li> </ol>

Has the Sphere of Government/ Public Entity/ Organ of State applied any relevant Code of Good Practice (B-BBEE Certificate Levels 1 – 8) with regards to the following:

Criteria	Circle relevant answer	Attachment
		2.5 Leveraging the economies of scale principle by packaging projects into longer term contracts. 2.6 The roll-out of the framework agreement model for goods and services and investigate contractor development in the context of goods and services. Refer to Part C, section 11 (Supply Chain Management: Governance) of the Annual Report for the value and number of contracts awarded per BBBEE level contributor for formal bids.
Determining qualification criteria for the sale of state-owned enterprises.	n/a	This is not applicable as there has not been such a sale.
Developing criteria for entering into partnerships with the private sector.	n/a	No partnerships entered with the private sector.
Determining criteria for the awarding of incentives, grants and investment schemes in support of Broad Based Black Economic Empowerment.	n/a	No incentives and investment schemes in support of Broad Based Black Economic Empowerment.

Approved by:



J Gooch

Accounting Officer:

Department of Transport and Public Works

Date: 20.10.2020

**D** Human Resource Management



# Part D: Human Resource Management

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## 1 Introduction

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Our 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.

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## 2 Status of people management at the Department

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### 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 2019/20 financial year. The current Workforce Plan expired 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 SHERQ (safety, health, environment, risk and quality management).

## 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.

## 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, 2019/20

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	305 611	146 842	15 776	114 401	48,0	440	334
2	2 146 723	249 866	3	947 076	11,6	416	600
3	3 635 613	209 754	887	685 769	5,8	268	783
4	1 517 921	22 019	-	249 289	1,5	500	44
5	884 319	317 167	221	528 193	35,9	365	869
6	56 932	33 088	9 439	22 996	58,1	501	66
Total	8 547 119	978 736	26 326	2 547 724	11,5	363	2 696

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, 2019/20

Salary bands	Personnel expenditure (R'000)	% of total personnel expenditure	Average personnel expenditure per employee (R'000)	Number of employees
Interns	3 522	0,4	35	100
Lower skilled (Levels 1-2)	51 295	5,2	153	336
Skilled (Levels 3-5)	140 775	14,4	219	644
Highly skilled production (Levels 6-8)	412 117	42,0	375	1 098
Highly skilled supervision (Levels 9-12)	302 508	30,9	656	461
Senior management (Levels 13-16)	70 330	7,2	1 234	57
Total	980 547	100,0	364	2 696

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, 2019/20

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	103 380	10,5	816	0,1	3 558	0,4	6 230	0,6
2	179 038	18,3	725	0,1	4 507	0,5	8 606	0,9
3	142 804	14,6	1 145	0,1	9 280	0,9	14 732	1,5
4	16 068	1,6	239	0,0	337	0,0	713	0,1
5	216 536	22,1	9 501	1,0	9 842	1,0	20 022	2,0
6	19 649	2,0	-	-	648	0,1	1 284	0,1
<b>Total</b>	<b>677 476</b>	<b>69,1</b>	<b>12 426</b>	<b>1,3</b>	<b>28 171</b>	<b>2,9</b>	<b>51 587</b>	<b>5,3</b>

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. The above expenditure reflects for all individuals remunerated during the reporting period, including interns (PAY, matric, graduate etc.), but excluding the Provincial Minister.

Table 3.1.4: Salaries, overtime, housing allowance and medical assistance by salary band, 2019/20

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	3 473	0,4	-	-	-	-	-	-
Lower skilled (Levels 1-2)	32 809	3,3	377	0,0	4 370	0,4	6 199	0,6
Skilled (Levels 3-5)	94 443	9,6	2 024	0,2	7 251	0,7	11 955	1,2
Highly skilled production (Levels 6-8)	286 339	29,2	9 329	1,0	13 311	1,4	26 311	2,7
Highly skilled supervision (Levels 9-12)	213 811	21,8	681	0,1	2 983	0,3	6 682	0,7
Senior management (Levels 13-16)	46 599	4,8	15	0,0	256	0,0	440	0,0
<b>Total</b>	<b>677 476</b>	<b>69,1</b>	<b>12 426</b>	<b>1,3</b>	<b>28 171</b>	<b>2,9</b>	<b>51 587</b>	<b>5,3</b>

Note: \*The overtime at SMS level is as a result of overtime worked by an employee during the financial year subsequent to a promotion to SMS level.

## 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 2020

Programme	Number of funded posts	Number of posts filled	Vacancy rate %
1	302	299	1,0
2	533	524	1,7
3	730	721	1,2
4	41	40	2,4
5	806	797	1,1
6	57	56	1,8
Total	2 469	2 437	1,3

Table 3.2.2: Employment and vacancies by salary band, as at 31 March 2020

Salary Band	Number of funded posts	Number of posts filled	Vacancy rate %
Lower skilled (Levels 1-2)	454	451	0,7
Skilled (Levels 3-5)	440	433	1,6
Highly skilled production (Levels 6-8)	1 104	1 098	0,5
Highly skilled supervision (Levels 9-12)	413	400	3,1
Senior management (Levels 13-16)	58	55	5,2
Total	2 469	2 437	1,3

Table 3.2.3: Employment and vacancies by critical occupation, as at 31 March 2020

Critical occupations	Number of funded posts	Number of posts filled	Vacancy rate %
Architect	45	44	2,2
Architectural Technician	4	4	-
Architectural Technologist	14	14	-
Construction Project Manager	2	1	50,0
Engineer	65	59	9,2
Engineering Technician	30	30	-
Engineering Technologist	1	1	-
GISc Technologist	1	1	-
GISc Technician	2	2	-
Quantity Surveyor	29	29	-
Survey Technician	3	3	-
Town and Regional Planner	1	1	-
Total	197	189	4,1

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 2019 to 31 March 2020

Salary Band	Total number of funded posts as at 31 March 2020	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)	454	0	0,0	0	0,0	0	0,0
Skilled (Levels 3-5)	440	3	0,1	1	0,0	0	0,0
Highly skilled production (Levels 6-8)	1 104	0	0,0	0	0,0	0	0,0
Highly skilled supervision (Levels 9-12)	413	3	0,1	0	0,0	0	0,0
Senior Management Service Band A (Level 13)	41	1	0,0	0	0,0	0	0,0
Senior Management Service Band B (Level 14)	11	0	0,0	0	0,0	0	0,0
Senior Management Service Band C (Level 15)	5	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
<b>Total</b>	<b>2 469</b>	<b>7</b>	<b>0,3</b>	<b>1</b>	<b>0,0</b>	<b>0</b>	<b>0,0</b>

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 2019 to 31 March 2020

Beneficiaries	African	Indian	Coloured	White	Total
Female	0	0	0	0	0
Male	0	1	0	0	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
Employees with a disability					0

Note: Table 3.3.2 is a breakdown of posts upgraded in table 3.3.1.

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 2019 to 31 March 2020

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
Assistant Director	1	9	-	8 notch increment	Retention
Total					1
Percentage of total employment					0,04

Table 3.3.4: Profile of employees who have been granted higher salaries than those determined by job evaluation, 1 April 2019 to 31 March 2020

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

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 2019 to 31 March 2020

Salary Band	Number of employees as at 31 March 2019	Turnover rate 2018/19 %	Appointments into the Department	Transfers into the Department	Terminations out of the Department	Transfers out of the Department	Turnover rate 2019/20 %
Lower skilled) (Levels 1-2)	70	0	70	0	11	0	2,6
Skilled (Levels 3-5)	110	3	111	3	46	2	11,9
Highly skilled production (Levels 6-8)	65	5	66	7	62	7	6,6
Highly skilled supervision (Levels 9-12)	65	1	65	1	30	6	9,9
Senior Management Service Band A (Level 13)	2	0	2	0	1	0	2,7

Salary Band	Number of employees as at 31 March 2019	Turnover rate 2018/19 %	Appointments into the Department	Transfers into the Department	Terminations out of the Department	Transfers out of the Department	Turnover rate 2019/20 %
Senior management Service Band B (Level 14)	0	0	0	0	2	1	25,0
Senior management Service Band C (Level 15)	1	0	1	0	0	0	0,0
Senior management Service Band D (Level 16)	0	0	0	0	0	0	0,0
<b>Total</b>	<b>2 279</b>	<b>7,0</b>	<b>315</b>	<b>11</b>	<b>152</b>	<b>16</b>	<b>7.4</b>
				<b>326</b>		<b>168</b>	

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 2019). Internal transfers between the Department and its trading entity GMT, have also been reflected in terms of appointments and terminations in and out of the Department.

Table 3.4.2: Annual turnover rates by critical occupation, 1 April 2019 to 31 March 2020

Critical Occupation	Number of employees as at 31 March 2019	Turnover rate 2018/19 %	Appointments into the Department	Transfers into the Department	Terminations out of the Department	Transfers out of the Department	Turnover rate 2019/20 %
Architect	35	7,4	13	0	4	0	11,4
Architectural Technician	4	0,0	0	0	0	0	0,0
Architectural Technologist	7	25,0	10	0	3	0	42,9
Construction Project Manager	3	0,0	1	0	3	0	100,0
Engineer	39	11,1	22	0	2	2	10,3
Engineering Technician	28	0,0	4	0	2	0	7,1
Engineering Technologist	2	50,0	3	0	1	0	50,0
GISc Technologist	1	0,0	1	0	0	0	0,0
GISc Technician	0	0,0	1	0	0	0	0,0
Quantity Surveyor	22	6,7	7	0	0	0	0,0
Survey Technician	5	0,0	0	0	2	0	40,0

Critical Occupation	Number of employees as at 31 March 2019	Turnover rate 2018/19 %	Appointments into the Department	Transfers into the Department	Terminations out of the Department	Transfers out of the Department	Turnover rate 2019/20 %
Town and Regional Planner	1	0,0	0	0	0	0	0,0
Total	147	7,4	62	0	17	2	12,9
			62		19		

Note: The turnover rate is determined by calculating the total exits as a percentage of the baseline (Number of employees as at 31 March 2019).

Table 3.4.3: Staff leaving the employ of the DTPW, 1 April 2019 to 31 March 2020

Exit category	Number	% of total exits	Number of exits as a % of total number of employees as at 31 March 2019
Death	4	2.4	0.2
Resignation *	86	51.2	3.8
Expiry of contract	22	13.1	1.0
Dismissal – operational changes	0	0.0	0.0
Dismissal – misconduct**	8	4.8	0.4
Dismissal – inefficiency	0	0.0	0.0
Discharged due to ill-health	4	2.4	0.2
Retirement	19	11.3	0.8
Employee initiated severance package	0	0.0	0.0
Transfers to Statutory Body	0	0.0	0.0
Transfers to other Public Service departments	16	9.5	0.7
Promotion to another WCG Department	9	5.4	0.4
Total	168	100.0	7.4

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 3 abscondments

Table 3.4.4: Reasons why staff resigned, 1 April 2019 to 31 March 2020

Resignation reasons	Number	% of total resignations
Further studies	1	1,2
Health related	2	2,3
Insufficient progression possibilities	3	3,5
No reason provided	30	34,9
Other occupation	35	40,7
Own business	1	1,2
Personal/family	5	5,8
Interpersonal relationships at work	5	5,8
Need for a career change	3	3,5
Work/Life balance	1	1,2
Total	86	100,0



Table 3.4.5: Different age groups of staff who resigned, 1 April 2019 to 31 March 2020

Age group	Number	% of total resignations
Ages <19	0	0,0
Ages 20 to 24	2	2,3
Ages 25 to 29	12	14,0
Ages 30 to 34	17	19,8
Ages 35 to 39	15	17,4
Ages 40 to 44	14	16,3
Ages 45 to 49	7	8,1
Ages 50 to 54	4	4,7
Ages 55 to 59	9	10,5
Ages 60 to 64	6	7,0
Ages 65 >	0	0,0
<b>Total</b>	<b>86</b>	<b>100,0</b>

Table 3.4.6: Employee initiated severance packages

Total number of employee-initiated severance packages offered in 2019/ 2020	None
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Table 3.4.7: Promotions by salary band, 1 April 2019 to 31 March 2020

Salary Band	Employees as at 31 March 2019	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)	417	0	0,0	99	23,7
Skilled (Levels 3-5)	405	15	3,7	287	70,9
Highly skilled production (Levels 6-8)	1 042	42	4,0	550	52,8
Highly skilled supervision (Levels 9-12)	362	22	6,1	211	58,3
Senior management (Levels 13-16)	53	3	5,7	35	66,0
<b>Total</b>	<b>2 279</b>	<b>82</b>	<b>3,6</b>	<b>1 182</b>	<b>51,9</b>

Note: Employees who do not qualify for notch progressions are not included. Promotions refer to the total number of employees who have advanced to a higher post level within the DTPW by applying and being successful for an advertised post through the recruitment and selection process.

Table 3.4.8: Promotions by critical occupation, 1 April 2019 to 31 March 2020

Critical occupation	Employees as at 31 March 2019	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	35	4	11,4	13	37,1
Architectural Technician	4	0	0,0	4	100,0

Critical occupation	Employees as at 31 March 2019	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
Architectural Technologist	7	0	0,0	1	14,3
Construction Project Manager	3	0	0,0	0	0,0
Engineer	39	1	2,6	15	38,5
Engineering Technician	28	0	0,0	19	67,9
Engineering Technologist	2	0	0,0	0	0,0
GISC Technologist	1	0	0,0	1	100,0
GISC Technician	0	0	0,0	0	0,0
Quantity Surveyor	22	0	0,0	11	50,0
Survey Technician	5	0	0,0	1	20,0
Town and Regional Planner	1	0	0,0	1	100,0
<b>Total</b>	<b>147</b>	<b>5</b>	<b>3,4</b>	<b>66</b>	<b>44,9</b>

Note: Employees who do not qualify for notch progressions are not included. Promotions refer to the total number of employees who have advanced to a higher post level within the DTPW by applying and being successful for an advertised post through the recruitment and selection process.

### 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 2020

Occupational Levels	Male				Female				Foreign nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Top management (Levels 15-16)	0	1	0	2	0	1	0	1	0	0	5
Senior management (Levels 13-14)	3	17	3	10	3	5	0	9	0	0	50
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	29	142	12	96	37	64	5	46	0	0	431
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	148	310	3	73	141	285	2	68	0	0	1 030

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)	139	243	2	20	62	128	1	7	0	0	602
Unskilled and defined decision making (Levels 1-2)	72	129	0	4	57	56	0	1	0	0	319
<b>Total</b>	<b>391</b>	<b>842</b>	<b>20</b>	<b>205</b>	<b>300</b>	<b>539</b>	<b>8</b>	<b>132</b>	<b>0</b>	<b>0</b>	<b>2 437</b>
Temporary employees	0	0	0	0	0	0	0	0	0	0	0
<b>Grand total</b>	<b>391</b>	<b>842</b>	<b>20</b>	<b>205</b>	<b>300</b>	<b>539</b>	<b>8</b>	<b>132</b>	<b>0</b>	<b>0</b>	<b>2 437</b>

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 2020

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	3	0	0	0	2	0	0	0	0	5
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	0	4	0	2	0	1	0	0	0	0	7
Semi-skilled and discretionary decision making (Levels 3-5)	4	2	0	1	0	2	0	1	0	0	10
Unskilled and defined decision making (Levels 1-2)	0	1	0	1	0	1	0	1	0	0	4
<b>Total</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>27</b>
Temporary employees	0	0	0	0	0	0	0	0	0	0	0
<b>Grand total</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>27</b>

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 2019 to 31 March 2020

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	1	0	0	0	0	0	0	1
Senior management (Levels 13-14)	0	0	0	2	0	0	0	0	0	0	2

Occupational Levels	Male				Female				Foreign nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	3	14	5	16	7	9	2	10	0	0	66
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	19	14	1	6	15	15	1	2	0	0	73
Semi-skilled and discretionary decision making (Levels 3-5)	18	46	1	4	20	24	0	1	0	0	114
Unskilled and defined decision making (Levels 1-2)	13	33	0	0	16	8	0	0	0	0	70
<b>Total</b>	<b>53</b>	<b>107</b>	<b>7</b>	<b>29</b>	<b>58</b>	<b>56</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>326</b>
Temporary employees	0	0	0	0	0	0	0	0	0	0	0
<b>Grand total</b>	<b>53</b>	<b>107</b>	<b>7</b>	<b>29</b>	<b>58</b>	<b>56</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>326</b>

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 2019 to 31 March 2020

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	3	0	0	0	0	0	0	0	0	3
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	2	6	0	5	2	4	0	2	0	0	21
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	9	14	0	1	7	9	0	2	0	0	42
Semi-skilled and discretionary decision making (Levels 3-5)	3	9	0	0	1	2	0	0	0	0	15
Unskilled and defined decision making (Levels 1-2)	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>14</b>	<b>32</b>	<b>0</b>	<b>6</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>81</b>
Temporary employees	0	0	0	0	0	0	0	0	0	0	0
<b>Grand total</b>	<b>14</b>	<b>32</b>	<b>0</b>	<b>6</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>81</b>

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 by applying and being successful for an advertised post through the recruitment and selection process as per Table 3.4.7.

Table 3.5.5: Terminations, 1 April 2019 to 31 March 2020

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	1	0	2	0	1	0	0	0	0	4
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	2	7	1	15	0	8	0	3	0	0	36
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	9	25	0	8	6	17	0	4	0	0	69
Semi-skilled and discretionary decision making (Levels 3-5)	11	26	0	1	3	7	0	0	0	0	48
Unskilled and defined decision making (Levels 1-2)	2	5	0	0	3	1	0	0	0	0	11
<b>Total</b>	<b>24</b>	<b>64</b>	<b>1</b>	<b>26</b>	<b>12</b>	<b>34</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>168</b>
Temporary employees	0	0	0	0	0	0	0	0	0	0	0
<b>Grand total</b>	<b>24</b>	<b>64</b>	<b>1</b>	<b>26</b>	<b>12</b>	<b>34</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>168</b>

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 2019 to 31 March 2020

Disciplinary actions	Male				Female				Foreign nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Suspension without pay coupled with a Final Written Warning	0	1	0	1	1	0	0	0	0	0	3
Dismissal	1	2	0	0	1	1	0	0	0	0	5
Final Written Warning	3	0	0	0	0	1	0	0	0	0	4
Abscondment/Desertion	0	2	0	0	0	1	0	0	0	0	3
Employee resigned during disciplinary hearing	1	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>

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 2019 to 31 March 2020

Occupational Levels	Male				Female				Total
	A	C	I	W	A	C	I	W	
Top management (Levels 15-16)	0	0	0	1	0	1	0	0	2
Senior management (Levels 13-14)	3	13	2	5	2	3	0	10	38

Occupational Levels	Male				Female				Total
	A	C	I	W	A	C	I	W	
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	21	88	9	89	20	35	7	52	321
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	86	176	3	38	74	162	1	48	588
Semi-skilled and discretionary decision making (Levels 3-5)	63	134	1	11	36	90	0	2	337
Unskilled and defined decision making (Levels 1-2)	42	86	0	5	41	22	0	0	196
<b>Total</b>	<b>215</b>	<b>497</b>	<b>15</b>	<b>149</b>	<b>173</b>	<b>313</b>	<b>8</b>	<b>112</b>	<b>1 482</b>
Temporary employees	0	0	0	0	0	0	0	0	0
<b>Grand total</b>	<b>215</b>	<b>497</b>	<b>15</b>	<b>149</b>	<b>173</b>	<b>313</b>	<b>8</b>	<b>112</b>	<b>1 482</b>

A = African; C = Coloured; I = Indian; W = White.

Note: The above table refers to the total number of employees 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 2019

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	5	4	4	100,0
Salary Level 14	11	11	11	100,0
Salary Level 13	39	38	36	94,7
<b>Total</b>	<b>56</b>	<b>54</b>	<b>52</b>	<b>96,3</b>

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 2019

Reasons for not concluding performance agreements with all SMS
The two SMS members that did not complete Performance Agreements by 31 May 2019, were appointed on 01 May 2019. Newly appointed SMS members have three months in which to sign a Performance Agreement.

Table 3.6.3: Disciplinary steps taken against SMS Members for not having concluded Performance Agreements on 31 May 2019

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 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	4	100,0	0	-
Salary Level 14	11	10	90,9	1	9,1
Salary Level 13	40	40	100,0	0	-
Total	56	55	98,2	1	1,8

Table 3.7.2: SMS posts information, as at 31 March 2020

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	11	10	90,9	1	9,1
Salary Level 13	41	40	97,6	1	2,4
Total	58	55	94,8	3	5,2

Table 3.7.3: Advertising and filling of SMS posts, as at 31 March 2020

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	1	0
Salary Level 14	0	0	0
Salary Level 13	2	5	0
Total	2	6	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	N/A
Salary Level 15	N/A
Salary Level 14	N/A
Salary Level 13	N/A

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

### 3.8 Employee performance

Table 3.8.1: Notch progressions by salary band, 1 April 2019 to 31 March 2020

Salary Band	Employees as at 31 March 2019	Progressions to another notch within a salary band	Notch progressions as a % of total employees within a salary band
Lower skilled (Levels 1-2)	417	99	23,7
Skilled (Levels 3-5)	405	287	70,9
Highly skilled production (Levels 6-8)	1 042	550	52,8
Highly skilled supervision (Levels 9-12)	362	211	58,3
Senior management (Levels 13-16)	53	35	66,0
<b>Total</b>	<b>2 279</b>	<b>1 182</b>	<b>51,9</b>

Note: Employees who do not qualify for notch progressions are not included.

