



Western Cape
Government



Department of Transport and Public Works

Annual Report
2021/22



Western Cape
Government



Department of Transport and Public Works

DTPW in pictures
2021/22



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 and Wellness to provide patient-centred care that people can rely on.



Upgrading and maintenance of the Elim Clinic near Bredasdorp involved expanding the facilities. Approval from Heritage Western Cape had to be obtained before the project could commence.



The new Emergency Centre at Victoria Hospital added a resuscitation area, a 17-bed treatment area, two sensitive examination rooms, a nebulisation area, an 18-bed observation ward, a rehydration area, administration offices and a staff restroom. A circular road has been built through the hospital precinct, and two new dedicated ambulance access points have been added to covered patient drop-offs.

For you, 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.



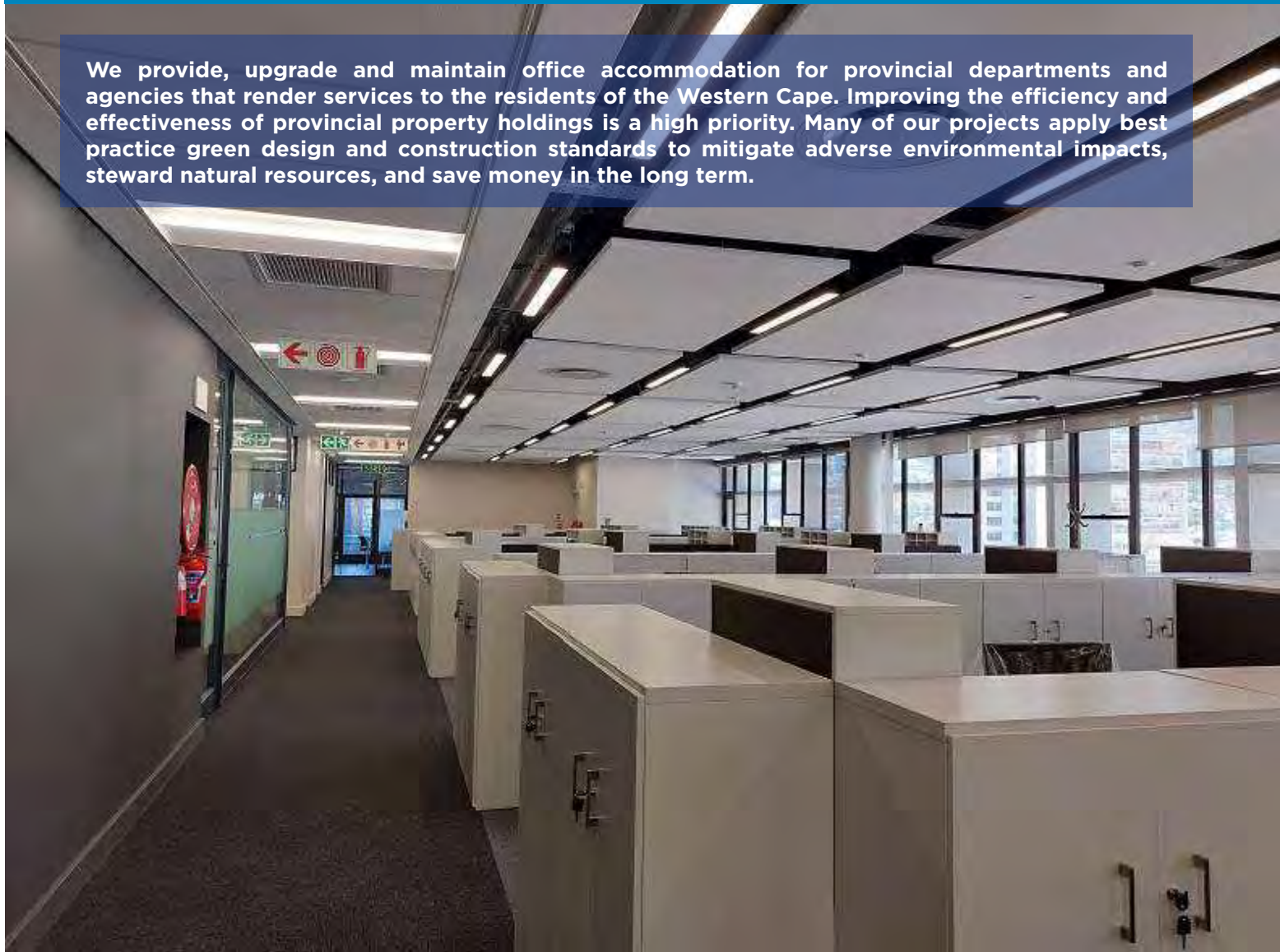
The Department puts up mobile classrooms to rapidly respond to shortages of space for learners in provincial schools.