Table 3.8.2: Notch progressions by critical occupation, 1 April 2019 to 31 March 2020

Critical occupations	Employees as at 31 March 2019	Progressions to another notch within a critical occupation	Notch progressions as a % of total employees within a critical occupation
Architect	35	13	37,1
Architectural Technician	4	4	100,0
Architectural Technologist	7	1	14,3
Construction Project Manager	3	0	0,0
Engineer	39	15	38,5
Engineering Technician	28	19	67,9
Engineering Technologist	2	0	0,0
GIsc Technologist	1	1	100,0
GISC Technician	0	0	0,0
Quantity Surveyor	22	11	50,0
Survey Technician	5	1	20,0
Town and Regional Planner	1	1	100,0
<b>Total</b>	<b>147</b>	<b>66</b>	<b>44,9</b>

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 2018/19, but paid in the financial year 2019/20. 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 2019 to 31 March 2020

Race and gender	Beneficiary profile			Cost	
	Number of beneficiaries	Total number of employees in group as at 31 March 2019	% of total within group	Cost (R'000)	Average cost per beneficiary (R)
African	169	612	27,6	738	4 367
Male	83	360	23,1	355	4 282



Race and gender	Beneficiary profile			Cost	
	Number of beneficiaries	Total number of employees in group as at 31 March 2019	% of total within group	Cost (R'000)	Average cost per beneficiary (R)
Female	86	252	34,1	383	4 449
Coloured	483	1 307	37,0	2 556	5 291
Male	266	794	33,5	1 398	5 254
Female	217	513	42,3	1 158	5 337
Indian	11	18	61,1	99	8 965
Male	9	13	69,2	85	9 400
Female	2	5	40,0	14	7 004
White	131	320	40,9	1 130	8 630
Male	75	196	38,3	749	9 993
Female	56	124	45,2	381	6 804
Employees with a disability	11	22	50,0	54	4 949
<b>Total</b>	<b>805</b>	<b>2 279</b>	<b>35,3</b>	<b>4 577</b>	<b>5 686</b>

Table 3.8.4: Performance rewards (cash bonus), by salary bands for personnel below Senior Management Service level, 1 April 2019 to 31 March 2020

Salary Bands	Beneficiary profile			Cost		
	Number of beneficiaries	Total number of employees in group as at 31 March 2019	% 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)	84	417	20,1	175	2 083	0,0
Skilled (Levels 3-5)	172	405	42,5	525	3 053	0,1
Highly skilled production (Levels 6-8)	351	1 042	33,7	1 789	5 097	0,2
Highly skilled supervision (Levels 9-12)	160	362	44,2	1 601	10 008	0,2
<b>Total</b>	<b>767</b>	<b>2 226</b>	<b>34,5</b>	<b>4 090</b>	<b>5 333</b>	<b>0,4</b>

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 2019 to 31 March 2020

Salary Bands	Beneficiary profile			Cost		
	Number of beneficiaries	Total number of employees in group as at 31 March 2019	% 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)	25	37	67,6	286	11 447	0,4
SMS Band B (Level 14)	9	12	75,0	140	15 600	0,2
SMS Band C (Level 15)	4	3	133,3	60	15 120	0,1

Salary Bands	Beneficiary profile			Cost		
	Number of beneficiaries	Total number of employees in group as at 31 March 2019	% of total within salary bands	Cost (R'000)	Average cost per beneficiary (R)	Cost as a % of the total personnel expenditure
SMS Band D (Level 16)	0	1	0,0	0	0	0,0
<b>Total</b>	<b>38</b>	<b>53</b>	<b>71,7</b>	<b>486</b>	<b>12 818</b>	<b>0,7</b>

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 2019 to 31 March 2020

Critical occupation	Beneficiary profile			Cost		
	Number of beneficiaries	Total number of employees in group as at 31 March 2019	% of total within salary bands	Cost (R'000)	Average cost per beneficiary (R)	Cost as a % of total personnel expenditure
Architect	8	35	22,9	94	11 703	0,0
Architectural Technician	1	4	25,0	6	5 791	0,0
Architectural Technologist	2	7	28,6	17	8 740	0,0
Construction Project Manager	1	3	33,3	13	12 577	0,0
Engineer	17	39	43,6	250	14 690	0,0
Engineering Technician	10	28	35,7	88	8 792	0,0
Engineering Technologist	0	2	0,0	0	0	0,0
GISc Technologist	0	1	0,0	0	0	
GISc Technician	0	0	0,0	0	0	0,0
Quantity Surveyor	4	22	18,2	45	11 338	0,0
Survey Technician	0	5	0,0	0	0	0,0
Town and Regional Planner	1	1	100,0	7	7 317	0,0
<b>Total</b>	<b>44</b>	<b>147</b>	<b>29,9</b>	<b>520</b>	<b>11 647</b>	<b>0,1</b>

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 2019 to 31 March 2020

Salary Band	1 April 2019		31 March 2020		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 2019 to 31 March 2020

Major occupation	1 April 2019		31 March 2020		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 2019 to 31 December 2019

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 2019 to 31 December 2019

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	330	57,9	80	136	58,8	4	76
Lower skilled (Levels 1-2)	3 502	79,6	285	360	79,2	12	1 525
Skilled (Levels 3-5)	5 581	83,1	532	658	80,9	10	3 558
Highly skilled production (Levels 6-8)	10 533	75,7	981	1 038	94,5	11	10 923
Highly skilled supervision (Levels 9-12)	2 994	76,2	370	448	82,6	8	5 747
Senior management (Levels 13-16)	331	77,9	44	54	81,5	8	1 077
<b>Total</b>	<b>23 271</b>	<b>77,9</b>	<b>2 292</b>	<b>2 694</b>	<b>85,1</b>	<b>10</b>	<b>22 906</b>

Note: The three-year sick leave cycle started in January 2019 and ends in December 2021. 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 2019 to 31 December 2019

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	136	0,0	0	0
Lower skilled (Levels 1-2)	212	100,0	8	360	2,2	27	93
Skilled (Levels 3-5)	614	100,0	12	658	1,8	51	366
Highly skilled production (Levels 6-8)	607	100,0	22	1 038	2,1	28	683

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)
Highly skilled supervision (Levels 9-12)	456	100,0	8	448	1,8	57	932
Senior management (Levels 13-16)	80	100,0	1	54	1,9	80	248
<b>Total</b>	<b>1 969</b>	<b>100,0</b>	<b>51</b>	<b>2 694</b>	<b>1,9</b>	<b>39</b>	<b>2 322</b>

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 2019 to 31 December 2019

Salary Band	Total days taken	Total number employees using annual leave	Average number of days taken per employee
Interns	1 108	113	10
Lower skilled (Levels 1-2)	6 767	304	22
Skilled (Levels 3-5)	13 340	610	22
Highly skilled production (Levels 6-8)	25 071	1 065	24
Highly skilled supervision (Levels 9-12)	9 783	446	22
Senior management (Levels 13-16)	1 385	55	25
<b>Total</b>	<b>57 454</b>	<b>2 593</b>	<b>22</b>

Table 3.10.4: Capped leave, 1 January 2019 to 31 December 2019

Salary Band	Total capped leave available as at 31 Dec 2018	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 2019	Total capped leave available as at 31 Dec 2019
Lower skilled (Levels 1-2)	80	0	0	0	5	55
Skilled (Levels 3-5)	4 731	776	11	71	151	3 839
Highly skilled production (Levels 6-8)	5 675	173	10	17	164	5 338
Highly skilled supervision (Levels 9-12)	5 031	326	10	33	84	4 570

Salary Band	Total capped leave available as at 31 Dec 2018	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 2019	Total capped leave available as at 31 Dec 2019
Senior management (Levels 13-16)	1 072	0	0	0	15	1 072
Total	16 588	1 275	31	41	419	14 874

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 2019 to 31 March 2020

Reason	Total Amount (R'000)	Number of incidents	Average payment per employee
Leave pay-outs during 2019/20 due to non-utilisation of leave for the previous cycle	0	0	0
Capped leave pay-outs on termination of service	1 214	17	71 438
Current leave pay-outs on termination of service	1 713	133	12 877

### 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 &amp; AIDS. Despite the very low occupational risk, all employees have been targeted at all levels within the Department.</p>	<p>HIV &amp; 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"> <li>• 24/7/365 Telephone counselling;</li> <li>• Face to face counselling (4 session model);</li> <li>• Trauma and critical incident counselling;</li> <li>• Advocacy on HIV&amp;AIDS awareness, including online E-Care services; and</li> <li>• Training, coaching and targeted Interventions where these were required</li> </ul>

Table 3.11.2: Details of health promotion including HIV and AIDS Programmes, 1 April 2019 to 31 March 2020

Question	Yes	No	Details, if yes
<p>1. Has the department designated a member of the SMS to implement the provisions contained in Chapter 3, Part 3, sub regulation 55 (6) (c) of the Public Service Regulations, 2016? If so, provide her/his name and position.</p>	√		Ms Maria van der Merwe is the Acting Director: Organisational Behaviour
<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 within the Department of the Premier provides a transversal service to the 11 departments, including the DTPW.</p> <p>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 eleven (11) client departments.</p> <p>The unit consists of a Deputy Director, three (3) Assistant Directors, and two (2) EHW Practitioners.</p> <p>Budget: R2.65 m</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) until 31 January 2020 and thereafter Metropolitan Health from 1 February 2020. These external service providers rendered an Employee Health and Wellness Service to the eleven departments of the Corporate Services Centre.</p> <p>The following interventions were conducted, Mental Health, Substance Abuse, Diversity Management, Financial Management, Self-Development, Managerial referral, Relationship enhancement, Juicy Parenting, Empowering women from within, Building Optimal Relationship, Positive Thinking, TB/HIV Awareness, Screening and Testing sessions and conducted a Mental Health Survey.</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 and group discussions to create awareness and encourage employees to have a pro-active 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 (EHW) Programme. Promotional material such as pamphlets, posters and brochures were distributed.</p>
<p>4. Has the department established (a) committee(s) as contemplated Chapter 3, Part 3 sub regulation 55 (6) (d) 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
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>The Transversal Management Framework for Employee Health and Wellness Programmes in the Western Cape Government is in effect and was adopted by the Co-ordinating Chamber of the PSCBC for the Western Cape Province in December 2016.</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 constantly monitored to ensure policy compliance and fairness.</p> <p>Under the EHW banner, four EHW Policies were approved which includes HIV &amp; AIDS and TB Management that responds to the prevention of discrimination against employees affected and infected by HIV &amp; AIDS and TB in the workplace. The policy is in line with the amended National EHW Strategic Framework 2019.</p> <p>Further to this, the Department of Health, that is the lead department for HIV &amp; AIDS, has approved the Transversal HIV and AIDS/STI Workplace Policy and Programme that is applicable to all departments of the Western Government.</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 ensures inclusivity and elimination of discrimination and stigma against employees with HIV.</p>



Question	Yes	No	Details, if yes
<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 &amp; 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"> <li>• Reduce HIV and TB discrimination in the workplace. This includes campaigns against unfair discrimination and empowerment of employees.</li> <li>• 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.</li> </ul> <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"> <li>• Wellness screenings (blood pressure, glucose, cholesterol, TB and body mass index)</li> <li>• HCT screenings</li> <li>• TB talks and screenings</li> <li>• Distributing posters and pamphlets;</li> <li>• Condom distribution and spot talks;</li> <li>• Commemorating World AIDS Day; and</li> <li>• A range of wellness events.</li> <li>• Commemoration of World AIDS Day and Wellness events.</li> </ul>
<p>7. Does the department encourage its employees to undergo HIV counselling and testing? If so, list the results that you have achieved.</p>	√		<p>HCT sessions:</p> <p>The following wellness and HCT screening sessions were conducted:</p> <ul style="list-style-type: none"> <li>• The Department participated in 3 HCT and Wellness screening sessions.</li> <li>• 124 Employees were tested and counselled for HIV, Tuberculosis and Sexually Transmitted Infections (STI's).</li> <li>• There was 1 clinical referral for further management of TB, HIV or STIs.</li> </ul>

Question	Yes	No	Details, if yes
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 quarterly reports.</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 2019 to 31 March 2020

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 2019 to 31 March 2020

Outcomes of disciplinary hearings	Number of cases finalised	% of total
Suspension without pay coupled with a Final Written Warning	3	18,8
Dismissal	5	31,3
Final Written Warning	4	25,0
Abscondment/Desertion	3	18,8
Employee resigned during disciplinary hearing	1	6,3
<b>Total</b>	<b>16</b>	<b>100,0</b>
Percentage of total employment		0.6

Note: Outcomes of disciplinary hearings refer to formal cases only.

Table 3.12.3: Types of misconduct addressed at disciplinary hearings, 1 April 2019 to 31 March 2020

Type of misconduct	Number	% of total
Absent from work without reason or permission	3	18,8
Abscondment/Desertion	3	18,8
Assault/attempts or threaten to assault a person	1	6,3
Prejudices administration of organisation or department	2	12,5
Sleeps on duty without approval	1	6,3
Steals, bribes or commits fraud	5	31,3
Fails to comply with or contravenes an act	1	6,3
<b>Total</b>	<b>16</b>	<b>100,0</b>

Table 3.12.4: Grievances lodged, 1 April 2019 to 31 March 2020

Grievances lodged	Number	% of total
Number of grievances resolved	43	18,9
Number of grievances not resolved	185	81,1
<b>Total number of grievances lodged</b>	<b>228</b>	<b>100,0</b>

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 2019 to 31 March 2020

Disputes lodged with councils	Number	% of total
Number of disputes upheld	1	25,0
Number of disputes dismissed	3	75,0
Total number of disputes lodged	4	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 2019 to 31 March 2020

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 2019 to 31 March 2020

Precautionary suspensions	Number
Number of people suspended	3
Number of people whose suspension exceeded 30 days	2
Average number of days suspended	93
Cost of suspensions (R'000)	171

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 2019 to 31 March 2020

Occupational categories	Gender	Number of employees as at 01 April 2019	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	20	0	59	0	59
	Male	32	0	63	0	63
Professionals	Female	129	0	433	0	433
	Male	261	0	829	0	829
Technicians and associate professionals	Female	479	0	1 245	0	1 245
	Male	513	0	1 399	0	1 399
Clerks	Female	169	0	337	0	337
	Male	347	0	466	0	466
Elementary occupations	Female	96	0	76	0	76
	Male	203	0	102	0	102
Sub Total	Female	899	0	2 155	0	2 155
	Male	1 372	0	2 893	0	2 893
Total		2 271	0	5 048	0	5 048

Occupational categories	Gender	Number of employees as at 01 April 2019	Training needs identified at start of reporting period			
			Learnerships	Skills programmes and other short courses	Other forms of training	Total
Employees with disabilities	Female	6	0	5	0	5
	Male	16	0	34	0	34

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 2019 to 31 March 2020

Occupational categories	Gender	Number of employees as at 31 March 2020	Training provided during the reporting period			
			Learnerships	Skills programmes and other short courses	Other forms of training	Total
Legislators, senior officials and managers	Female	19	0	29	0	29
	Male	35	0	35	0	35
Professionals	Female	150	0	205	0	205
	Male	276	0	349	0	349
Technicians and associate professionals	Female	495	0	449	0	449
	Male	528	0	490	0	490
Clerks	Female	195	0	182	0	182
	Male	397	0	260	0	260
Elementary occupations	Female	112	0	74	0	74
	Male	203	0	161	0	161
Sub Total	Female	979	0	939	0	939
	Male	1 458	0	1 295	0	1 295
Total		2 437	0	2 234	0	2 234
Employees with disabilities	Female	8	0	0	0	0
	Male	19	0	0	0	0

Note: The above table identifies the training courses attended by individuals during the period under review.

### 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 2019 to 31 March 2020

Nature of injury on duty	Number	% of total
Required basic medical attention only	41	53.2
Temporary disablement	36	46.8
Permanent disablement	0	0.0
Fatal	0	0.0
Total	77	100.0
Percentage of total employment		2.9

### 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	Contract value in rands	Total number of projects	Total individual consultants	BBBEE Level
Programme 1	Professional Service	Specialist advisory service combining the private sector and recognised academia to further future studies, complexity science and change management within the Department	Institute for Future Studies (University of Stellenbosch Business School) C-Institute	36 months	R36 000 000	Number of projects differ depending on the objectives to be realised and changing circumstances. Key projects include instilling futures thinking, embedding complexity science and systems thinking and overall change management.	5+ Number of consultants varies depending on the tasks at hand	8
	Professional Service	Appointment of a consultant to conduct integrated transport plans 2019/20 review for Central Karoo District municipalities	1	7 months	R760 150	1	1	1

Programme	Project title	Nature of the project	Total number of consultants that worked on the project	Duration	Contract value in rands	Total number of projects	Total individual consultants	BBBEE Level
Programme 2	Professional Service	Professional town planner to undertake a contextual framework study in Stikland North, erven 32103 and 6300	1	1 week	R483 000	1	1	0
	Professional Service	Mentoring services for December 2019 to March 2020	1	1 week	R67 870	1	1	4
	Professional Service	Mentoring services for civil services, December 2019 to March 2020	1	1 week	R182 450	1	1	1
	Professional Service	Mentoring services for electrical graduates to December 2019 to March 2020	1	1 week	R119 200	1	1	2
	Professional Service	Mentoring services (Electrical)	1	1 week	R119 200	1	1	2
	Professional Service	Mentoring service (Civil)	1	1 week	R154 960	1	1	2
	Professional Service	Mentoring Services - Construction health and safety	1	1 week	R26 224	1	1	2
	Professional Service	Appointment of a professional service provider for social facilitation and engagement with the "First Nation" communities within the Two Rivers Urban Park ("TRUP") study area	1	36 months	R100 000	1	1	4

Programme	Project title	Nature of the project	Total number of consultants that worked on the project	Duration	Contract value in rands	Total number of projects	Total individual consultants	BBBEE Level
	Professional Service	Appointment of service providers for precinct planning, specialist studies and impact assessment and relevant statutory applications for Oude Molen Precinct (OMP) as designated within the draft TRUP Local Spatial Development Framework	1	3 years	R3 490 516	1	1	2
	Professional Service	The Founders Garden/Artscape Precinct Development Project: Provision of professional financial, legal and technical services	3	24 months	R8 336 987	1	3	4 1 2
	Professional Service	Appointment of a consultant as a quantity surveying financial support team for QS financial tracking and reporting	1	3 months	R603 121	1	1	0
	Professional Service	Appointment of a professional property valuer to determine the current market value of Erf 1424 Sea Point, including Erf 1675 as well as Erf 2770 Hout Bay	1	1 month	R145 763	1	1	4
	Professional Service	Provision of financial, legal, technical advisory and support services to the contract manager to manage the land availability and development agreement	4	3 years	R2 378 000	1	4	4 1 2 0
Programme 4	Professional Service	Structuring and implementing improvements to public and NMT in selected priority municipalities in the Western Cape	129	2 years	R85 247 000	14	129	2



Programme	Project title	Nature of the project	Total number of consultants that worked on the project	Duration	Contract value in rands	Total number of projects	Total individual consultants	BBBEE Level
	Professional Service	A gap analysis of legislation in the transport environment and the conclusion of a suite of transport legislation, including impoundment, public transport, and many necessary regulations.	6	2 years	R12 625 000	2	6	1
Programme 6	Professional Service	Appointment of a consultant to conduct EMPIA and ETIR for bid project in Naphakade Primary School, Malmesbury	1	1 week	R234 324	1	1	1
	Professional Service	Appointment of a consultant to conduct EMPIA and ETIR, Khayelitsha Psychiatric	1	1 week	R352 349	1	1	1
	Professional Service	Appointment of a consultant to conduct ETIR, Diaz Primary School, Mossel Bay	1	1 week	R118 128	1	1	1
	Professional Service	Appointment of a consultant to conduct EMPIA and ETIR, Stellenbosch Hospital	1	1 week	R314 157	1	1	1
	Professional Service	Appointment of a consultant to conduct EMPIA and ETIR, Gouda Clinic	1	1 week	R248 400	1	1	1
	Professional Service	Appointment of a consultant to conduct EMPIA and ETIR De Doorns Community Day Clinic (CDC)	1	1 week	R317 676	1	1	1
	Professional Service	Appointment of a consultant to conduct EMPIA and ETIR Clanwilliam Hospital APU	1	1 week	R279 105	1	1	1

Programme	Project title	Nature of the project	Total number of consultants that worked on the project	Duration	Contract value in rands	Total number of projects	Total individual consultants	BBBEE Level
	Professional Service	Appointment of a consultant to conduct EMPIA and ETIR Ladismith Clinic	1	1 week	R347 760	1	1	1
	Professional Service	Appointment of a consultant to conduct EMPIA and ETIR: De Wallville Primary School, Heidelberg, Garden Route	1	1 week	R343 200	1	1	1
	Professional Service	Appointment of a consultant to conduct EMPIA and ETIR: Eerste River APU, Cape Metro	1	1 week	R320 760	1	1	1
	Professional Service	Appointment of a consultant to conduct EMPIA and ETIR: Parow: Cape Medical Depot, Cape Metro	1	1 week	R224 976	1	1	1
	Professional Service	Appointment of a consultant to conduct EMPIA and ETIR: Bothasig Community Day Care Centre, Cape Metro	1	1 week	R225 252	1	1	1
	Professional Service	Provision of on-site mentoring services for two (2) CIDB grade 1GB and 2CE contractors: Cape Winelands, Stellenbosch, Worcester and Wolseley	1	1 week	R210 000	1	1	1
	Professional Service	Provision of on-site mentoring services for two (2) CIDB grade 1GB and 2CE contractors Overberg, Hermanus and Stanford	1	1 week	R110 580	1	1	4
	Professional Service	Appointment of consultant for ETIR report Pelican Park, Cape Metro	1	1 week	R114 402	1	1	1

Programme	Project title	Nature of the project	Total number of consultants that worked on the project	Duration	Contract value in rands	Total number of projects	Total individual consultants	BBBEE Level
	Professional Service	Service provider with a suitable venue for 20 contractors, Langa, between September 2019 and January 2020	1	1 week	R220 800	1	1	2
	Professional Service	Service provider with a suitable venue for 20 contractors, Hout Bay, between September 2019 and January 2020	1	2 weeks	R166 463	1	1	2
	Professional Service	Service provider to provide accredited training to 50 CIDB level 1-2 building and civils contractors	1	10 months	R780 800	1	1	2
GRAND TOTAL					R155 768 573			

\* A value of 0 in the BBBEE level column refers to a non-compliant contributor

**E**

**Financial  
Information**



## Part E: Financial Information

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### 1 Report of the Auditor-General

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#### 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 244 to 335 which comprise the appropriation statement, the statement of financial position as at 31 March 2020, the statement of financial performance, the statement of changes in net assets, and the 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 2020, 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 No. 1 of 1999) (PFMA) and the Division of the Revenue Act of South Africa, 2019 (Act No. 16 of 2019) (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 Code of ethics for professional accountants and parts 1 and 3 of the International Code of Ethics for Professional Accountants (including International Independence Standards) of the International Ethics Standards Board for Accountants (IESBA codes) 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 codes.
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 matters below. My opinion is not modified in respect of these matters.

### *Uncertainty relating to future outcome of litigation*

7. With reference to note 17.1 to the financial statements, the department is a defendant in road accidents and damages claims by private individuals. The ultimate outcome of these matters cannot be determined and no provision for any liability that may result was made in the financial statements.

### *Non-adjusting events after the reporting date*

8. We draw attention to note 27 in the financial statements, which deals with subsequent events and specifically the possible effects of the future implications of COVID-19 on **the department's future prospects**, performance and cash flow. No further reporting of information in the 2019-20 financial statements is deemed material by the department due to COVID 19.

### *Other matter*

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

### *Unaudited supplementary schedules*

10. The supplementary information set out on pages 336 – 348 does not form part of the annual financial statements and is presented as additional information. We have not audited these schedules and we will not express an opinion on them.

### *Responsibilities of the accounting officer for the financial statements*

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

### *Auditor-general's responsibilities for the audit of the financial statements*

13. 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.

14. 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

15. In accordance with the Public Audit Act of South Africa 2004 (Act No. 25 of 2004) (PAA) and the general notice issued in terms thereof, I have a responsibility to report on the usefulness and reliability of the reported performance information against predetermined objectives for selected programmes presented in the annual performance report. I performed procedures to identify material findings but not to gather evidence to express assurance.
16. My procedures address the usefulness and reliability of 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 included in the planning documents. My procedures do not examine whether the actions taken by the department enabled service delivery. My procedures also do 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.
17. 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 programme presented in the annual performance report of the department for the year ended 31 March 2020:

Programme	Pages in the annual report
Programme 2 – public works infrastructure	92 – 104

18. 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.
19. I did not identify any material findings on the usefulness and reliability of the reported performance information for this programme:

- Programme 2 – public works infrastructure

### Other matters

20. I draw attention to the matter below.

### *Achievement of planned targets*

21. Refer to the annual performance report on pages 92 to 104 for information on the achievement of planned targets for the year and explanations provided for the under-/over achievement of a number of targets.

### 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 department's compliance with specific matters in key legislation**. I performed procedures to identify findings but not to gather evidence to express assurance.

23. I did not identify any 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 the selected programme presented in the annual performance report that have been specifically reported in this 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 programme 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 we have performed we conclude that there is a material misstatement of this other information, we are 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

30 September 2020



AUDITOR - GENERAL  
SOUTH AFRICA

*Auditing to build public confidence*

## 2 Annexure – Auditor-General's responsibility for the audit

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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 programme 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 this auditor's report, I also:
  - identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error; design and perform audit procedures responsive to those risks; and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations or the override of internal control
  - obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the department's internal control
  - evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made 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 relating to events or conditions that may cast significant doubt on the ability of the Western Cape Department of Transport and Public Works to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor's report to the related disclosures in the financial statements about the material uncertainty or, if such disclosures are inadequate, to modify my opinion on the financial statements. My conclusions are based on the information available to me at the date of this auditor's report. However, future events or conditions may cause a department to cease operating as a going concern
  - evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and determine whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

### Communication with those charged with governance

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, actions taken to eliminate threats or safeguards applied.

### 3 Annual Financial Statements for the year ended 31 March 2020

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**WESTERN CAPE GOVERNMENT  
TRANSPORT AND PUBLIC WORKS  
VOTE 10**

**APPROPRIATION STATEMENT  
for the year ended 31 March 2020**

Appropriation per programme									
2019/20								2018/19	
	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	299 808	-	5 803	305 611	305 611	-	100.0%	196 359	194 823
2. Public Works Infrastructure	2 170 242	-	(17 278)	2 152 964	2 146 723	6 241	99.7%	1 919 926	1 910 819
3. Transport Infrastructure	3 668 689	-	(29 248)	3 639 441	3 635 613	3 828	99.9%	3 529 135	3 526 655
4. Transport Operations	1 528 059	-	(9 738)	1 518 321	1 517 921	400	100.0%	1 325 089	1 325 087
5. Transport Regulation	832 633	-	51 686	884 319	884 319	-	100.0%	842 634	841 049
6. Community Based Programmes	58 157	-	(1 225)	56 932	56 932	-	100.0%	55 878	55 875
<b>Total</b>	<b>8 557 588</b>	<b>-</b>	<b>-</b>	<b>8 557 588</b>	<b>8 547 119</b>	<b>10 469</b>	<b>99.9%</b>	<b>7 869 021</b>	<b>7 854 308</b>
Reconciliation with statement of financial performance									
ADD									
Departmental receipts				240 683				135 466	
Actual amounts per statement of financial performance (total revenue)				8 798 271				8 004 487	
Actual amounts per statement of financial performance (total expenditure)					8 547 119				7 854 308

**WESTERN CAPE GOVERNMENT  
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**APPROPRIATION STATEMENT  
for the year ended 31 March 2020**

Appropriation per economic classification									
2019/20								2018/19	
	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	3 567 199	(40 365)	-	3 526 834	3 526 568	266	100.0%	3 168 062	3 156 976
Compensation of employees	969 737	4 371	4 628	978 736	978 736	-	100.0%	867 292	867 260
Salaries and wages	831 303	8 008	4 628	843 939	843 939	-	100.0%	747 847	747 817
Social contributions	138 434	(3 637)	-	134 797	134 797	-	100.0%	119 445	119 443
Goods and services	2 597 462	(44 736)	(4 628)	2 548 098	2 547 832	266	100.0%	2 300 747	2 289 693
Administrative fees	356 688	505	36 658	393 851	393 851	-	100.0%	358 679	358 653
Advertising	13 811	2 176	3 221	19 208	19 208	-	100.0%	24 750	24 276
Minor assets	5 762	(491)	-	5 271	5 231	40	99.2%	4 711	4 711
Audit costs: External	13 491	(3 938)	-	9 553	9 553	-	100.0%	9 307	9 307
Bursaries: Employees	3 513	(489)	-	3 024	3 024	-	100.0%	2 321	2 081
Catering: Departmental activities	3 027	95	-	3 122	3 122	-	100.0%	2 236	2 236
Communication	9 409	(2 908)	(118)	6 383	6 383	-	100.0%	6 258	5 356
Computer services	62 273	34 534	-	96 807	96 807	-	100.0%	62 188	61 982
Consultants: Business and advisory services	528 134	(61 373)	(14 343)	452 418	452 218	200	100.0%	396 766	390 665
Infrastructure and planning services	47 331	44 813	-	92 144	92 144	-	100.0%	45 182	45 182
Laboratory services	17	10	-	27	27	-	100.0%	16	5
Legal services	28 075	(2 163)	-	25 912	25 912	-	100.0%	20 896	20 896
Contractors	494 656	(19 736)	(3 775)	471 145	471 145	-	100.0%	448 191	447 327
Agency and support / outsourced services	26 576	7 298	-	33 874	33 874	-	100.0%	41 855	41 855
Entertainment	121	(90)	-	31	29	2	93.5%	98	42

**WESTERN CAPE GOVERNMENT  
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**APPROPRIATION STATEMENT  
for the year ended 31 March 2020**

Fleet services	62 777	5 415	-	68 192	68 192	-	100.0%	62 122	62 122
Inventory: Other supplies	3 079	(1)	(2 144)	934	934	-	100.0%	3 032	2 683
Consumable supplies	26 921	1 837	-	28 758	28 758	-	100.0%	38 473	38 473
Consumable: Stationery, printing and office supplies	13 342	1 059	-	14 401	14 401	-	100.0%	15 568	15 568
Operating leases	194 217	12 360	-	206 577	206 577	-	100.0%	177 557	177 372
Property payments	638 829	(62 485)	(23 623)	552 721	552 721	-	100.0%	522 751	522 751
Transport provided: Departmental activity	5	(5)	-	-	-	-	-	9	9
Travel and subsistence	34 891	(511)	(504)	33 876	33 876	-	100.0%	31 637	30 133
Training and development	23 506	(180)	-	23 326	23 302	24	99.9%	19 727	19 727
Operating payments	5 413	(684)	-	4 729	4 729	-	100.0%	4 707	4 571
Venues and facilities	1 594	(27)	-	1 567	1 567	-	100.0%	1 694	1 694
Rental and hiring	4	243	-	247	247	-	100.0%	16	16
Interest and rent on land	-	-	-	-	-	-	-	23	23
Interest	-	-	-	-	-	-	-	23	23
Transfers and subsidies	1 879 139	2 207	-	1 881 346	1 871 143	10 203	99.5%	1 739 925	1 737 992
Provinces and municipalities	858 056	2 203	-	860 259	850 619	9 640	98.9%	772 465	770 599
Provinces	4 907	(4)	-	4 903	4 688	215	95.6%	5 284	5 280
Provincial agencies and funds	4 907	(4)	-	4 903	4 688	215	95.6%	5 284	5 280
Municipalities	853 149	2 207	-	855 356	845 931	9 425	98.9%	767 181	765 319
Municipal bank accounts	853 149	2 207	-	855 356	845 931	9 425	98.9%	767 181	765 319
Departmental agencies and accounts	123	(28)	-	95	48	47	50.5%	116	49
Departmental agencies	123	(28)	-	95	48	47	50.5%	116	49
Public corporations and private enterprises	1 006 182	-	-	1 006 182	1 006 182	-	100.0%	952 824	952 824
Private enterprises	1 006 182	-	-	1 006 182	1 006 182	-	100.0%	952 824	952 824
Other transfers to private enterprises	1 006 182	-	-	1 006 182	1 006 182	-	100.0%	952 824	952 824
Households	14 778	32	-	14 810	14 294	516	96.5%	14 520	14 520

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**APPROPRIATION STATEMENT  
for the year ended 31 March 2020**

Social benefits	4 312	32	(80)	4 264	3 748	516	87.9%	4 471	4 471
Other transfers to households	10 466	-	80	10 546	10 546	-	100.0%	10 049	10 049
Payments for capital assets	3 111 040	37 372	-	3 148 412	3 148 412	-	100.0%	2 959 167	2 957 473
Buildings and other fixed structures	2 899 427	267	3 591	2 903 285	2 903 285	-	100.0%	2 722 520	2 722 520
Buildings	291 695	267	8 581	300 543	300 543	-	100.0%	273 167	273 167
Other fixed structures	2 607 732	-	(4 990)	2 602 742	2 602 742	-	100.0%	2 449 353	2 449 353
Machinery and equipment	129 971	(260)	645	130 356	130 356	-	100.0%	179 088	177 394
Transport equipment	57 984	4 715	2 423	65 122	65 122	-	100.0%	78 290	76 596
Other machinery and equipment	71 987	(4 975)	(1 778)	65 234	65 234	-	100.0%	100 798	100 798
Land and subsoil assets	35 959	-	(7 745)	28 214	28 214	-	100.0%	32 957	32 957
Intangible assets	45 683	37 365	3 509	86 557	86 557	-	100.0%	24 602	24 602
Payments for financial assets	210	786	-	996	996	-	100.0%	1 867	1 867
Total	8 557 588	-	-	8 557 588	8 547 119	10 469	99.9%	7 869 021	7 854 308



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**APPROPRIATION STATEMENT  
for the year ended 31 March 2020**

Programme 1: Administration									
2019/20								2018/19	
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	9 577	159	37	9 773	9 773	-	100.0%	6 707	6 707
2. Management of the Department	5 350	(651)	-	4 699	4 699	-	100.0%	4 675	4 670
3. Corporate Support	223 688	18 891	5 728	248 307	248 307	-	100.0%	145 625	144 355
4. Departmental Strategy	61 193	(18 399)	38	42 832	42 832	-	100.0%	39 352	39 091
<b>Total for sub programmes</b>	<b>299 808</b>	<b>-</b>	<b>5 803</b>	<b>305 611</b>	<b>305 611</b>	<b>-</b>	<b>100.0%</b>	<b>196 359</b>	<b>194 823</b>

2019/20								2018/19	
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	257 332	(145)	4 056	261 243	261 243	-	100.0%	175 396	173 862
Compensation of employees	146 007	-	835	146 842	146 842	-	100.0%	131 632	131 632
Salaries and wages	126 547	(32)	777	127 292	127 292	-	100.0%	114 708	114 708
Social contributions	19 460	32	58	19 550	19 550	-	100.0%	16 924	16 924
Goods and services	111 325	(145)	3 221	114 401	114 401	-	100.0%	43 743	42 209
Administrative fees	147	(3)	-	144	144	-	100.0%	140	140
Advertising	2 522	9 674	3 221	15 417	15 417	-	100.0%	670	196
Minor assets	251	165	-	416	416	-	100.0%	338	338
Audit costs: External	13 491	(3 938)	-	9 553	9 553	-	100.0%	9 307	9 307
Bursaries: Employees	3 513	(489)	-	3 024	3 024	-	100.0%	2 321	2 081

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**APPROPRIATION STATEMENT  
for the year ended 31 March 2020**

Catering: Departmental activities	525	27	-	552	552	-	100.0%	535	535
Communication	1 293	(61)	-	1 232	1 232	-	100.0%	1 183	816
Computer services	4 163	(546)	-	3 617	3 617	-	100.0%	2 339	2 135
Consultants: Business and advisory services	64 266	(6 118)	-	58 148	58 148	-	100.0%	10 709	10 656
Legal services	107	151	-	258	258	-	100.0%	4	4
Contractors	282	649	-	931	931	-	100.0%	859	859
Agency and support/outsourced services	-	80	-	80	80	-	100.0%	-	-
Entertainment	34	(22)	-	12	12	-	100.0%	37	26
Fleet services	872	51	-	923	923	-	100.0%	909	909
Inventory: Other supplies	1	(1)	-	-	-	-	-	-	-
Consumable supplies	542	1 767	-	2 309	2 309	-	100.0%	478	478
Consumable: Stationery, printing and office supplies	1 069	(237)	-	832	832	-	100.0%	1 069	1 069
Operating leases	935	(269)	-	666	666	-	100.0%	992	807
Property payments	5	(5)	-	-	-	-	-	-	-
Transport provided: Departmental activity	5	(5)	-	-	-	-	-	-	-
Travel and subsistence	2 655	(38)	-	2 617	2 617	-	100.0%	2 664	2 664
Training and development	13 582	(830)	-	12 752	12 752	-	100.0%	8 190	8 190
Operating payments	653	74	-	727	727	-	100.0%	668	668
Venues and facilities	412	(221)	-	191	191	-	100.0%	331	331
Interest and rent on land	-	-	-	-	-	-	-	21	21
Interest	-	-	-	-	-	-	-	21	21
Transfers and subsidies	14 396	-	73	14 469	14 469	-	100.0%	13 217	13 215
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

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**APPROPRIATION STATEMENT  
for the year ended 31 March 2020**

Departmental agencies and accounts	3	(3)	-	-	-	-	-	4	2
Departmental agencies	3	(3)	-	-	-	-	-	4	2
Households	11 393	3	73	11 469	11 469	-	100.0%	10 213	10 213
Social benefits	1 166	2	73	1 241	1 241	-	100.0%	383	383
Other transfers to households	10 227	1	-	10 228	10 228	-	100.0%	9 830	9 830
Payments for capital assets	28 080	103	1 674	29 857	29 857	-	100.0%	6 588	6 588
Machinery and equipment	3 331	103	1 674	5 108	5 108	-	100.0%	6 588	6 588
Transport equipment	1 296	-	623	1 919	1 919	-	100.0%	1 658	1 658
Other machinery and equipment	2 035	103	1 051	3 189	3 189	-	100.0%	4 930	4 930
Intangible assets	24 749	-	-	24 749	24 749	-	100.0%	-	-
Payments for financial assets	-	42	-	42	42	-	100.0%	1 158	1 158
<b>Total</b>	<b>299 808</b>	<b>-</b>	<b>5 803</b>	<b>305 611</b>	<b>305 611</b>	<b>-</b>	<b>100.0%</b>	<b>196 359</b>	<b>194 823</b>

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**APPROPRIATION STATEMENT  
for the year ended 31 March 2020**

1.1 Office of the MEC									
	2019/20						2018/19		
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	7 631	190	-	7 821	7 821	-	100.0%	6 342	6 342
Compensation of employees	6 661	204	-	6 865	6 865	-	100.0%	5 618	5 618
Goods and services	970	(14)	-	956	956	-	100.0%	724	724
Transfers and subsidies	1 170	(1)	-	1 169	1 169	-	100.0%	1	1
Departmental agencies and accounts	1	(1)	-	-	-	-	-	1	1
Households	1 169	-	-	1 169	1 169	-	100.0%	-	-
Payments for capital assets	776	(34)	37	779	779	-	100.0%	360	360
Machinery and equipment	776	(34)	37	779	779	-	100.0%	360	360
Payments for financial assets	-	4	-	4	4	-	100.0%	4	4
<b>Total</b>	<b>9 577</b>	<b>159</b>	<b>37</b>	<b>9 773</b>	<b>9 773</b>	<b>-</b>	<b>100.0%</b>	<b>6 707</b>	<b>6 707</b>

**WESTERN CAPE GOVERNMENT  
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**APPROPRIATION STATEMENT  
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1.2 Management of the Department									
2019/20								2018/19	
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	5 349	(650)	-	4 699	4 699	-	100.0%	4 644	4 640
Compensation of employees	4 938	(693)	-	4 245	4 245	-	100.0%	4 323	4 323
Goods and services	411	43	-	454	454	-	100.0%	321	317
Transfers and subsidies	1	(1)	-	-	-	-	-	1	-
Departmental agencies and accounts	1	(1)	-	-	-	-	-	1	-
Payments for capital assets	-	-	-	-	-	-	-	30	30
Machinery and equipment	-	-	-	-	-	-	-	30	30
<b>Total</b>	<b>5 350</b>	<b>(651)</b>	<b>-</b>	<b>4 699</b>	<b>4 699</b>	<b>-</b>	<b>100.0%</b>	<b>4 675</b>	<b>4 670</b>

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**APPROPRIATION STATEMENT  
for the year ended 31 March 2020**

1.3 Corporate Support									
	2019/20							2018/19	
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	186 307	18 780	4 056	209 143	209 143	-	100.0%	128 779	127 509
Compensation of employees	101 412	981	835	103 228	103 228	-	100.0%	89 658	89 658
Goods and services	84 895	17 799	3 221	105 915	105 915	-	100.0%	39 100	37 830
Interest and rent on land	-	-	-	-	-	-	-	21	21
Transfers and subsidies	10 224	1	73	10 298	10 298	-	100.0%	10 138	10 138
Departmental agencies and accounts	-	-	-	-	-	-	-	1	1
Households	10 224	1	73	10 298	10 298	-	100.0%	10 137	10 137
Payments for capital assets	27 157	72	1 599	28 828	28 828	-	100.0%	5 555	5 555
Machinery and equipment	2 408	72	1 599	4 079	4 079	-	100.0%	5 555	5 555
Intangible assets	24 749	-	-	24 749	24 749	-	100.0%	-	-
Payments for financial assets	-	38	-	38	38	-	100.0%	1 153	1 153
<b>Total</b>	<b>223 688</b>	<b>18 891</b>	<b>5 728</b>	<b>248 307</b>	<b>248 307</b>	<b>-</b>	<b>100.0%</b>	<b>145 625</b>	<b>144 355</b>

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**APPROPRIATION STATEMENT  
for the year ended 31 March 2020**

1.4 Departmental Strategy									
2019/20								2018/19	
	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	58 045	(18 465)	-	39 580	39 580	-	100.0%	35 631	35 371
Compensation of employees	32 996	(492)	-	32 504	32 504	-	100.0%	32 033	32 033
Goods and services	25 049	(17 973)	-	7 076	7 076	-	100.0%	3 598	3 338
Transfers and subsidies	3 001	1	-	3 002	3 002	-	100.0%	3 077	3 076
Provinces and municipalities	3 000	-	-	3 000	3 000	-	100.0%	3 000	3 000
Departmental agencies and accounts	1	(1)	-	-	-	-	-	1	-
Households	-	2	-	2	2	-	100.0%	76	76
Payments for capital assets	147	65	38	250	250	-	100.0%	643	643
Machinery and equipment	147	65	38	250	250	-	100.0%	643	643
Payments for financial assets	-	-	-	-	-	-	-	1	1
<b>Total</b>	<b>61 193</b>	<b>(18 399)</b>	<b>38</b>	<b>42 832</b>	<b>42 832</b>	<b>-</b>	<b>100.0%</b>	<b>39 352</b>	<b>39 091</b>

**WESTERN CAPE GOVERNMENT  
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**APPROPRIATION STATEMENT  
for the year ended 31 March 2020**

Programme 2: Public Works Infrastructure									
2019/20							2018/19		
	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	370 767	(14 743)	(485)	355 539	355 023	516	99.9%	331 745	324 081
2. Planning	34 645	38 689	-	73 334	73 334	-	100.0%	11 345	11 066
3. Construction	252 045	-	6 361	258 406	258 406	-	100.0%	299 709	299 360
4. Maintenance	217 485	-	(4 524)	212 961	212 961	-	100.0%	172 985	172 985
5. Immovable Asset Management	1 177 864	(39 149)	(18 630)	1 120 085	1 114 360	5 725	99.5%	983 424	982 609
6. Facility Operations	117 436	15 203	-	132 639	132 639	-	100.0%	120 718	120 718
Total for sub programmes	2 170 242	-	(17 278)	2 152 964	2 146 723	6 241	99.7%	1 919 926	1 910 819

2019/20							2018/19		
	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	1 224 052	(1 346)	(25 767)	1 196 939	1 196 939	-	100.0%	1 015 551	1 007 377
Compensation of employees	245 495	4 371	-	249 866	249 866	-	100.0%	190 346	190 346
Salaries and wages	216 457	3 261	-	219 718	219 718	-	100.0%	166 487	166 487
Social contributions	29 038	1 110	-	30 148	30 148	-	100.0%	23 859	23 859
Goods and services	978 557	(5 717)	(25 767)	947 073	947 073	-	100.0%	825 203	817 029
Administrative fees	118	452	-	570	570	-	100.0%	67	64
Advertising	1 020	(699)	-	321	321	-	100.0%	808	808
Minor assets	2 561	(258)	-	2 303	2 303	-	100.0%	3 201	3 201



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for the year ended 31 March 2020**

Catering: Departmental activities	351	(133)	-	218	218	-	100.0%	137	137
Communication	1 099	143	-	1 242	1 242	-	100.0%	1 435	1 062
Computer services	1 514	(163)	-	1 351	1 351	-	100.0%	2 552	2 552
Consultants: Business and advisory services	119 943	23 724	-	143 667	143 667	-	100.0%	121 571	115 523
Infrastructure and planning services	15 336	30 249	-	45 585	45 585	-	100.0%	887	887
Legal services	10 104	(3 202)	-	6 902	6 902	-	100.0%	4 943	4 943
Contractors	6 453	(5 122)	-	1 331	1 331	-	100.0%	622	622
Entertainment	39	(32)	-	7	7	-	100.0%	36	-
Fleet services	3 184	786	-	3 970	3 970	-	100.0%	2 705	2 705
Inventory: Other supplies	2 808	-	(2 144)	664	664	-	100.0%	3 032	2 683
Consumable supplies	2 639	(687)	-	1 952	1 952	-	100.0%	1 856	1 856
Consumable: Stationery, printing and office supplies	773	47	-	820	820	-	100.0%	857	857
Operating leases	189 771	13 006	-	202 777	202 777	-	100.0%	173 556	173 556
Property payments	613 645	(63 074)	(23 623)	526 948	526 948	-	100.0%	499 568	499 568
Travel and subsistence	5 510	(541)	-	4 969	4 969	-	100.0%	5 269	3 904
Training and development	-	3	-	3	3	-	100.0%	733	733
Operating payments	1 281	(145)	-	1 136	1 136	-	100.0%	1 320	1 320
Venues and facilities	408	(71)	-	337	337	-	100.0%	48	48
Interest and rent on land	-	-	-	-	-	-	-	2	2
Interest	-	-	-	-	-	-	-	2	2
Transfers and subsidies	608 694	1 073	(485)	609 282	603 041	6 241	99.0%	571 422	570 607
Provinces and municipalities	606 493	1 073	-	607 566	601 841	5 725	99.1%	570 137	569 322
Provinces	1	-	-	1	1	-	100.0%	-	-
Provincial agencies and funds	1	-	-	1	1	-	100.0%	-	-
Municipalities	606 492	1 073	-	607 565	601 840	5 725	99.1%	570 137	569 322
Municipal bank accounts	606 492	1 073	-	607 565	601 840	5 725	99.1%	570 137	569 322
Departmental agencies and accounts	1	-	-	1	1	-	100.0%	1	1

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Departmental agencies	1	-	-	1	1	-	100.0%	1	1
Households	2 200	-	(485)	1 715	1 199	516	69.9%	1 284	1 284
Social benefits	2 200	-	(485)	1 715	1 199	516	69.9%	1 284	1 284
Payments for capital assets	337 496	267	8 974	346 737	346 737	-	100.0%	332 949	332 831
Buildings and other fixed structures	300 395	267	8 685	309 347	309 347	-	100.0%	294 582	294 582
Buildings	291 695	267	8 581	300 543	300 543	-	100.0%	273 167	273 167
Other fixed structures	8 700	-	104	8 804	8 804	-	100.0%	21 415	21 415
Machinery and equipment	8 942	-	234	9 176	9 176	-	100.0%	5 410	5 292
Transport equipment	2 423	1 943	234	4 600	4 600	-	100.0%	2 542	2 424
Other machinery and equipment	6 519	(1 943)	-	4 576	4 576	-	100.0%	2 868	2 868
Land and subsoil assets	28 159	-	55	28 214	28 214	-	100.0%	32 957	32 957
Payments for financial assets	-	6	-	6	6	-	100.0%	4	4
Total	2 170 242	-	(17 278)	2 152 964	2 146 723	6 241	99.7%	1 919 926	1 910 819

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2.1 Programme Support									
2019/20								2018/19	
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	359 673	(13 156)	-	346 517	346 517	-	100.0%	325 053	317 507
Compensation of employees	245 495	4 371	-	249 866	249 866	-	100.0%	190 346	190 346
Goods and services	114 178	(17 527)	-	96 651	96 651	-	100.0%	134 705	127 159
Interest and rent on Land	-	-	-	-	-	-	-	2	2
Transfers and subsidies	2 202	-	(485)	1 717	1 201	516	69.9%	1 285	1 285
Provinces and municipalities	1	-	-	1	1	-	100.0%	-	-
Departmental agencies and accounts	1	-	-	1	1	-	100.0%	1	1
Households	2 200	-	(485)	1 715	1 199	516	69.9%	1 284	1 284
Payments for capital assets	8 892	(1 593)	-	7 299	7 299	-	100.0%	5 403	5 285
Machinery and equipment	8 892	(1 593)	-	7 299	7 299	-	100.0%	5 403	5 285
Payments for financial assets	-	6	-	6	6	-	100.0%	4	4
<b>Total</b>	<b>370 767</b>	<b>(14 743)</b>	<b>(485)</b>	<b>355 539</b>	<b>355 023</b>	<b>516</b>	<b>99.9%</b>	<b>331 745</b>	<b>324 081</b>

2.2 Planning									
2019/20								2018/19	
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	34 645	38 689	-	73 334	73 334	-	100.0%	11 345	11 066
Goods and services	34 645	38 689	-	73 334	73 334	-	100.0%	11 345	11 066
<b>Total</b>	<b>34 645</b>	<b>38 689</b>	<b>-</b>	<b>73 334</b>	<b>73 334</b>	<b>-</b>	<b>100.0%</b>	<b>11 345</b>	<b>11 066</b>

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2.3 Construction									
2019/20								2018/19	
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	5 700	(209)	(2 144)	3 347	3 347	-	100.0%	5 127	4 778
Goods and services	5 700	(209)	(2 144)	3 347	3 347	-	100.0%	5 127	4 778
Payments for capital assets	246 345	209	8 505	255 059	255 059	-	100.0%	294 582	294 582
Buildings and other fixed structures	246 345	163	8 505	255 013	255 013	-	100.0%	294 582	294 582
Machinery and equipment	-	46	-	46	46	-	100.0%	-	-
<b>Total</b>	<b>252 045</b>	<b>-</b>	<b>6 361</b>	<b>258 406</b>	<b>258 406</b>	<b>-</b>	<b>100.0%</b>	<b>299 709</b>	<b>299 360</b>

2.4 Maintenance									
2019/20								2018/19	
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	217 485	-	(4 524)	212 961	212 961	-	100.0%	172 985	172 985
Goods and services	217 485	-	(4 524)	212 961	212 961	-	100.0%	172 985	172 985
<b>Total</b>	<b>217 485</b>	<b>-</b>	<b>(4 524)</b>	<b>212 961</b>	<b>212 961</b>	<b>-</b>	<b>100.0%</b>	<b>172 985</b>	<b>172 985</b>

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2.5 Immovable Asset Management									
2019/20							2018/19		
	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	489 163	(41 923)	(19 099)	428 141	428 141	-	100.0%	380 330	380 330
Goods and services	489 163	(41 923)	(19 099)	428 141	428 141	-	100.0%	380 330	380 330
Transfers and subsidies	606 492	1 073	-	607 565	601 840	5 725	99.1%	570 137	569 322
Provinces and municipalities	606 492	1 073	-	607 565	601 840	5 725	99.1%	570 137	569 322
Payments for capital assets	82 209	1 701	469	84 379	84 379	-	100.0%	32 957	32 957
Buildings and other fixed structures	54 050	104	180	54 334	54 334	-	100.0%	-	-
Machinery and equipment	-	1 597	234	1 831	1 831	-	100.0%	-	-
Land and subsoil assets	28 159	-	55	28 214	28 214	-	100.0%	32 957	32 957
<b>Total</b>	<b>1 177 864</b>	<b>(39 149)</b>	<b>(18 630)</b>	<b>1 120 085</b>	<b>1 114 360</b>	<b>5 725</b>	<b>99.5%</b>	<b>983 424</b>	<b>982 609</b>

2.6 Facility Operations									
2019/20							2018/19		
	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	117 386	15 253	-	132 639	132 639	-	100.0%	120 711	120 711
Goods and services	117 386	15 253	-	132 639	132 639	-	100.0%	120 711	120 711
Payments for capital assets	50	(50)	-	-	-	-	-	7	7
Machinery and equipment	50	(50)	-	-	-	-	-	7	7
<b>Total</b>	<b>117 436</b>	<b>15 203</b>	<b>-</b>	<b>132 639</b>	<b>132 639</b>	<b>-</b>	<b>100.0%</b>	<b>120 718</b>	<b>120 718</b>

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Programme 3: Transport Infrastructure									
2019/20							2018/19		
	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 Infrastructure	39 427	803	-	40 230	40 185	45	99.9%	47 151	47 092
2. Infrastructure Planning	82 884	-	(8 954)	73 930	73 863	67	99.9%	79 583	79 583
3. Infrastructure Design	231 263	(53 379)	(18 031)	159 853	159 786	67	100.0%	236 824	235 547
4. Construction	1 583 416	55 820	-	1 639 236	1 636 993	2 243	99.9%	1 604 601	1 604 384
5. Maintenance	1 731 699	(3 244)	(2 263)	1 726 192	1 724 786	1 406	99.9%	1 560 976	1 560 049
Total for sub programmes	3 668 689	-	(29 248)	3 639 441	3 635 613	3 828	99.9%	3 529 135	3 526 655

2019/20							2018/19		
	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	910 153	(1 009)	(13 377)	895 767	895 634	133	100.0%	878 692	877 318
Compensation of employees	209 202	-	552	209 754	209 754	-	100.0%	200 533	200 504
Salaries and wages	175 934	2 564	552	179 050	179 050	-	100.0%	172 266	172 237
Social contributions	33 268	(2 564)	-	30 704	30 704	-	100.0%	28 267	28 267
Goods and services	700 951	(1 009)	(13 929)	686 013	685 880	133	100.0%	678 159	676 814
Administrative fees	76	(15)	-	61	61	-	100.0%	61	38
Advertising	133	(88)	-	45	45	-	100.0%	81	81
Minor assets	2 075	(203)	-	1 872	1 832	40	97.9%	439	439
Catering: Departmental activities	270	-	-	270	270	-	100.0%	241	241

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Communication	1 602	(13)	(118)	1 471	1 471	-	100.0%	1 462	1 300
Computer services	43 792	3 852	-	47 644	47 644	-	100.0%	44 887	44 885
Consultants: Business and advisory services	57 625	(9 413)	(9 511)	38 701	38 634	67	99.8%	48 232	48 232
Infrastructure and planning services	31 995	14 564	-	46 559	46 559	-	100.0%	44 295	44 295
Laboratory services	17	10	-	27	27	-	100.0%	16	5
Legal services	2 096	731	-	2 827	2 827	-	100.0%	2 002	2 002
Contractors	485 214	(15 414)	(3 796)	466 004	466 004	-	100.0%	442 811	441 947
Agency and support/outsourced services	-	1 717	-	1 717	1 717	-	100.0%	11 626	11 626
Entertainment	25	(17)	-	8	6	2	75.0%	17	9
Fleet services	20 800	1 297	-	22 097	22 097	-	100.0%	23 315	23 315
Consumable supplies	20 117	1 126	-	21 243	21 243	-	100.0%	27 599	27 599
Consumable: Stationery, printing and office supplies	1 344	(17)	-	1 327	1 327	-	100.0%	1 135	1 135
Operating leases	895	(120)	-	775	775	-	100.0%	754	754
Property payments	22 221	1 402	-	23 623	23 623	-	100.0%	20 140	20 140
Travel and subsistence	8 183	-	(504)	7 679	7 679	-	100.0%	7 202	7 063
Training and development	1 298	(387)	-	911	887	24	97.4%	819	819
Operating payments	1 130	(2)	-	1 128	1 128	-	100.0%	1 025	889
Venues and facilities	41	(24)	-	17	17	-	100.0%	-	-
Rental and hiring	2	5	-	7	7	-	100.0%	-	-
Transfers and subsidies	46 429	1 134	158	47 721	44 026	3 695	92.3%	70 908	69 802
Provinces and municipalities	45 808	1 134	-	46 942	43 293	3 649	92.2%	68 565	67 518
Provinces	4 898	-	-	4 898	4 683	215	95.6%	5 273	5 273
Provincial agencies and funds	4 898	-	-	4 898	4 683	215	95.6%	5 273	5 273
Municipalities	40 910	1 134	-	42 044	38 610	3 434	91.8%	63 292	62 245
Municipal bank accounts	40 910	1 134	-	42 044	38 610	3 434	91.8%	63 292	62 245
Departmental agencies and accounts	111	(21)	-	90	44	46	48.9%	100	41

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Departmental agencies	111	(21)	-	90	44	46	48.9%	100	41
Households	510	21	158	689	689	-	100.0%	2 243	2 243
Social benefits	383	22	152	557	557	-	100.0%	2 187	2 187
Other transfers to households	127	(1)	6	132	132	-	100.0%	56	56
Payments for capital assets	2 711 897	(277)	(16 029)	2 695 591	2 695 591	-	100.0%	2 579 049	2 579 049
Buildings and other fixed structures	2 599 032	-	(5 094)	2 593 938	2 593 938	-	100.0%	2 427 938	2 427 938
Other fixed structures	2 599 032	-	(5 094)	2 593 938	2 593 938	-	100.0%	2 427 938	2 427 938
Machinery and equipment	87 295	(277)	(2 202)	84 816	84 816	-	100.0%	132 436	132 436
Transport equipment	27 689	2 286	-	29 975	29 975	-	100.0%	47 177	47 177
Other machinery and equipment	59 606	(2 563)	(2 202)	54 841	54 841	-	100.0%	85 259	85 259
Land and sub-soil assets	7 800	-	(7 800)	-	-	-	-	-	-
Intangible assets	17 770	-	(933)	16 837	16 837	-	100.0%	18 675	18 675
Payments for financial assets	210	152	-	362	362	-	100.0%	486	486
<b>Total</b>	<b>3 668 689</b>	<b>-</b>	<b>(29 248)</b>	<b>3 639 441</b>	<b>3 635 613</b>	<b>3 828</b>	<b>99.9%</b>	<b>3 529 135</b>	<b>3 526 655</b>



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3.1 Programme Support Infrastructure									
2019/20								2018/19	
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	38 615	1 176	-	39 791	39 791	-	100.0%	44 949	44 949
Compensation of employees	33 975	83	-	34 058	34 058	-	100.0%	37 043	37 043
Goods and services	4 640	1 093	-	5 733	5 733	-	100.0%	7 906	7 906
Transfers and subsidies	153	-	-	153	108	45	70.6%	1 088	1 029
Departmental agencies and accounts	110	(21)	-	89	44	45	49.4%	99	40
Households	43	21	-	64	64	-	100.0%	989	989
Payments for capital assets	659	(384)	-	275	275	-	100.0%	972	972
Machinery and equipment	659	(384)	-	275	275	-	100.0%	972	972
Payments for financial assets	-	11	-	11	11	-	100.0%	142	142
<b>Total</b>	<b>39 427</b>	<b>803</b>	<b>-</b>	<b>40 230</b>	<b>40 185</b>	<b>45</b>	<b>99.9%</b>	<b>47 151</b>	<b>47 092</b>

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3.2 Infrastructure Planning									
	2019/20							2018/19	
	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	82 682	137	(8 959)	73 860	73 793	67	99.9%	78 895	78 895
Compensation of employees	9 340	3 257	552	13 149	13 149	-	100.0%	11 697	11 697
Goods and services	73 342	(3 120)	(9 511)	60 711	60 644	67	99.9%	67 198	67 198
Transfers and subsidies	21	-	5	26	26	-	100.0%	309	309
Households	21	-	5	26	26	-	100.0%	309	309
Payments for capital assets	181	(137)	-	44	44	-	100.0%	379	379
Machinery and equipment	181	(137)	-	44	44	-	100.0%	379	379
<b>Total</b>	<b>82 884</b>	<b>-</b>	<b>(8 954)</b>	<b>73 930</b>	<b>73 863</b>	<b>67</b>	<b>99.9%</b>	<b>79 583</b>	<b>79 583</b>

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3.3 Infrastructure Design									
	2019/20							2018/19	
	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	79 674	(14 650)	(4 226)	60 798	60 732	66	99.9%	59 773	58 496
Compensation of employees	30 257	(2 845)	-	27 412	27 412	-	100.0%	26 370	26 341
Goods and services	49 417	(11 805)	(4 226)	33 386	33 320	66	99.8%	33 403	32 155
Transfers and subsidies	37	-	22	59	58	1	98.3%	173	173
Departmental agencies and accounts	1	-	-	1	-	1	-	-	-
Households	36	-	22	58	58	-	100.0%	173	173
Payments for capital assets	151 552	(38 730)	(13 827)	98 995	98 995	-	100.0%	176 878	176 878
Buildings and other fixed structures	131 361	(37 954)	(5 094)	88 313	88 313	-	100.0%	166 121	166 121
Machinery and equipment	891	1 662	-	2 553	2 553	-	100.0%	1 493	1 493
Land and sub-soli assets	7 800	-	(7 800)	-	-	-	-	-	-
Intangible assets	11 500	(2 438)	(933)	8 129	8 129	-	100.0%	9 264	9 264
Payments for financial assets	-	1	-	1	1	-	100.0%	-	-
<b>Total</b>	<b>231 263</b>	<b>(53 379)</b>	<b>(18 031)</b>	<b>159 853</b>	<b>159 786</b>	<b>67</b>	<b>100.0%</b>	<b>236 824</b>	<b>235 547</b>

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3.4 Construction									
	2019/20							2018/19	
	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
Transfers and subsidies	24 220	14 263	-	38 483	36 240	2 243	94.2%	50 373	50 156
Provinces and municipalities	24 220	14 263	-	38 483	36 240	2 243	94.2%	50 373	50 156
Payments for capital assets	1 559 196	41 557	-	1 600 753	1 600 753	-	100.0%	1 554 228	1 554 228
Buildings and other fixed structures	1 559 196	41 557	-	1 600 753	1 600 753	-	100.0%	1 554 228	1 554 228
<b>Total</b>	<b>1 583 416</b>	<b>55 820</b>	<b>-</b>	<b>1 639 236</b>	<b>1 636 993</b>	<b>2 243</b>	<b>99.9%</b>	<b>1 604 601</b>	<b>1 604 384</b>

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3.5 Maintenance									
	2019/20							2018/19	
	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	709 182	12 328	(192)	721 318	721 318	-	100.0%	695 075	694 978
Compensation of employees	135 630	(495)	-	135 135	135 135	-	100.0%	125 423	125 423
Goods and services	573 552	12 823	(192)	586 183	586 183	-	100.0%	569 652	569 555
Transfers and subsidies	21 998	(13 129)	131	9 000	7 594	1 406	84.4%	18 965	18 135
Provinces and municipalities	21 588	(13 129)	-	8 459	7 053	1 406	83.4%	18 192	17 362
Departmental agencies and accounts	-	-	-	-	-	-	-	1	1
Households	410	-	131	541	541	-	100.0%	772	772
Payments for capital assets	1 000 309	(2 583)	(2 202)	995 524	995 524	-	100.0%	846 592	846 592
Buildings and other fixed structures	908 475	(3 603)	-	904 872	904 872	-	100.0%	707 589	707 589
Machinery and equipment	85 564	(1 418)	(2 202)	81 944	81 944	-	100.0%	129 592	129 592
Intangible assets	6 270	2 438	-	8 708	8 708	-	100.0%	9 411	9 411
Payments for financial assets	210	140	-	350	350	-	100.0%	344	344
<b>Total</b>	<b>1 731 699</b>	<b>(3 244)</b>	<b>(2 263)</b>	<b>1 726 192</b>	<b>1 724 786</b>	<b>1 406</b>	<b>99.9%</b>	<b>1 560 976</b>	<b>1 560 049</b>

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Programme 4: Transport Operations									
2019/20								2018/19	
	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 Operations	2 843	(415)	-	2 428	2 428	-	100.0%	2 922	2 922
2. Public Transport Services	1 294 200	10 902	-	1 305 102	1 305 102	-	100.0%	1 161 628	1 161 627
3. Transport Safety and Compliance	6 837	346	-	7 183	6 917	266	96.3%	24 327	24 327
4. Transport Systems	224 179	(10 833)	(9 738)	203 608	203 474	134	99.9%	136 212	136 211
Total for sub programmes	1 528 059	-	(9 738)	1 518 321	1 517 921	400	100.0%	1 325 089	1 325 087

2019/20								2018/19	
	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	317 958	(37 280)	(9 239)	271 439	271 306	133	100.0%	240 461	240 460
Compensation of employees	21 476	-	543	22 019	22 019	-	100.0%	19 687	19 687
Salaries and wages	18 948	(5)	543	19 486	19 486	-	100.0%	17 474	17 474
Social contributions	2 528	5	-	2 533	2 533	-	100.0%	2 213	2 213
Goods and services	296 482	(37 280)	(9 782)	249 420	249 287	133	99.9%	220 774	220 773
Administrative fees	113	20	-	133	133	-	100.0%	146	146
Advertising	317	(40)	-	277	277	-	100.0%	9	9
Minor assets	144	(84)	-	60	60	-	100.0%	64	64
Catering: Departmental activities	23	(14)	-	9	9	-	100.0%	15	15
Communication	137	126	-	263	263	-	100.0%	128	128

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Computer services	105	36 043	-	36 148	36 148	-	100.0%	64	64
Consultants: Business and advisory services	273 172	(75 325)	(9 782)	188 065	187 932	133	99.9%	197 249	197 249
Legal services	12 642	915	-	13 557	13 557	-	100.0%	12 418	12 418
Contractors	10	(5)	-	5	5	-	100.0%	84	84
Entertainment	6	(4)	-	2	2	-	100.0%	4	3
Fleet services	7 155	899	-	8 054	8 054	-	100.0%	7 786	7 786
Consumable supplies	35	11	-	46	46	-	100.0%	19	19
Consumable: Stationery, printing and office supplies	83	1	-	84	84	-	100.0%	40	40
Operating leases	140	2	-	142	142	-	100.0%	156	156
Transport provided: Departmental activity	-	-	-	-	-	-	-	9	9
Travel and subsistence	2 325	188	-	2 513	2 513	-	100.0%	2 400	2 400
Training and development	-	-	-	-	-	-	-	125	125
Operating payments	75	(13)	-	62	62	-	100.0%	58	58
Transfers and subsidies	1 208 957	-	-	1 208 957	1 208 690	267	100.0%	1 083 584	1 083 583
Provinces and municipalities	202 747	-	-	202 747	202 481	266	99.9%	130 752	130 752
Municipalities	202 747	-	-	202 747	202 481	266	99.9%	130 752	130 752
Municipal bank accounts	202 747	-	-	202 747	202 481	266	99.9%	130 752	130 752
Departmental agencies and accounts	1	-	-	1	-	1	-	1	-
Departmental agencies	1	-	-	1	-	1	-	1	-
Public corporations and private enterprises	1 006 182	-	-	1 006 182	1 006 182	-	100.0%	952 824	952 824
Private enterprises	1 006 182	-	-	1 006 182	1 006 182	-	100.0%	952 824	952 824
Other transfers to private enterprises	1 006 182	-	-	1 006 182	1 006 182	-	100.0%	952 824	952 824
Households	27	-	-	27	27	-	100.0%	7	7
Social benefits	27	-	-	27	27	-	100.0%	7	7

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Payments for capital assets	1 144	37 279	(499)	37 924	37 924	-	100.0%	1 035	1 035
Machinery and equipment	1 144	-	(499)	645	645	-	100.0%	1 035	1 035
Transport equipment	49	20	-	69	69	-	100.0%	102	102
Other machinery and equipment	1 095	(20)	(499)	576	576	-	100.0%	933	933
Intangible assets	-	37 279	-	37 279	37 279	-	100.0%	-	-
Payments for financial assets	-	1	-	1	1	-	100.0%	9	9
<b>Total</b>	<b>1 528 059</b>	<b>-</b>	<b>(9 738)</b>	<b>1 518 321</b>	<b>1 517 921</b>	<b>400</b>	<b>100.0%</b>	<b>1 325 089</b>	<b>1 325 087</b>

4.1 Programme Support Operations									
Economic classification	2019/20						2018/19		
	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	2 712	(401)	-	2 311	2 311	-	100.0%	2 917	2 917
Compensation of employees	2 338	(314)	-	2 024	2 024	-	100.0%	2 593	2 593
Goods and services	374	(87)	-	287	287	-	100.0%	324	324
Payments for capital assets	131	(14)	-	117	117	-	100.0%	5	5
Machinery and equipment	131	(14)	-	117	117	-	100.0%	5	5
<b>Total</b>	<b>2 843</b>	<b>(415)</b>	<b>-</b>	<b>2 428</b>	<b>2 428</b>	<b>-</b>	<b>100.0%</b>	<b>2 922</b>	<b>2 922</b>



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4.2 Public Transport Services									
	2019/20						2018/19		
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	105 173	10 897	-	116 070	116 070	-	100.0%	97 563	97 562
Compensation of employees	12 051	(794)	-	11 257	11 257	-	100.0%	11 288	11 288
Goods and services	93 122	11 691	-	104 813	104 813	-	100.0%	86 275	86 274
Transfers and subsidies	1 188 956	-	-	1 188 956	1 188 956	-	100.0%	1 063 917	1 063 917
Provinces and municipalities	182 747	-	-	182 747	182 747	-	100.0%	111 086	111 086
Public corporations and private enterprises	1 006 182	-	-	1 006 182	1 006 182	-	100.0%	952 824	952 824
Households	27	-	-	27	27	-	100.0%	7	7
Payments for capital assets	71	5	-	76	76	-	100.0%	143	143
Machinery and equipment	71	5	-	76	76	-	100.0%	143	143
Payments for financial assets	-	-	-	-	-	-	-	5	5
<b>Total</b>	<b>1 294 200</b>	<b>10 902</b>	<b>-</b>	<b>1 305 102</b>	<b>1 305 102</b>	<b>-</b>	<b>100.0%</b>	<b>1 161 628</b>	<b>1 161 627</b>

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4.3 Transport Safety and Compliance									
	2019/20							2018/19	
	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	5 289	222	-	5 511	5 511	-	100.0%	4 595	4 595
Compensation of employees	4 339	136	-	4 475	4 475	-	100.0%	3 776	3 776
Goods and services	950	86	-	1 036	1 036	-	100.0%	819	819
Transfers and subsidies	1 500	-	-	1 500	1 234	266	82.3%	19 666	19 666
Provinces and municipalities	1 500	-	-	1 500	1 234	266	82.3%	19 666	19 666
Payments for capital assets	48	123	-	171	171	-	100.0%	62	62
Machinery and equipment	48	123	-	171	171	-	100.0%	62	62
Payments for financial assets	-	1	-	1	1	-	100.0%	4	4
<b>Total</b>	<b>6 837</b>	<b>346</b>	<b>-</b>	<b>7 183</b>	<b>6 917</b>	<b>266</b>	<b>96.3%</b>	<b>24 327</b>	<b>24 327</b>

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4.4 Transport Systems									
2019/20								2018/19	
	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	204 784	(47 998)	(9 239)	147 547	147 414	133	99.9%	135 386	135 386
Compensation of employees	2 748	972	543	4 263	4 263	-	100.0%	2 030	2 030
Goods and services	202 036	(48 970)	(9 782)	143 284	143 151	133	99.9%	133 356	133 356
Transfers and subsidies	18 501	-	-	18 501	18 500	1	100.0%	1	-
Provinces and municipalities	18 500	-	-	18 500	18 500	-	100.0%	-	-
Departmental agencies and accounts	1	-	-	1	-	1	-	1	-
Payments for capital assets	894	37 165	(499)	37 560	37 560	-	100.0%	825	825
Machinery and equipment	894	(114)	(499)	281	281	-	100.0%	825	825
Intangible assets	-	37 279	-	37 279	37 279	-	100.0%	-	-
<b>Total</b>	<b>224 179</b>	<b>(10 833)</b>	<b>(9 738)</b>	<b>203 608</b>	<b>203 474</b>	<b>134</b>	<b>99.9%</b>	<b>136 212</b>	<b>136 211</b>

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Programme 5: Transport Regulation									
2019/20							2018/19		
	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	6 488	(1 415)	-	5 073	5 073	-	100.0%	6 220	6 217
2. Transport Administration and Licensing	401 393	(2)	41 100	442 491	442 491	-	100.0%	404 016	404 014
3. Operator Licence and Permits	73 486	(1 818)	15	71 683	71 683	-	100.0%	71 183	71 090
4. Law Enforcement	351 266	3 235	10 571	365 072	365 072	-	100.0%	361 215	359 728
Total for sub programmes	832 633	-	51 686	884 319	884 319	-	100.0%	842 634	841 049

2019/20							2018/19		
	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	800 520	(583)	45 425	845 362	845 362	-	100.0%	802 908	802 908
Compensation of employees	313 350	-	3 817	317 167	317 167	-	100.0%	292 826	292 826
Salaries and wages	263 126	2 220	3 817	269 163	269 163	-	100.0%	248 602	248 602
Social contributions	50 224	(2 220)	-	48 004	48 004	-	100.0%	44 224	44 224
Goods and services	487 170	(583)	41 608	528 195	528 195	-	100.0%	510 082	510 082
Administrative fees	356 140	81	36 658	392 879	392 879	-	100.0%	358 193	358 193
Advertising	9 473	(6 325)	-	3 148	3 148	-	100.0%	23 182	23 182
Minor assets	717	(109)	-	608	608	-	100.0%	644	644
Catering: Departmental activities	1 242	(233)	-	1 009	1 009	-	100.0%	471	471

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Communication	5 064	(3 081)	-	1 983	1 983	-	100.0%	1 871	1 871
Computer services	12 699	(4 653)	-	8 046	8 046	-	100.0%	12 346	12 346
Consultants: Business and advisory services	9 506	6 190	4 950	20 646	20 646	-	100.0%	15 201	15 201
Legal services	3 126	(758)	-	2 368	2 368	-	100.0%	1 529	1 529
Contractors	2 622	145	-	2 767	2 767	-	100.0%	3 747	3 747
Agency and support / outsourced services	26 576	5 501	-	32 077	32 077	-	100.0%	30 229	30 229
Entertainment	13	(11)	-	2	2	-	100.0%	4	4
Fleet services	29 893	2 366	-	32 259	32 259	-	100.0%	26 531	26 531
Inventory: Other supplies	270	-	-	270	270	-	100.0%	-	-
Consumable supplies	2 655	(266)	-	2 389	2 389	-	100.0%	7 971	7 971
Consumable: Stationery, printing and office supplies	9 901	1 317	-	11 218	11 218	-	100.0%	12 330	12 330
Operating leases	2 277	(273)	-	2 004	2 004	-	100.0%	1 913	1 913
Property payments	2 958	(808)	-	2 150	2 150	-	100.0%	2 984	2 984
Travel and subsistence	9 136	457	-	9 593	9 593	-	100.0%	8 148	8 148
Training and development	263	(42)	-	221	221	-	100.0%	120	120
Operating payments	2 147	(583)	-	1 564	1 564	-	100.0%	1 522	1 522
Venues and facilities	490	264	-	754	754	-	100.0%	1 130	1 130
Rental and hiring	2	238	-	240	240	-	100.0%	16	16
Transfers and subsidies	642	-	253	895	895	-	100.0%	765	756
Provinces and municipalities	8	(4)	-	4	4	-	100.0%	11	7
Provinces	8	(4)	-	4	4	-	100.0%	11	7
Provincial agencies and funds	8	(4)	-	4	4	-	100.0%	11	7
Departmental agencies and accounts	7	(4)	-	3	3	-	100.0%	10	5
Departmental agencies	7	(4)	-	3	3	-	100.0%	10	5
Households	627	8	253	888	888	-	100.0%	744	744
Social benefits	515	8	179	702	702	-	100.0%	581	581

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Other transfers to households	112	-	74	186	186	-	100.0%	163	163
Payments for capital assets	31 471	-	6 008	37 479	37 479	-	100.0%	38 751	37 175
Machinery and equipment	28 307	(86)	1 566	29 787	29 787	-	100.0%	32 824	31 248
Transport equipment	25 936	435	1 566	27 937	27 937	-	100.0%	26 209	24 633
Other machinery and equipment	2 371	(521)	-	1 850	1 850	-	100.0%	6 615	6 615
Intangible assets	3 164	86	4 442	7 692	7 692	-	100.0%	5 927	5 927
Payments for financial assets	-	583	-	583	583	-	100.0%	210	210
<b>Total</b>	<b>832 633</b>	<b>-</b>	<b>51 686</b>	<b>884 319</b>	<b>884 319</b>	<b>-</b>	<b>100.0%</b>	<b>842 634</b>	<b>841 049</b>

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5.1 Programme Support Regulation									
2019/20								2018/19	
	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	6 455	(1 406)	-	5 049	5 049	-	100.0%	6 091	6 091
Compensation of employees	5 780	(1 178)	-	4 602	4 602	-	100.0%	5 664	5 664
Goods and services	675	(228)	-	447	447	-	100.0%	427	427
Transfers and subsidies	3	-	-	3	3	-	100.0%	1	-
Departmental agencies and accounts	1	-	-	1	1	-	100.0%	1	-
Households	2	-	-	2	2	-	100.0%	-	-
Payments for capital assets	30	(9)	-	21	21	-	100.0%	128	126
Machinery and equipment	30	(9)	-	21	21	-	100.0%	128	126
<b>Total</b>	<b>6 488</b>	<b>(1 415)</b>	<b>-</b>	<b>5 073</b>	<b>5 073</b>	<b>-</b>	<b>100.0%</b>	<b>6 220</b>	<b>6 217</b>

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5.2 Transport Administration and Licensing									
	2019/20							2018/19	
	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	397 577	(151)	36 658	434 084	434 084	-	100.0%	397 349	397 349
Compensation of employees	31 060	(951)	-	30 109	30 109	-	100.0%	28 361	28 361
Goods and services	366 517	800	36 658	403 975	403 975	-	100.0%	368 988	368 988
Transfers and subsidies	2	(2)	-	-	-	-	-	186	184
Departmental agencies and accounts	2	(2)	-	-	-	-	-	2	-
Households	-	-	-	-	-	-	-	184	184
Payments for capital assets	3 814	150	4 442	8 406	8 406	-	100.0%	6 481	6 481
Machinery and equipment	650	64	-	714	714	-	100.0%	554	554
Intangible assets	3 164	86	4 442	7 692	7 692	-	100.0%	5 927	5 927
Payments for financial assets	-	1	-	1	1	-	100.0%	-	-
<b>Total</b>	<b>401 393</b>	<b>(2)</b>	<b>41 100</b>	<b>442 491</b>	<b>442 491</b>	<b>-</b>	<b>100.0%</b>	<b>404 016</b>	<b>404 014</b>



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5.3 Operator Licence and Permits									
	2019/20							2018/19	
	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	72 768	(2 251)	-	70 517	70 517	-	100.0%	67 987	67 987
Compensation of employees	48 086	(719)	-	47 367	47 367	-	100.0%	42 175	42 175
Goods and services	24 682	(1 532)	-	23 150	23 150	-	100.0%	25 812	25 812
Transfers and subsidies	14	7	15	36	36	-	100.0%	142	142
Departmental agencies and accounts	1	(1)	-	-	-	-	-	1	1
Households	13	8	15	36	36	-	100.0%	141	141
Payments for capital assets	704	426	-	1 130	1 130	-	100.0%	3 054	2 961
Machinery and equipment	704	426	-	1 130	1 130	-	100.0%	3 054	2 961
<b>Total</b>	<b>73 486</b>	<b>(1 818)</b>	<b>15</b>	<b>71 683</b>	<b>71 683</b>	<b>-</b>	<b>100.0%</b>	<b>71 183</b>	<b>71 090</b>

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**APPROPRIATION STATEMENT  
for the year ended 31 March 2020**

5.4 Law Enforcement									
	2019/20							2018/19	
	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	323 720	3 225	8 767	335 712	335 712	-	100.0%	331 481	331 481
Compensation of employees	228 424	2 848	3 817	235 089	235 089	-	100.0%	216 626	216 626
Goods and services	95 296	377	4 950	100 623	100 623	-	100.0%	114 855	114 855
Transfers and subsidies	623	(5)	238	856	856	-	100.0%	436	430
Provinces and municipalities	8	(4)	-	4	4	-	100.0%	11	7
Departmental agencies and accounts	3	(1)	-	2	2	-	100.0%	6	4
Households	612	-	238	850	850	-	100.0%	419	419
Payments for capital assets	26 923	(567)	1 566	27 922	27 922	-	100.0%	29 088	27 607
Machinery and equipment	26 923	(567)	1 566	27 922	27 922	-	100.0%	29 088	27 607
Payments for financial assets	-	582	-	582	582	-	100.0%	210	210
<b>Total</b>	<b>351 266</b>	<b>3 235</b>	<b>10 571</b>	<b>365 072</b>	<b>365 072</b>	<b>-</b>	<b>100.0%</b>	<b>361 215</b>	<b>359 728</b>

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for the year ended 31 March 2020**

Programme 6: Community Based Programmes									
2019/20							2018/19		
	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 Community Based	2 362	(55)	(6)	2 301	2 301	-	100.0%	2 150	2 147
2. Innovation and Empowerment	40 945	350	(213)	41 082	41 082	-	100.0%	37 976	37 976
3. EPWP co-ordination and Compliance Monitoring	14 850	(295)	(1 006)	13 549	13 549	-	100.0%	15 752	15 752
Total for sub programmes	58 157	-	(1 225)	56 932	56 932	-	100.0%	55 878	55 875

2019/20							2018/19		
	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	57 184	(2)	(1 098)	56 084	56 084	-	100.0%	55 054	55 051
Compensation of employees	34 207	-	(1 119)	33 088	33 088	-	100.0%	32 268	32 265
Salaries and wages	30 291	-	(1 061)	29 230	29 230	-	100.0%	28 310	28 309
Social contributions	3 916	-	(58)	3 858	3 858	-	100.0%	3 958	3 956
Goods and services	22 977	(2)	21	22 996	22 996	-	100.0%	22 786	22 786
Administrative fees	94	(30)	-	64	64	-	100.0%	72	72
Advertising	346	(346)	-	-	-	-	-	-	-
Minor assets	14	(2)	-	12	12	-	100.0%	25	25
Catering: Departmental activities	616	448	-	1 064	1 064	-	100.0%	837	837
Communication	214	(22)	-	192	192	-	100.0%	179	179

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**APPROPRIATION STATEMENT  
for the year ended 31 March 2020**

Computer services	-	1	-	1	1	-	100.0%	-	-
Consultants: Business and advisory services	3 622	(431)	-	3 191	3 191	-	100.0%	3 804	3 804
Contractors	75	11	21	107	107	-	100.0%	68	68
Entertainment	4	(4)	-	-	-	-	-	-	-
Fleet services	873	16	-	889	889	-	100.0%	876	876
Consumable supplies	933	(114)	-	819	819	-	100.0%	550	550
Consumable: Stationery, printing and office supplies	172	(52)	-	120	120	-	100.0%	137	137
Operating leases	199	14	-	213	213	-	100.0%	186	186
Property Payments	-	-	-	-	-	-	-	59	59
Travel and subsistence	7 082	(577)	-	6 505	6 505	-	100.0%	5 954	5 954
Training and development	8 363	1 076	-	9 439	9 439	-	100.0%	9 740	9 740
Operating payments	127	(15)	-	112	112	-	100.0%	114	114
Venues and facilities	243	25	-	268	268	-	100.0%	185	185
Transfers and subsidies	21	-	1	22	22	-	100.0%	29	29
Households	21	-	1	22	22	-	100.0%	29	29
Social benefits	21	-	1	22	22	-	100.0%	29	29
Payments for capital assets	952	-	(128)	824	824	-	100.0%	795	795
Machinery and equipment	952	-	(128)	824	824	-	100.0%	795	795
Transport equipment	591	31	-	622	622	-	100.0%	602	602
Other machinery and equipment	361	(31)	(128)	202	202	-	100.0%	193	193
Payments for financial assets	-	2	-	2	2	-	100.0%	-	-
<b>Total</b>	<b>58 157</b>	<b>-</b>	<b>(1 225)</b>	<b>56 932</b>	<b>56 932</b>	<b>-</b>	<b>100.0%</b>	<b>55 878</b>	<b>55 875</b>

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6.1 Programme Support Community Based									
2019/20								2018/19	
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	2 281	(42)	(6)	2 233	2 233	-	100.0%	2 150	2 147
Compensation of employees	2 031	-	(6)	2 025	2 025	-	100.0%	1 918	1 915
Goods and services	250	(42)	-	208	208	-	100.0%	232	232
Payments for capital assets	81	(13)	-	68	68	-	100.0%	-	-
Machinery and equipment	81	(13)	-	68	68	-	100.0%	-	-
<b>Total</b>	<b>2 362</b>	<b>(55)</b>	<b>(6)</b>	<b>2 301</b>	<b>2 301</b>	<b>-</b>	<b>100.0%</b>	<b>2 150</b>	<b>2 147</b>

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for the year ended 31 March 2020**

6.2 Innovation and Empowerment									
2019/20								2018/19	
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	40 466	392	(162)	40 696	40 696	-	100.0%	37 589	37 589
Compensation of employees	19 380	28	(183)	19 225	19 225	-	100.0%	16 559	16 559
Goods and services	21 086	364	21	21 471	21 471	-	100.0%	21 030	21 030
Transfers and subsidies	4	-	1	5	5	-	100.0%	29	29
Households	4	-	1	5	5	-	100.0%	29	29
Payments for capital assets	475	(42)	(52)	381	381	-	100.0%	358	358
Machinery and equipment	475	(42)	(52)	381	381	-	100.0%	358	358
<b>Total</b>	<b>40 945</b>	<b>350</b>	<b>(213)</b>	<b>41 082</b>	<b>41 082</b>	<b>-</b>	<b>100.0%</b>	<b>37 976</b>	<b>37 976</b>

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**APPROPRIATION STATEMENT  
for the year ended 31 March 2020**

6.3 EPWP Co-ordination and Compliance Monitoring									
	2019/20							2018/19	
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	14 437	(352)	(930)	13 155	13 155	-	100.0%	15 315	15 315
Compensation of employees	12 796	(28)	(930)	11 838	11 838	-	100.0%	13 791	13 791
Goods and services	1 641	(324)	-	1 317	1 317	-	100.0%	1 524	1 524
Transfers and subsidies	17	-	-	17	17	-	100.0%	-	-
Households	17	-	-	17	17	-	100.0%	-	-
Payments for capital assets	396	55	(76)	375	375	-	100.0%	437	437
Machinery and equipment	396	55	(76)	375	375	-	100.0%	437	437
Payments for financial assets	-	2	-	2	2	-	100.0%	-	-
<b>Total</b>	<b>14 850</b>	<b>(295)</b>	<b>(1 006)</b>	<b>13 549</b>	<b>13 549</b>	<b>-</b>	<b>100.0%</b>	<b>15 752</b>	<b>15 752</b>

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**NOTES TO THE APPROPRIATION STATEMENT  
for the year ended 31 March 2020**

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 Appropriation <b>R'000</b>	Actual Expenditure <b>R'000</b>	Variance <b>R'000</b>	Variance as a % of Final Appropriation %
Current payments				
Compensation of employees	978 736	978 736	-	0.00%
Goods and services	2 548 098	2 547 832	266	0.01%
Transfers and subsidies				
Provinces and municipalities	860 259	850 619	9 640	1.12%
Departmental agencies and accounts	95	48	47	49.47%
Public corporations and private enterprises	1 006 182	1 006 182	-	0.00%
Households	14 810	14 294	516	3.48%
Payments for capital assets				
Buildings and other fixed structures	2 903 285	2 903 285	-	0.00%
Machinery and equipment	130 356	130 356	-	0.00%
Land and subsoil assets	28 214	28 214	-	0.00%
Intangible assets	86 557	86 557	-	0.00%
Payments for financial assets	996	996	-	0.00%

Saving on transfers due to a memorandum of agreement transfer to Saldanha municipality to fund the design and construction of the access road linking the Louville community to the Community Day Centre was not finalised before financial year-end.



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**NOTES TO THE APPROPRIATION STATEMENT  
for the year ended 31 March 2020**

4.2	Per conditional grant	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Appropriation
		<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>%</b>
	<u>Public Works Infrastructure / Transport Infrastructure</u>				
	Expanded Public Works Programme Integrated Grant for Province	12 469	12 469	-	0.00%
	<u>Transport Infrastructure</u>				
	Provincial Roads Maintenance Grant	1 040 051	1 040 051	-	0.00%
	<u>Transport Operations</u>				
	Public Transport Operations Grant	1 006 182	1 006 182	-	0.00%

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**STATEMENT OF FINANCIAL PERFORMANCE  
for the year ended 31 March 2020**

	Note	2019/20 R'000	2018/19 R'000
<b>REVENUE</b>			
Annual appropriation	1	8 557 588	7 869 021
Departmental revenue	2	240 683	135 466
<b>TOTAL REVENUE</b>		<b>8 798 271</b>	<b>8 004 487</b>
<b>EXPENDITURE</b>			
Current expenditure			
Compensation of employees	3	978 736	867 260
Goods and services	4	2 547 832	2 289 693
Interest and rent on land	5	-	23
Total current expenditure		3 526 568	3 156 976
Transfers and subsidies			
Transfers and subsidies	7	1 871 143	1 737 992
Total transfers and subsidies		1 871 143	1 737 992
Expenditure for capital assets			
Tangible assets	8	3 061 855	2 932 871
Intangible assets	8	86 557	24 602
Total expenditure for capital assets		3 148 412	2 957 473
Payments for financial assets	6	996	1 867
<b>TOTAL EXPENDITURE</b>		<b>8 547 119</b>	<b>7 854 308</b>
<b>SURPLUS FOR THE YEAR</b>		<b>251 152</b>	<b>150 179</b>
Reconciliation of Net Surplus for the year			
Voted funds		10 469	14 713
Annual appropriation		10 469	14 713
Departmental revenue	13	240 683	135 466
<b>SURPLUS FOR THE YEAR</b>		<b>251 152</b>	<b>150 179</b>

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**STATEMENT OF FINANCIAL POSITION  
as at 31 March 2020**

	Note	2019/20 R'000	2018/19 R'000
<b>ASSETS</b>			
Current assets		121 543	142 150
Cash and cash equivalents	9	66 849	93 788
Prepayments and advances	10	28 657	17 972
Receivables	11	26 037	30 390
Non-current assets		323	366
Receivables	11	323	366
<b>TOTAL ASSETS</b>		<b>121 866</b>	<b>142 516</b>
<b>LIABILITIES</b>			
Current liabilities		118 484	140 102
Voted funds to be surrendered to the Revenue Fund	12	10 469	14 713
Departmental revenue to be surrendered to the Revenue Fund	13	95 078	116 788
Payables	14	12 937	8 601
<b>TOTAL LIABILITIES</b>		<b>118 484</b>	<b>140 102</b>
<b>NET ASSETS</b>		<b>3 382</b>	<b>2 414</b>
Represented by:			
Recoverable revenue		3 382	2 414
<b>TOTAL</b>		<b>3 382</b>	<b>2 414</b>

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**STATEMENT OF CHANGES IN NET ASSETS  
for the year ended 31 March 2020**

	Note	2019/20 R'000	2018/19 R'000
Recoverable revenue			
Opening balance		2 414	3 207
Transfers:		968	(793)
Irrecoverable amounts written off	6.2	-	(925)
Debts revised		(66)	(348)
Debts recovered (included in departmental receipts)		(724)	(577)
Debts raised		1 758	1 057
Closing balance		<u>3 382</u>	<u>2 414</u>
<b>TOTAL</b>		<u><u>3 382</u></u>	<u><u>2 414</u></u>

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**CASH FLOW STATEMENT  
for the year ended 31 March 2020**

	Note	2019/20 R'000	2018/19 R'000
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>			
Receipts		10 526 185	9 698 182
Annual appropriated funds received	1.1	8 557 588	7 869 021
Departmental revenue received	2	1 968 316	1 829 019
Interest received	2.3	281	142
Net (increase)/decrease in working capital		(1 996)	(8 767)
Surrendered to Revenue Fund		(2 005 049)	(1 872 979)
Current payments		(3 526 568)	(3 156 953)
Interest paid	5	-	(23)
Payments for financial assets		(996)	(1 867)
Transfers and subsidies paid		(1 871 143)	(1 737 992)
Net cash flow available from operating activities	15	<u>3 120 433</u>	<u>2 919 601</u>
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>			
Payments for capital assets	8	(3 148 412)	(2 957 473)
Proceeds from sale of capital assets	2.4	29	6 283
(Increase)/decrease in non-current receivables		43	(33)
Net cash flows from investing activities		<u>(3 148 340)</u>	<u>(2 951 223)</u>
<b>CASH FLOWS FROM FINANCING ACTIVITIES</b>			
Increase/(decrease) in net assets		968	(793)
Net cash flows from financing activities		<u>968</u>	<u>(793)</u>
Net increase/(decrease) in cash and cash equivalents		(26 939)	(32 415)
Cash and cash equivalents at beginning of period		93 788	126 203
Cash and cash equivalents at end of period	16	<u><u>66 849</u></u>	<u><u>93 788</u></u>

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**NOTES TO THE ANNUAL FINANCIAL STATEMENTS  
for the year ended 31 March 2020**

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 recognised as a payable / receivable in the statement of financial position.

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- 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.  
The finance lease commitments are recorded in the notes to the financial statements and are not

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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.

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 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



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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 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.

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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

Capital commitments are recorded at cost in the notes to the financial statements.

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 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,

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transferred to receivables for recovery, not condoned and removed or written-off.

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 estimates and errors

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

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 Provincial Revenue Fund when recovered or are transferred to the statement of financial performance when written-off.

26 Related party transactions

**Related party transactions within the Minister/MEC's portfolio are recorded in the notes to the financial**

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statements when the transaction is not at arm's length.

The number of individuals and the full compensation of key management personnel 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:

	2019/20			2018/19		
	Final	Actual	Funds not	Final	Appropriation	Funds not
	Appropriation	Funds	requested/ not received	Appropriation	Received	requested/ not received
	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>
Administration	305 611	305 611	-	196 359	196 359	-
Public Works Infrastructure	2 152 964	2 152 964	-	1 919 926	1 919 926	-
Transport Infrastructure	3 639 441	3 639 441	-	3 529 135	3 529 135	-
Transport Operations	1 518 321	1 518 321	-	1 325 089	1 325 089	-
Transport Regulation	884 319	884 319	-	842 634	842 634	-
Community Based Programmes	56 932	56 932	-	55 878	55 878	-
<b>Total</b>	<b>8 557 588</b>	<b>8 557 588</b>	<b>-</b>	<b>7 869 021</b>	<b>7 869 021</b>	<b>-</b>

1.2 Conditional grants

	Note	2019/20	2018/19
		<b>R'000</b>	<b>R'000</b>
Total grants received	33	<u>2 058 702</u>	<u>1 972 824</u>

2. Departmental revenue

	Note	2019/20	2018/19
		<b>R'000</b>	<b>R'000</b>
Tax revenue		1 804 408	1 684 941
Sales of goods and services other than capital assets	2.1	145 681	119 028
Fines, penalties and forfeits	2.2	3 810	2 409
Interest, dividends and rent on land	2.3	281	142
Sales of capital assets	2.4	29	6 283
Transactions in financial assets and liabilities	2.5	14 417	15 641
Transfer received	2.6	-	7 000
Total revenue collected		<u>1 968 626</u>	<u>1 835 444</u>
Less: Own revenue included in appropriation	13	<u>(1 727 943)</u>	<u>(1 699 978)</u>
Departmental revenue collected		<u>240 683</u>	<u>135 466</u>

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2.1	Sales of goods and services other than capital assets		2019/20	2018/19
		Note		
		2	<b>R'000</b>	<b>R'000</b>
	Sales of goods and services produced by the department		145 411	117 457
	Sales by market establishment		84 600	82 325
	Administrative fees		57 566	31 653
	Other sales		3 245	3 479
	Sales of scrap, waste and other used current goods		270	1 571
	Total		145 681	119 028
2.2	Fines, penalties and forfeits		2019/20	2018/19
		Note		
		2	<b>R'000</b>	<b>R'000</b>
	Fines – Impound fees		3 810	2 409
	Total		3 810	2 409
2.3	Interest, dividends and rent on land		2019/20	2018/19
		Note		
		2	<b>R'000</b>	<b>R'000</b>
	Interest		281	142
	Total		281	142
2.4	Sale of capital assets		2019/20	2018/19
		Note		
		2	<b>R'000</b>	<b>R'000</b>
	Tangible assets			
	Buildings and other fixed structures		-	1 500
	Machinery and equipment		-	4 783
	Land and subsoil assets	30	29	-
	Total		29	6 283
2.5	Transactions in financial assets and liabilities		2019/20	2018/19
		Note		
		2	<b>R'000</b>	<b>R'000</b>
	Receivables		926	1 637
	Other Receipts including Recoverable Revenue		13 491	14 004
	Total		14 417	15 641
2.6	Transfers received		2019/20	2018/19
		Note		
		2	<b>R'000</b>	<b>R'000</b>
	Other governmental units		-	7 000
	Total		-	7 000

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3.	Compensation of employees		
3.1	Salaries and Wages		
		2019/20	2018/19
		<b>R'000</b>	<b>R'000</b>
	Basic salary	677 610	594 310
	Performance award	4 739	11 146
	Service Based	1 704	1 602
	Compensative/circumstantial	30 939	27 840
	Periodic payments	715	290
	Other non-pensionable allowances	128 232	112 629
	Total	<u>843 939</u>	<u>747 817</u>
3.2	Social contributions		
		2019/20	2018/19
		<b>R'000</b>	<b>R'000</b>
	Employer contributions		
	Pension	83 104	73 326
	Medical	51 464	45 920
	Bargaining council	229	197
	Total	<u>134 797</u>	<u>119 443</u>
	Total compensation of employees	<u>978 736</u>	<u>867 260</u>
	Average number of employees	<u>2 386</u>	<u>2 236</u>

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4.	Goods and services			
		Note	2019/20	2018/19
			<b>R'000</b>	<b>R'000</b>
	Administrative fees		393 851	358 653
	Advertising		19 208	24 276
	Minor assets	4.1	5 231	4 711
	Bursaries (employees)		3 024	2 081
	Catering		3 122	2 236
	Communication		6 383	5 356
	Computer services	4.2	96 807	61 982
	Consultants: Business and advisory services		452 218	390 665
	Infrastructure and planning services		92 144	45 182
	Laboratory services		27	5
	Legal services		25 912	20 896
	Contractors		471 145	447 327
	Agency and support / outsourced services		33 874	41 855
	Entertainment		29	42
	Audit cost – external	4.3	9 553	9 307
	Fleet services		68 192	62 122
	Inventory	4.4	934	2 683
	Consumables	4.5	43 159	54 041
	Operating leases		206 577	177 372
	Property payments	4.6	552 721	522 751
	Rental and hiring		247	16
	Transport provided as part of the departmental activities		-	9
	Travel and subsistence	4.7	33 876	30 133
	Venues and facilities		1 567	1 694
	Training and development		23 302	19 727
	Other operating expenditure	4.8	4 729	4 571
	<b>Total</b>		<b>2 547 832</b>	<b>2 289 693</b>
			<hr/> <hr/>	<hr/> <hr/>
4.1	Minor assets			
		Note	2019/20	2018/19
		4	<b>R'000</b>	<b>R'000</b>
	Tangible assets			
	Machinery and equipment		5 231	4 711
	<b>Total</b>		<b>5 231</b>	<b>4 711</b>
			<hr/> <hr/>	<hr/> <hr/>
4.2	Computer services			
		Note	2019/20	2018/19
		4	<b>R'000</b>	<b>R'000</b>
	SITA computer services		1 820	1 891
	External computer service providers		94 987	60 091
	<b>Total</b>		<b>96 807</b>	<b>61 982</b>
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4.3	Audit cost – External		2019/20	2018/19
		Note		
		4	<b>R'000</b>	<b>R'000</b>
	Regularity audits		9 283	8 952
	Computer audits		270	355
	Total		<u>9 553</u>	<u>9 307</u>
4.4	Inventory		2019/20	2018/19
		Note		
			<b>R'000</b>	<b>R'000</b>
	Other supplies	4.4.1	934	2 683
	Total		<u>934</u>	<u>2 683</u>
4.4.1	Other supplies		2019/20	2018/19
		Note		
		4.4	<b>R'000</b>	<b>R'000</b>
	Ammunition and security supplies		270	-
	Assets for distribution			
	Other assets for distribution		664	2 683
	Total		<u>934</u>	<u>2 683</u>
4.5	Consumables		2019/20	2018/19
		Note		
		4	<b>R'000</b>	<b>R'000</b>
	Consumable supplies		28 758	38 473
	Uniform and clothing		2 591	5 162
	Household supplies		3 859	2 188
	Building material and supplies		20 552	25 843
	Communication accessories		26	3 623
	IT consumables		164	231
	Other consumables		1 566	1 426
	Stationery, printing and office supplies		14 401	15 568
	Total		<u>43 159</u>	<u>54 041</u>
4.6	Property payments		2019/20	2018/19
		Note		
		4	<b>R'000</b>	<b>R'000</b>
	Municipal services		141 822	124 633
	Property management fees		2 594	4 854
	Property maintenance and repairs		259 276	249 513
	Other		149 029	143 751
	Total		<u>552 721</u>	<u>522 751</u>

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4.7	Travel and subsistence	Note 4	2019/20 <b>R'000</b>	2018/19 <b>R'000</b>
	Local		33 202	29 093
	Foreign		674	1 040
	Total		<u>33 876</u>	<u>30 133</u>
4.8	Other operating expenditure	Note 4	2019/20 <b>R'000</b>	2018/19 <b>R'000</b>
	Professional bodies, membership and subscription fees		183	234
	Resettlement costs		582	380
	Other		3 964	3 957
	Total		<u>4 729</u>	<u>4 571</u>
5.	Interest and rent on land	Note	2019/20 <b>R'000</b>	2018/19 <b>R'000</b>
	Interest paid		-	23
	Total		<u>-</u>	<u>23</u>
6.	Payments for financial assets	Note	2019/20 <b>R'000</b>	2018/19 <b>R'000</b>
	Other material losses written off	6.1	996	718
	Debts written off	6.2	-	1 149
	Total		<u>996</u>	<u>1 867</u>
6.1	Other material losses written off	Note 6	2019/20 <b>R'000</b>	2018/19 <b>R'000</b>
	Nature of losses			
	Damages and losses to Government Motor Transport Vehicles (35 cases)		636	346
	Damages and losses to Road Construction and Maintenance Plant Equipment (77 cases)		343	344
	Damages to rental vehicles (5 cases)		7	6
	Other Losses (4 cases)		10	22
	Total		<u>996</u>	<u>718</u>

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6.2	Debts written off		2019/20	2018/19
		Note	<b>R'000</b>	<b>R'000</b>
		6		
	Nature of debts written off			
	Recoverable revenue written off			
	Debts - Ex-employees (2 cases)		-	5
	Other (17 cases)		-	249
	Debts - Bursaries (4 cases)		-	671
	Total		<u>-</u>	<u>925</u>
	Other debt written off			
	Other debts (37 cases)		-	218
	Debts - Ex Employees (4 cases)		-	6
	Total		<u>-</u>	<u>224</u>
	Total debt written off		<u>-</u>	<u>1 149</u>
7.	Transfers and subsidies		2019/20	2018/19
			<b>R'000</b>	<b>R'000</b>
		Note		
	Provinces and municipalities	Annex 1A	850 619	770 599
	Departmental agencies and accounts	Annex 1B	48	49
	Public corporations and private enterprises	Annex 1C	1 006 182	952 824
	Households	Annex 1D	14 294	14 520
	Total		<u>1 871 143</u>	<u>1 737 992</u>
8.	Expenditure for capital assets		2019/20	2018/19
		Note	<b>R'000</b>	<b>R'000</b>
	Tangible assets		3 061 855	2 932 871
	Buildings and other fixed structures	30	2 903 285	2 722 520
	Machinery and equipment	28	130 356	177 394
	Land and subsoil assets	30	28 214	32 957
	Intangible assets		86 557	24 602
	Software	29	86 557	24 602
	Total		<u>3 148 412</u>	<u>2 957 473</u>

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8.1	Analysis of funds utilised to acquire capital assets – 2019/20			
		Voted funds	Aid assistance	Total
		<b>R'000</b>	<b>R'000</b>	<b>R'000</b>
	Tangible assets	3 061 855	-	3 061 855
	Buildings and other fixed structures	2 903 285	-	2 903 285
	Machinery and equipment	130 356	-	130 356
	Land and subsoil assets	28 214	-	28 214
	Intangible assets	86 557	-	86 557
	Software	86 557	-	86 557
	Total	<u>3 148 412</u>	<u>-</u>	<u>3 148 412</u>
8.2	Analysis of funds utilised to acquire capital assets – 2018/19			
		Voted funds	Aid assistance	Total
		<b>R'000</b>	<b>R'000</b>	<b>R'000</b>
	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	<u>2 957 473</u>	<u>-</u>	<u>2 957 473</u>
8.3	Finance lease expenditure included in Expenditure for capital assets			
		Note	2019/20	2018/19
			<b>R'000</b>	<b>R'000</b>
	Tangible assets			
	Machinery and equipment		34 063	30 288
	Total		<u>34 063</u>	<u>30 288</u>
9.	Cash and cash equivalents			
		Note	2019/20	2018/19
			<b>R'000</b>	<b>R'000</b>
	Consolidated Paymaster General Account		69 863	141 203
	Disbursements		(3 019)	(47 420)
	Cash on hand		5	5
	Total		<u>66 849</u>	<u>93 788</u>

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10.	Prepayments and advances				
		Note	2019/20	2018/19	
			<b>R'000</b>	<b>R'000</b>	
	Travel and subsistence		159	71	
	Advances paid (Not expensed)	10.1	28 498	17 901	
	<b>Total</b>		<b>28 657</b>	<b>17 972</b>	

10.1	Advances paid (Not expensed)				
	Note	Less: Amount expensed in current year	*Add or Less: Other	Add: Current Year advances	Balance as at 31 March 2020
	10	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>
	District Municipalities	17 901	(5 937)	(2 650)	19 184
	<b>Total</b>	<b>17 901</b>	<b>(5 937)</b>	<b>(2 650)</b>	<b>19 184</b>

\*Add or Less Other - Repayments from District Municipalities of prior period unspent advances received.

	Note	Less: Amount expensed in current year	Add or Less: Other	Add: Current Year advances	Balance as at 31 March 2019
	10	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>
	District Municipalities	15 694	(567)	-	2 774
	<b>Total</b>	<b>15 694</b>	<b>(567)</b>	<b>-</b>	<b>2 774</b>

10.2	Advances paid (Expensed)				
	Note	Amount as at 1 April 2018	Less: Received in the current year	Add or Less: Other	Add: Current Year advances
		<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>
	Government Transport	20 000	(20 000)	-	-
	<b>Total</b>	<b>20 000</b>	<b>(20 000)</b>	<b>-</b>	<b>-</b>

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11. Receivables		2019/20			2018/19		
		Current R'000	Non-current R'000	Total R'000	Current R'000	Non-current R'000	Total R'000
	Note						
Claims recoverable	11.1	16 660	-	16 660	23 005	-	23 005
Recoverable expenditure	11.2	3 094	-	3 094	3 228	-	3 228
Staff debt	11.3	6 283	323	6 606	4 157	366	4 523
<b>Total</b>		<b>26 037</b>	<b>323</b>	<b>26 360</b>	<b>30 390</b>	<b>366</b>	<b>30 756</b>

11.1 Claims recoverable		Note	2019/20 R'000	2018/19 R'000
National departments		Annex 3	-	371
Provincial departments		Annex 3	8 780	7 945
Trading entity		Annex 3	7 526	3 399
Households and non-profit institutions			169	181
Local governments			185	11 109
<b>Total</b>			<b>16 660</b>	<b>23 005</b>

11.2 Recoverable expenditure (disallowance accounts)		Note	2019/20 R'000	2018/19 R'000
Disallowance: Miscellaneous		11	104	234
Disallowance: Damages and Losses			2 990	2 994
<b>Total</b>			<b>3 094</b>	<b>3 228</b>

11.3 Staff debt		Note	2019/20 R'000	2018/19 R'000
Staff Debt/Ex-employees/Bursary Debt		11	6 601	4 519
Salary Tax Debt			1	1
Salary Medical Aid Debt			4	1
Salary Pension Fund			-	2
<b>Total</b>			<b>6 606</b>	<b>4 523</b>

11.4 Impairment of receivables		Note	2019/20 R'000	2018/19 R'000
Estimate of impairment of receivables			2 968	2 642
<b>Total</b>			<b>2 968</b>	<b>2 642</b>

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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		2019/20	2018/19
		Note	<b>R'000</b>	<b>R'000</b>
	Opening balance		14 713	44 968
	Transfer from statement of financial performance		10 469	14 713
	Paid during the year		<u>(14 713)</u>	<u>(44 968)</u>
	Closing balance		<u>10 469</u>	<u>14 713</u>
13.	Departmental revenue and NRF Receipts to be surrendered to the Revenue Fund		2019/20	2018/19
		Note	<b>R'000</b>	<b>R'000</b>
	Opening balance		116 788	109 355
	Transfer from Statement of Financial Performance		240 683	135 466
	Own revenue included in appropriation		1 727 943	1 699 978
	Paid during the year		<u>(1 990 336)</u>	<u>(1 828 011)</u>
	Closing balance		<u>95 078</u>	<u>116 788</u>
14.	Payables – current		2019/20	2018/19
			<b>R'000</b>	<b>R'000</b>
	Clearing accounts	14.1	268	285
	Other payables	14.2	<u>12 669</u>	<u>8 316</u>
	Total		<u>12 937</u>	<u>8 601</u>
14.1	Clearing accounts		2019/20	2018/19
		Note	<b>R'000</b>	<b>R'000</b>
	Salary: Government Employees Housing Scheme refunds	14	139	121
	Salary: Income Tax		91	164
	Salary: Pension Fund		<u>38</u>	<u>-</u>
	Total		<u>268</u>	<u>285</u>
14.2	Other payables		2019/20	2018/19
		Note	<b>R'000</b>	<b>R'000</b>
	Learnership Skills Fund	14	2 500	2 704
	Contractor Guarantees		2 637	2 442
	E- Natis (Administrative fees)		<u>7 532</u>	<u>3 170</u>
	Total		<u>12 669</u>	<u>8 316</u>

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15.	Net cash flow available from operating activities	Note	2019/20	2018/19
			<b>R'000</b>	<b>R'000</b>
	Net surplus as per Statement of Financial Performance		251 152	150 179
	Add back non-cash/cash movements not deemed operating activities		2 869 281	2 769 422
	*(Increase)/decrease in receivables		4 353	(1 501)
	(Increase)/decrease in prepayments and advances		(10 685)	(2 193)
	Increase/(decrease) in payables – current		4 336	(5 073)
	Proceeds from sale of capital assets		(29)	(6 283)
	Expenditure on capital assets		3 148 412	2 957 473
	Surrenders to Revenue Fund		(2 005 049)	(1 872 979)
	Own revenue included in appropriation		1 727 943	1 699 978
	Net cash flow generated by operating activities		3 120 433	2 919 601
16.	Reconciliation of cash and cash equivalents for cash flow purposes	Note	2019/20	2018/19
			<b>R'000</b>	<b>R'000</b>
	Consolidated Paymaster General account		69 863	141 203
	Disbursements		(3 019)	(47 420)
	Cash on hand		5	5
	Total		66 849	93 788



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17. Contingent liabilities and contingent assets

17.1 Contingent liabilities

		Note	2019/20 R'000	2018/19 R'000
Liable to	Nature			
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	97 261	40 274
***Various Departments	Intergovernmental payables (unconfirmed balances)	Annex 4	6	2 809
Total			112 091	57 907

\*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 29 PILIR cases under investigation which were as yet not finalised by the Department of the Premier as at 31 March 2020.

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. Capital Commitments

	Note	2019/20 R'000	2018/19 R'000
<u>Class of Capital Asset</u>			
Buildings & other fixed structures		1 513 451	3 028 728
Machinery & equipment		28 954	12 588
Total		1 542 405	3 041 316

The Modified Cash Standard has been revised in respect of the disclosure of commitments, which only includes commitments for capital expenditure. In the 2018/19 AFS, current and capital commitments amounted to R3,479,524 (R'000), which consisted of Capital Commitments of R3,041,316 (R'000) and Current Commitments of R438,208 (R'000).

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19. Accruals and payables not recognised

19.1 Accruals

			2019/20	2018/19
			<b>R'000</b>	<b>R'000</b>
Listed by economic classification				
	30 Days	30+ Days	Total	Total
Goods and services	86 637	-	86 637	89 686
Transfers and subsidies	6 119	-	6 119	3 489
Capital assets	49 752	-	49 752	51 360
Total	<u>142 508</u>	<u>-</u>	<u>142 508</u>	<u>144 535</u>
		Note	2019/20	2018/19
			<b>R'000</b>	<b>R'000</b>
Listed by programme level				
Programme 1: Administration			12 541	5 276
Programme 2: Public Works Infrastructure			14 628	23 356
Programme 3: Transport Infrastructure			90 283	97 464
Programme 4: Transport Operations			7 048	222
Programme 5: Transport Regulation			17 548	18 079
Programme 6: Community Based Programmes			<u>460</u>	<u>138</u>
Total			<u>142 508</u>	<u>144 535</u>

The material accruals represent property payments, maintenance and repairs and capital project payments.

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19.2 Payables not recognised

			2019/20 <b>R'000</b>	2018/19 <b>R'000</b>
Listed by economic classification				
	30 Days	30+ Days	Total	Total
Goods and services	25 854	7	25 861	29 675
Transfers and subsidies	78	-	78	112
Capital assets	43 079	-	43 079	26 381
Total	<u>69 011</u>	<u>7</u>	<u>69 018</u>	<u>56 168</u>
		Note	2019/20 <b>R'000</b>	2018/19 <b>R'000</b>
Listed by programme level				
Programme 1: Administration			1 403	85
Programme 2: Public Works Infrastructure			19 996	20 006
Programme 3: Transport Infrastructure			46 085	33 128
Programme 4: Transport Operations			1 097	2 057
Programme 5: Transport Regulation			-	803
Programme 6: Community Based Programmes			437	89
Total			<u>69 018</u>	<u>56 168</u>
		Note	2019/20 <b>R'000</b>	2018/19 <b>R'000</b>
Included in the above totals are the following:				
Confirmed balances with other departments		Annex 4	218	262
Confirmed balances with other government entities		Annex 4	5 239	4 232
Total			<u>5 457</u>	<u>4 494</u>

The material payables represent property payments, maintenance and repairs and capital project payments.

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20. Employee benefits

	Note	2019/20	2018/19
		<b>R'000</b>	<b>R'000</b>
*Leave entitlement		31 645	27 842
Service bonus (Thirteenth cheque)		23 718	21 312
Performance awards		4 827	4 044
Capped leave commitments		22 403	22 827
**Other		6 563	5 278
<b>Total</b>		<b>89 156</b>	<b>81 303</b>

\*Negative leave amounts for 2019/20 of R1,783 million is not included in the leave entitlement provision.

\*\*Included in Other:

Long service awards: At this stage the department is not able to reliably measure the long-term portion of the long service awards.

Accruals: Represents accruals in respect of compensation of employees.

Exit gratuity: A provision made for an exit gratuity of R 1,384 million (2019/20) owing to Minister BS Madikizela and R1,366 million (2018/19) owing to Minister DAC Grant.

21. Lease commitments

21.1 Operating leases

	Buildings and other fixed structures	Machinery and equipment	Total
	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>
2019/20			
Not later than 1 year	151 251	3 069	154 320
Later than 1 year and not later than 5 years	221 121	1 166	222 287
Later than five years	47 872	-	47 872
<b>Total lease commitments</b>	<b>420 244</b>	<b>4 235</b>	<b>424 479</b>

	Buildings and other fixed structures	Machinery and equipment	Total
	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>
2018/19			
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
<b>Total lease commitments</b>	<b>365 604</b>	<b>6 868</b>	<b>372 472</b>

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 10%. The Department currently leases 180 facilities.

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21.2 Finance leases

	Machinery and equipment	Total
	<b>R'000</b>	<b>R'000</b>
2019/20		
Not later than 1 year	34 284	34 284
Later than 1 year and not later than 5 years	48 555	48 555
Total lease commitments	<u>82 839</u>	<u>82 839</u>
2018/19		
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	<u>85 531</u>	<u>85 531</u>

Machinery and equipment are in respect of finance leases transport assets. The department leased 495 vehicles from Government Motor Transport (GMT) as at 31 March 2020 (March 2019: 501 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

	Buildings and other fixed structures	Total
	<b>R'000</b>	<b>R'000</b>
2019/20		
Not later than 1 year	51 730	51 730
Later than 1 year and not later than 5 years	139 848	139 848
Later than five years	159 067	159 067
Total operating lease revenue receivable	<u>350 645</u>	<u>350 645</u>
2018/19		
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	<u>398 633</u>	<u>398 633</u>

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 45 leases. The leases have an annual escalation of between 0% and 9%.

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22.	Accrued departmental revenue			
		Note	2019/20	2018/19
			<b>R'000</b>	<b>R'000</b>
	Tax revenue		36 234	39 760
	Sales of goods and services other than capital assets		81 529	74 759
	Sales of capital assets		-	200
	Total		<u>117 763</u>	<u>114 719</u>

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 R1,518 million rental income per year. Credit balances to the value of R 8,601 million were excluded when calculating the outstanding debt.

22.1	Analysis of accrued departmental revenue			
		Note	2019/20	2018/19
			<b>R'000</b>	<b>R'000</b>
	Opening balance		114 719	101 036
	Less: amounts received		(124 360)	(102 981)
	Add: amounts recorded		127 604	118 159
	Less: amounts written-off/reversed as irrecoverable		-	(1 495)
	Less: amounts transferred to receivables for recovery		(200)	-
	Closing balance		<u>117 763</u>	<u>114 719</u>

22.2	Accrued department revenue written off			
		Note	2019/20	2018/19
			<b>R'000</b>	<b>R'000</b>
	Nature of losses			
	Rentals - Irrecoverable		-	1 495
	Total		<u>-</u>	<u>1 495</u>

22.3	Impairment of accrued departmental revenue			
		Note	2019/20	2018/19
			<b>R'000</b>	<b>R'000</b>
	Estimate of impairment of accrued departmental revenue		<u>42 586</u>	<u>43 331</u>
	Total		<u>42 586</u>	<u>43 331</u>

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	2019/20 <b>R'000</b>	2018/19 <b>R'000</b>
Opening balance		-	447
Add: Irregular expenditure – relating to prior year	23.2	118	-
Add: Irregular expenditure – relating to current year		-	1
Less: Prior year amounts condoned		-	(447)
Less: Current year amounts condoned		-	(1)
Closing balance		118	-
Analysis of awaiting condonation per age classification			
Prior year		118	-
Total		118	-

23.2 Details of current and prior year irregular expenditure – added current year (under determination and investigation)

		2019/20 <b>R'000</b>
Incident	Disciplinary steps taken/criminal proceedings	-
Non-compliance to PPR (Local content)	Cautionary letters issued	118
1 case		-
Total		118

Discovered during the audit of 2018/2019 and noted as such in the Financial Statements of 2018/2019.

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 & Chrysalis Academy)
- 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

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- 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 Industry Development Board
- Western Cape Nature Conservation Board
- Higher Educations Institutions (including University of the Western Cape, University of Cape Town, University of Stellenbosch, Cape Peninsula University of Technology 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.



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25.	Key management personnel	No. of Individuals	2019/20  <b>R'000</b>	2018/19  <b>R'000</b>
	Political office bearers (MEC)	2	2 746	1 978
	Officials:			
	*Management	18	<u>24 708</u>	<u>27 223</u>
	Total		<u><u>27 454</u></u>	<u><u>29 201</u></u>

\*Management refers to Level 14's and above of the department who has significant influence over the financial and operational policy decisions of the department.

26.	Public Private Partnership	Note	2019/20  <b>R'000</b>	2018/19  <b>R'000</b>
	Other			
	Other obligations		<u>18 290</u>	<u>16 367</u>
	Total		<u><u>18 290</u></u>	<u><u>16 367</u></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 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 Concessionaire 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

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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. Non adjusting events after the reporting date

The Department has assessed the impact of the COVID 19 pandemic that resulted in a Country lock- down. No further reporting of information in the 2019/20 AFS is deemed material due to COVID 19.

28. Movable Tangible Capital Assets

MOVEMENT IN MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2020

	Opening balance <b>R'000</b>	Value adjustments <b>R'000</b>	Additions <b>R'000</b>	Disposals <b>R'000</b>	Closing Balance <b>R'000</b>
HERITAGE ASSETS	4 912	-	-	(4 473)	439
Heritage assets	4 912	-	-	(4 473)	439
MACHINERY AND EQUIPMENT	860 436	-	95 265	(5 695)	950 006
Transport assets	314 912	-	31 007	-	345 919
Computer equipment	63 096	-	12 645	(4 556)	71 185
Furniture and office equipment	6 814	-	863	(598)	7 079
Other machinery and equipment	475 614	-	50 750	(541)	525 823
<b>TOTAL MOVABLE TANGIBLE CAPITAL ASSETS</b>	<b>865 348</b>	<b>-</b>	<b>95 265</b>	<b>(10 168)</b>	<b>950 445</b>

Information on GG Vehicle Finance lease assets for the current and comparative years are disclosed in an annexure to the AFS.

Movable Tangible Capital Assets under investigation

Included in the above total of the moveable capital assets per the asset register are assets that are under investigation:

	Number	Value <b>R'000</b>
Machinery and equipment	204	2 768

Financial Governance and Asset Management is currently investigating these items, which may have been lost or stolen.

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28.1 Additions

ADDITIONS TO MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2020

	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	130 419	28	(35 902)	720	95 265
Transport assets	65 320	-	(34 313)	-	31 007
Computer equipment	11 925	-	-	720	12 645
Furniture and office equipment	863	-	-	-	863
Other machinery and equipment	52 311	28	(1 589)	-	50 750
<b>TOTAL ADDITIONS TO MOVABLE TANGIBLE CAPITAL ASSETS</b>	<b>130 419</b>	<b>28</b>	<b>(35 902)</b>	<b>720</b>	<b>95 265</b>

28.2 Disposals

DISPOSALS OF MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2020

	Sold for cash R'000	Non-cash disposal R'000	Total disposals R'000	Cash received Actual R'000
HERITAGE ASSETS	19	4 454	4 473	
Heritage assets	19	4 454	4 473	-
MACHINERY AND EQUIPMENT	5 495	200	5 695	-
Computer equipment	4 556	-	4 556	-
Furniture and office equipment	434	164	598	-
Other machinery and equipment	505	36	541	-
<b>TOTAL DISPOSAL OF MOVABLE TANGIBLE CAPITAL ASSETS</b>	<b>5 514</b>	<b>4 654</b>	<b>10 168</b>	<b>-</b>

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28.3 Movement for 2018/19

MOVEMENT IN TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2019

	Opening balance <b>R'000</b>	Prior period error <b>R'000</b>	Additions <b>R'000</b>	Disposals <b>R'000</b>	Closing Balance <b>R'000</b>
HERITAGE ASSETS	4 912	-	-	-	4 912
Heritage assets	4 912	-	-	-	4 912
MACHINERY AND EQUIPMENT	752 016	(8 418)	141 750	(24 912)	860 436
Transport assets	295 116	(14 251)	46 307	(12 260)	314 912
Computer equipment	48 637	4 925	11 112	(1 578)	63 096
Furniture and office equipment	6 816	(450)	520	(72)	6 814
Other machinery and equipment	401 447	1 358	83 811	(11 002)	475 614
<b>TOTAL MOVABLE TANGIBLE CAPITAL ASSETS</b>	<b>756 928</b>	<b>(8 418)</b>	<b>141 750</b>	<b>(24 912)</b>	<b>865 348</b>

28.3.1 Prior period error

	<i>Note</i>	2018/19 <b>R'000</b>
Nature of prior period error Relating to 2018/2019 <i>[affecting the opening balance]</i>		
Machinery and equipment	28.3	(8 418)
Total prior period errors		<u>(8 418)</u>

Prior period error relates to Yellow fleet assets that were physically disposed in the prior year's, but not taken from the Departmental asset register.

28.4 Minor assets

MOVEMENT IN MINOR ASSETS PER THE ASSET REGISTER FOR THE YEAR ENDED AS AT 31 MARCH 2020

	Heritage assets <b>R'000</b>	Machinery and equipment <b>R'000</b>	Total <b>R'000</b>
Opening balance	536	38 375	38 911
Additions	-	5 231	5 231
Disposals	-	(3 324)	(3 324)
<b>TOTAL MINOR ASSETS</b>	<b>536</b>	<b>40 282</b>	<b>40 818</b>

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	Heritage assets	Machinery and equipment	Total
Number of R1 minor assets	46	743	789
Number of minor assets at cost	179	33 479	33 658
<b>TOTAL NUMBER OF MINOR ASSETS</b>	<b>225</b>	<b>34 222</b>	<b>34 447</b>

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 <b>R'000</b>
Heritage assets	2	3
Machinery and equipment	554	848

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 2019

	Heritage assets <b>R'000</b>	Machinery and equipment <b>R'000</b>	Total <b>R'000</b>
Opening balance	536	34 230	34 766
Additions	-	4 889	4 889
Disposals	-	(744)	(744)
<b>TOTAL MINOR ASSETS</b>	<b>536</b>	<b>38 375</b>	<b>38 911</b>

	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
<b>TOTAL NUMBER OF MINOR ASSETS</b>	<b>382</b>	<b>23 092</b>	<b>23 474</b>

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29. Intangible Capital Assets

MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2020

	Opening balance <b>R'000</b>	Value adjustments <b>R'000</b>	Additions <b>R'000</b>	Disposals <b>R'000</b>	Closing Balance <b>R'000</b>
SOFTWARE	219 179	-	86 557	-	305 736
<b>TOTAL INTANGIBLE CAPITAL ASSETS</b>	<b>219 179</b>	<b>-</b>	<b>86 557</b>	<b>-</b>	<b>305 736</b>

29.1 Additions

ADDITIONS TO INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED  
31 MARCH 2020

	Cash <b>R'000</b>	Non-cash <b>R'000</b>	(Develop- ment work in progress current costs) <b>R'000</b>	Received current, not paid (Paid current year, received prior year) <b>R'000</b>	Total <b>R'000</b>
SOFTWARE	86 557	-	-	-	86 557
<b>TOTAL ADDITIONS TO INTANGIBLE CAPITAL ASSETS</b>	<b>86 557</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>86 557</b>

29.2 Movement for 2018/19

MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2019

	Opening balance <b>R'000</b>	Prior period error <b>R'000</b>	Additions <b>R'000</b>	Disposals <b>R'000</b>	Closing Balance <b>R'000</b>
SOFTWARE	194 614	-	24 602	(37)	219 179
<b>TOTAL INTANGIBLE CAPITAL ASSETS</b>	<b>194 614</b>	<b>-</b>	<b>24 602</b>	<b>(37)</b>	<b>219 179</b>

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30. Immovable Tangible Capital Assets

MOVEMENT IN IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2020

	Opening balance <b>R'000</b>	Value adjustments <b>R'000</b>	Additions <b>R'000</b>	Disposals <b>R'000</b>	Closing Balance <b>R'000</b>
BUILDINGS AND OTHER FIXED STRUCTURES	73 710 834	(7 307)	3 128 923	(116 117)	76 716 333
Non-residential buildings	37 888 577	(7 307)	460 780	(112 539)	38 229 511
Other fixed structures	35 822 257	-	2 668 143	(3 578)	38 486 822
HERITAGE ASSETS	547 958	21 973	-	-	569 931
Heritage assets	547 958	21 973	-	-	569 931
LAND AND SUBSOIL ASSETS	1 101 122	(14 666)	38 170	-	1 124 626
Land	1 101 122	(14 666)	38 170	-	1 124 626
<b>TOTAL IMMOVABLE TANGIBLE CAPITAL ASSETS</b>	<b>75 359 914</b>	<b>-</b>	<b>3 167 093</b>	<b>(116 117)</b>	<b>78 410 890</b>

The value adjustments relate to the re-classification between items due to completion of buildings on vacant land and reclassification by Heritage Western Cape.

30.1 Additions

ADDITIONS TO IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2020

	Cash <b>R'000</b>	Non-cash <b>R'000</b>	(Capital Work in progress current costs and finance lease payments) <b>R'000</b>	Total <b>R'000</b>
BUILDING AND OTHER FIXED STRUCTURES	2 903 285	3 074 590	(2 848 952)	3 128 923
Non-residential buildings	300 542	406 447	(246 209)	460 780
Other fixed structures	2 602 743	2 668 143	(2 602 743)	2 668 143
LAND AND SUBSOIL ASSETS	28 214	9 956	-	38 170
Land	28 214	9 956	-	38 170
<b>TOTAL ADDITIONS TO IMMOVABLE TANGIBLE CAPITAL ASSETS</b>	<b>2 931 499</b>	<b>3 084 546</b>	<b>(2 848 952)</b>	<b>3 167 093</b>

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30.2 Disposals  
DISPOSALS OF IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2020

	Sold for cash <b>R'000</b>	Non-cash disposal <b>R'000</b>	Total disposals <b>R'000</b>	Cash received Actual <b>R'000</b>
BUILDINGS AND OTHER FIXED STRUCTURES	-	116 117	116 117	-
Non-residential buildings	-	112 539	112 539	-
Other fixed structures	-	3 578	3 578	-
LAND AND SUBSOIL ASSETS	-	-	-	29
Land	-	-	-	29
<b>TOTAL DISPOSAL OF IMMOVABLE TANGIBLE CAPITAL ASSETS</b>	<b>-</b>	<b>116 117</b>	<b>116 117</b>	<b>29</b>

Sales of Land disposal is still in process. Transfer will be completed during 2020/2021 financial year.

30.3 Movement for 2018/19  
MOVEMENT IN IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2019

	Opening balance <b>R'000</b>	Additions <b>R'000</b>	Disposals <b>R'000</b>	Closing balance <b>R'000</b>
BUILDINGS AND OTHER FIXED STRUCTURES	70 539 220	3 403 434	(231 820)	73 710 834
Non-residential buildings	36 149 675	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	923 886	177 236	-	1 101 122
Land	923 886	177 236	-	1 101 122
<b>TOTAL IMMOVABLE TANGIBLE CAPITAL ASSETS</b>	<b>72 003 876</b>	<b>3 587 858</b>	<b>(231 820)</b>	<b>75 359 914</b>



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30.4 Capital Work-in-progress  
CAPITAL WORK-IN-PROGRESS AS AT 31 MARCH 2020

	Note	Opening balance 1 April 2019 <b>R'000</b>	Current Year WIP <b>R'000</b>	Ready for use (Assets to the AR) / Contracts terminated <b>R'000</b>	Closing balance 31 March 2020 <b>R'000</b>
Buildings and other fixed structures	Annex 6	4 250 148	2 848 952	(2 939 902)	4 159 198
<b>Total</b>		<b>4 250 148</b>	<b>2 848 952</b>	<b>(2 939 902)</b>	<b>4 159 198</b>

Age analysis on ongoing projects	Number of projects		Total <b>R'000</b>
	Planned, construction not started	Planned, construction started	
0 to 1 Year	43	17	244 393
1 to 3 Years	39	30	2 434 535
3 to 5 Years	34	14	1 480 270
<b>Total</b>	<b>116</b>	<b>61</b>	<b>4 159 198</b>

Payables not recognised relating to Capital WIP	Note	2019/20 <b>R'000</b>	2018/19 <b>R'000</b>
Buildings and other fixed structures		43 079	12 513
<b>Total</b>		<b>43 079</b>	<b>12 513</b>

CAPITAL WORK-IN-PROGRESS AS AT 31 MARCH 2019

	Note	Opening balance 1 April 2018 <b>R'000</b>	Current Year WIP <b>R'000</b>	Ready for use (Assets to the AR) / Contracts terminated <b>R'000</b>	Closing balance 31 March 2019 <b>R'000</b>
Buildings and other fixed structures	Annex 6	3 138 727	2 722 520	(1 611 099)	4 250 148
<b>Total</b>		<b>3 138 727</b>	<b>2 722 520</b>	<b>(1 611 099)</b>	<b>4 250 148</b>

Age analysis on ongoing projects	Number of projects		Total <b>R'000</b>
	Planned, construction not started	Planned, construction started	
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
<b>Total</b>	<b>85</b>	<b>62</b>	<b>4 250 148</b>

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30.5	Immovable assets additional information		2019/20	2018/19
		Note		
	a) Unsurveyed land	Annexure 8	Area	Area
		Estimated completion date		
	Western Cape		-	-
	b) Properties deemed vested	Annexure 8	Number	Number
	Land parcels		89	92
	Facilities			
	Schools		33	34
	Clinics		1	1
	Dwellings		1	1
	Other		54	56
31.	Principal-agent arrangements			
31.1	Department acting as the principal		Fees paid	
			2019/20	2018/19
			<b>R'000</b>	<b>R'000</b>
	Berg River Municipality		3 276	3 084
	Cederberg Municipality		2 506	2 425
	Matzikama Municipality		3 728	3 636
	Saldanha Bay Municipality		8 631	7 224
	Swartland Municipality		8 121	7 236
	Breede Valley Municipality		9 926	9 377
	Drakenstein Municipality		19 111	14 998
	Langeberg Municipality		5 277	4 197
	Stellenbosch Municipality		8 624	7 925
	Witzenberg Municipality		4 671	4 335
	Cape Agulhas Municipality		2 408	2 486
	Overstrand Municipality		5 710	5 719
	Swellendam Municipality		2 214	2 276
	Theewaterskloof Municipality		4 883	5 012
	Bitou Municipality		2 238	2 085
	George Municipality		13 796	13 139
	Hessequa Municipality		3 475	3 383
	Kannaland Municipality		1 035	985
	Knysna Municipality		4 293	3 993
	Mossel Bay Municipality		8 433	7 547
	Oudtshoorn Municipality		4 310	4 172
	Beaufort West Municipality		1 149	1 122
	Laingsburg Municipality		182	177
	Prince Albert Municipality		264	255
	City of Cape Town		264 132	241 017
	Total		<u>392 393</u>	<u>357 805</u>

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- 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.

31.2 Department acting as the agent

Reconciliation of carrying amount of receivables and payables – 2019/20

Payables

Name of principal entity	Revenue			
	Opening balance	principal is entitled to	Less: Settlements	Closing Balance
	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>
Road Traffic Management Corporation	3 170	150 426	(146 064)	7 532
<b>Total</b>	<b>3 170</b>	<b>150 426</b>	<b>(146 064)</b>	<b>7 532</b>

Reconciliation of carrying amount of receivables and payables – 2018/19

Payables

Name of principal entity	Revenue			
	Opening balance	principal is entitled to	Less: Settlements	Closing Balance
	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>
Road Traffic Management Corporation	7 727	149 915	(154 472)	3 170
<b>Total</b>	<b>7 727</b>	<b>149 915</b>	<b>(154 472)</b>	<b>3 170</b>

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- 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 258,963 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 452,906 million worth of commitments against these contracts.

32. Prior period errors  
32.1 Correction of prior period errors

	Note	Amount before error/ correction 2018/19 <b>R'000</b>	Prior period error 2018/19 <b>R'000</b>	Restated Amount 2018/19 <b>R'000</b>
Moveable tangible capital assets:				
Machinery and equipment	28.3	843 247	(8 418)	834 829
Net effect (Increase)		843 247	(8 418)	834 829

Prior period error relates to Yellow fleet assets that were physically disposed in the prior year's, but not taken from the Departmental asset register.

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33. STATEMENT OF CONDITIONAL GRANTS RECEIVED

NAME OF DEPARTMENT	GRANT ALLOCATION					SPENT				2018/19	
	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
	<b>R'000</b>	<b>R'000</b>	R'000	R'000	<b>R'000</b>	R'000	R'000	R'000	%	<b>R'000</b>	<b>R'000</b>
Provincial Roads Maintenance Grant	1 040 051	-	-	-	1 040 051	1 040 051	1 040 051	-	100%	1 007 414	1 007 414
EPWP: Integrated Grant for Province	12 469	-	-	-	12 469	12 469	12 469	-	100%	12 586	12 586
Public Transport Operations Grant	1 006 182	-	-	-	1 006 182	1 006 182	1 006 182	-	100%	952 824	952 824
<b>Total</b>	<b>2 058 702</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2 058 702</b>	<b>2 058 702</b>	<b>2 058 702</b>	<b>-</b>		<b>1 972 824</b>	<b>1 972 824</b>

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	2019/20							2018/19	
	GRANT ALLOCATION				TRANSFER			Other transfers	Actual transfer
	Other transfers	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld	Re-allocations by National Treasury or National Department		
<b>R'000</b>	<b>R'000</b>	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
<u>Municipalities: Western Cape</u>									
Equitable Share	252 382	-	1 134	253 516	244 091	-	-	197 044	195 997
Rates and Taxes	600 767	-	1 073	601 840	601 840	-	-	570 137	569 322
<b>TOTAL</b>	<b>853 149</b>	<b>-</b>	<b>2 207</b>	<b>855 356</b>	<b>845 931</b>	<b>-</b>	<b>-</b>	<b>767 181</b>	<b>765 319</b>

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35. BROAD BASED BLACK ECONOMIC EMPOWERMENT PERFORMANCE

Information on 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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ANNEXURE 1A (Note 7)

STATEMENT OF OTHER TRANSFERS PAID TO MUNICIPALITIES AND PROVINCIAL ADMINISTRATIONS

NAME OF MUNICIPALITY	GRANT ALLOCATION				TRANSFER			SPENT				2018/19	
	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
	<b>R'000</b>	<b>R'000</b>	R'000	R'000	R'000	R'000	%	R'000	R'000	R'000	%	<b>R'000</b>	<b>R'000</b>
Municipalities:													
Western Cape													
Equitable Share	252 382	-	1 134	253 516	244 091	-	-	244 091	192 139	51 952	79%	197 044	195 997
Rates and Taxes	600 767	-	1 073	601 840	601 840	-	-	601 840	601 840	-	100%	570 137	569 322
Western Cape Government													
PD: Vehicle Licences	4 907	-	(4)	4 903	4 688	-	-	4 688	4 688	-	100%	5 284	5 280
<b>Total</b>	<b>858 056</b>	<b>-</b>	<b>2 203</b>	<b>860 259</b>	<b>850 619</b>	<b>-</b>	<b>-</b>	<b>850 619</b>	<b>798 667</b>	<b>51 952</b>		<b>772 465</b>	<b>770 599</b>



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ANNEXURE 1B (Note 7)

STATEMENT OF TRANSFERS TO DEPARTMENTAL AGENCIES AND ACCOUNTS

DEPARTMENTAL AGENCY/ ACCOUNT	TRANSFER ALLOCATION				TRANSFER		2018/19
	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)	123	-	(28)	95	48	51%	116
<b>Total</b>	<b>123</b>	<b>-</b>	<b>(28)</b>	<b>95</b>	<b>48</b>		<b>116</b>

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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				2018/19
	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	1 006 182	-	-	1 006 182	1 006 182	100%	-	1 006 182	952 824
Total	1 006 182	-	-	1 006 182	1 006 182		-	1 006 182	952 824

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ANNEXURE 1D (Note 7)  
STATEMENT OF TRANSFERS TO HOUSEHOLDS

	TRANSFER ALLOCATION				EXPENDITURE		2018/19
	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
HOUSEHOLDS							
Transfers							
*Social Benefits	4 312	-	(48)	4 264	3 748	88%	4 471
Bursaries (non-employees)	10 224	-	1	10 225	10 225	100%	9 830
Claims against the State	106	-	126	232	232	100%	104
Donations and gifts (cash)	133	-	(47)	86	86	100%	115
Refunds/repayments as an act of grace	3	-	-	3	3	100%	-
<b>Total</b>	<b>14 778</b>	<b>-</b>	<b>32</b>	<b>14 810</b>	<b>14 294</b>		<b>14 520</b>
Injury on duty	10	-	11	21	21		91
Leave Gratuity	3 136	-	(59)	3 077	2 936		4 380
Post-retirement benefits	1 166	-	-	1 166	791		-
<b>*Social Benefits</b>	<b>4 312</b>	<b>-</b>	<b>(48)</b>	<b>4 264</b>	<b>3 748</b>		<b>4 471</b>

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ANNEXURE 2A  
STATEMENT OF FINANCIAL GUARANTEES ISSUED AS AT 31 MARCH 2020 – LOCAL

Guarantor institution	Guarantee in respect of	Original guaranteed capital amount	Opening balance 1 April 2019	Guarantees draw downs during the year	Guarantees repayments/ cancelled/ reduced during the year	Revaluation due to foreign currency movements	Closing balance 31 March 2020	Revaluations due to inflation rate movements	Accrued guaranteed interest for year ended 31 March 2020
		<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>
ABSA	Housing	75	75	-	-	-	75	-	-
Transport and Public Works	Rehabilitation of Land	14 749	14 749	-	-	-	14 749	-	-
<b>Total</b>		<b>14 824</b>	<b>14 824</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>14 824</b>	<b>-</b>	<b>-</b>

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ANNEXURE 2B  
STATEMENT OF CONTINGENT LIABILITIES AS AT 31 MARCH 2020

Nature of Liability	Opening Balance 1 April 2019 <b>R'000</b>	Liabilities incurred during the year <b>R'000</b>	Liabilities paid/cancelled/ reduced during the year <b>R'000</b>	Liabilities recoverable <b>R'000</b>	Closing Balance 31 March 2020 <b>R'000</b>
Claims against the department					
Roads accident and damages claims (93 open cases)	40 274	274 475	(217 488)	-	97 261
<b>Total</b>	<b>40 274</b>	<b>274 475</b>	<b>(217 488)</b>	<b>-</b>	<b>97 261</b>

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ANNEXURE 3  
CLAIMS RECOVERABLE

	Confirmed balance outstanding		Unconfirmed balance outstanding		Total	
	31/03/2020	31/03/2019	31/03/2020	31/03/2019	31/03/2020	31/03/2019
	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>
Government Entity						
Department						
Provincial Government Western Cape						
Premier	102	200	-	-	102	200
Health	8 576	-	-	7 745	8 576	7 745
Education	102	-	-	-	102	-
National Departments						
SASSA	-	371	-	-	-	371
Subtotal	8 780	571	-	7 745	8 780	8 316
Other Government Entities						
Government Motor Transport	7 484	3 399	42	-	7 526	3 399
Subtotal	7 484	3 399	42	-	7 526	3 399
<b>Total</b>	<b>16 264</b>	<b>3 970</b>	<b>42</b>	<b>7 745</b>	<b>16 306</b>	<b>11 715</b>

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ANNEXURE 4  
INTER-GOVERNMENT PAYABLES

GOVERNMENT ENTITY	Confirmed balance outstanding		Unconfirmed balance outstanding		TOTAL	
	31/03/2020	31/03/2019	31/03/2020	31/03/2019	31/03/2020	31/03/2019
	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>
DEPARTMENTS						
Current						
Provincial Government Western Cape						
Premier	218	314	-	-	218	314
Health	-	1 433	-	41	-	1 474
Culture Affairs & Sport	-	-	2	-	2	-
National Departments						
Justice & Constitutional Development	-	336	4	2 731	4	3 067
SAPS	-	4	-	5	-	9
Subtotal	218	2 087	6	2 777	224	4 864
OTHER GOVERNMENT ENTITY						
Current						
Government Motor Transport	6 199	5 485	-	32	6 199	5 517
Subtotal	6 199	5 485	-	32	6 199	5 517
Total	6 417	7 572	6	2 809	6 423	10 381

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ANNEXURE 5 – INVENTORIES

Inventories for the year ended 31 March 2020

	Other Supplies - Ammunition <b>R'000</b>	Assets for distribution – Furniture and Office Equipment <b>R'000</b>	TOTAL <b>R'000</b>
Opening balance	130	2 683	2 813
Add: Additions/Purchases – Cash	270	664	934
(Less): Issues	(167)	(659)	(826)
Add: Adjustments	27	-	27
Closing Balance	<u>260</u>	<u>2 688</u>	<u>2 948</u>

Inventories for the year ended 31 March 2019

	Other Supplies - Ammunition <b>R'000</b>	Assets for distribution – Furniture and Office Equipment <b>R'000</b>	TOTAL <b>R'000</b>
Opening balance	300	-	300
Add: Additions/Purchases – Cash	-	2 683	2 683
(Less): Issues	(187)	-	(187)
Add: Adjustments	17	-	17
Closing Balance	<u>130</u>	<u>2 683</u>	<u>2 813</u>



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ANNEXURE 6  
MOVEMENT IN CAPITAL WORK IN PROGRESS

MOVEMENT IN CAPITAL WORK IN PROGRESS FOR THE YEAR ENDED 31 MARCH 2020

	Opening balance <b>R'000</b>	Current Year Capital WIP <b>R'000</b>	Ready for use (Asset register) / Contract terminated <b>R'000</b>	Closing balance <b>R'000</b>
BUILDINGS AND OTHER FIXED STRUCTURES	4 250 148	2 848 952	(2 939 902)	4 159 198
Non-residential buildings	369 055	246 209	(271 759)	343 505
Other fixed structures	3 881 093	2 602 743	(2 668 143)	3 815 693
Total	4 250 148	2 848 952	(2 939 902)	4 159 198

MOVEMENT IN CAPITAL WORK IN PROGRESS FOR THE YEAR ENDED 31 MARCH 2019

	Opening balance <b>R'000</b>	Current Year Capital WIP <b>R'000</b>	Ready for use (Asset register) / Contract terminated <b>R'000</b>	Closing balance <b>R'000</b>
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

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ANNEXURE 7  
INTER-ENTITY ADVANCES PAID (note 10)

ENTITY	Confirmed balance outstanding		Unconfirmed balance outstanding		TOTAL	
	31/03/2020	31/03/2019	31/03/2020	31/03/2019	31/03/2020	31/03/2019
	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>
OTHER ENTITIES						
Garden Route District Municipality	-	-	18 468	5 720	18 468	5 720
Cape Winelands District Municipality	-	-	1 541	1 541	1 541	1 541
West Coast District Municipality	-	-	4 999	4 999	4 999	4 999
Overberg District Municipality	-	-	-	2 650	-	2 650
Central Karoo District Municipality	-	-	3 490	2 991	3 490	2 991
<b>Total</b>	-	-	<b>28 498</b>	<b>17 901</b>	<b>28 498</b>	<b>17 901</b>

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ANNEXURE 8  
ADDITIONAL INFORMATION ON IMMOVABLE ASSETS

IMMOVABLE ASSETS ADDITIONAL DISCLOSURE 2019/20

		2019/20	2018/19
Un-surveyed land	Estimated completion date	Area	Area
Western Cape Properties deemed vested		-	-
Land parcels		89	92
Facilities			
Schools		33	34
Clinics		1	1
Dwellings		1	1
Other		54	56

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**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS  
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ANNEXURE 9  
TRANSPORT ASSETS AS PER FINANCE LEASE REGISTER

Moveable Tangible Capital Assets

Transport assets per finance lease register for year ended 31 March 2020

	Opening balance <b>R'000</b>	Current year adjustments to prior year balances <b>R'000</b>	Additions <b>R'000</b>	Disposals <b>R'000</b>	Closing balance <b>R'000</b>
GG Motor vehicles	114 152	-	18 499	(8 851)	123 800

Transport assets per finance lease register for year ended 31 March 2019

	Opening balance <b>R'000</b>	Current year adjustments to prior year balances <b>R'000</b>	Additions <b>R'000</b>	Disposals <b>R'000</b>	Closing balance <b>R'000</b>
GG Motor vehicles	85 410	5 821	41 526	(18 605)	114 152

As at 31 March 2020 the department used 495 (2019:501) motor vehicles which were under a financing arrangement unique to the Western Cape and this annexure enhances the minimum requirements in terms of the Modified Cash Standard.

## **Western Cape Transport and Public Works**

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The Department of Transport and Public Works tirelessly pursues the delivery of infrastructure and transport services that is: inclusive, safe and technologically relevant, seeking to heal, skill, integrate, connect, link and empower every citizen in the Western Cape, driven by passion, ethics and a steadfast commitment to the environment and our people as our cornerstone. Our ultimate goal remains to create enabled communities living dignified lives #JUSTdignity.



**Western Cape  
Government**

Transport and Public Works

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