For you, 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.



The Western Cape Department of Human Settlements Walk-In Centre was completely redesigned to cope with an influx of public visitors.

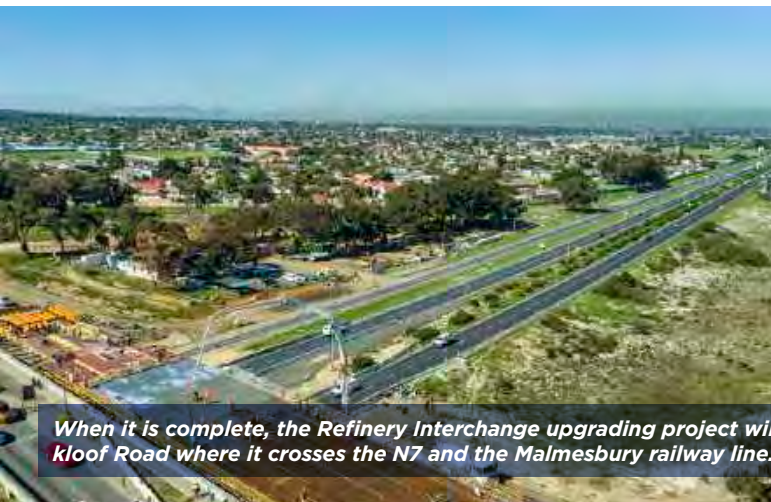


The new consolidated Government Motor Transport facility in Maitland under construction.

For you, 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 they provide access to opportunities. Our work on provincial roads and on national roads in the province 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.



When it is complete, the Refinery Interchange upgrading project will enable two lanes of traffic to travel in each direction along Platte-kloof Road where it crosses the N7 and the Malmesbury railway line.



Bainskloof Pass goes through a nature reserve, and it is a national monument. Work included repairing and resealing the existing road, deepening and lining side drains, reinstating the masonry wall and stone boulders, and stabilising certain slopes.



For you, 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.

Our Apprenticeship Programme provides contract-based practical and theoretical training to trainees over four years.

The Expanded Public Works Programme (EPWP) 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.



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

We develop emerging contractors

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



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

We support professional development



Through our Professional Development Programme and Graduate Development Programme, 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 Department's ongoing work to address the shortage of transport, built environment and engineering professionals in the Western Cape.

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

We offer bursaries to deserving tertiary-level 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.



For you, the citizen, this means better access to transport in 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 (GABS).



For you, the citizen, this means better access to transport in the Western Cape.

We improve road safety and enforce road traffic law





For citizens, this helps to make our roads safer.

We support mixed-use development 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.



**Western Cape
Government**



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Government

DEPARTMENT OF TRANSPORT AND PUBLIC WORKS

Western Cape Government

VOTE 10

ANNUAL REPORT
2021/22

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A General Information



Part A: General Information

1. Contact details for the Department

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2. Acronyms

AARTO	Administrative Adjudication of Road Traffic Offences Act, 1998
ACFE	Association of Certified Fraud Examiners
AFC	Automatic fare collection
AFS	Annual Financial Statements
AGM	Annual general meeting
AGSA	Auditor-General of South Africa
AM	Asset management
ANPR	Automatic Number Plate Recognition system
AO	Accounting Officer
APP	Annual Performance Plan
BAS	Basic Accounting System
BB-BEE	Broad-based black economic empowerment
BCP	Business continuity plan/ business continuity planning
BFMP	Building Facilities Maintenance Programme
BLMEP	Better Living Model Exemplar Project
BMC	Bicycle Mobility Consortium
BMI	Body mass index
bn	Billion
CATA	Cape Amalgamated Taxi Association
CBD	Central business district
CBO	Community-based organisation
CD	Chief Director
CDP	Contractor Development Programme
Ce-I	Centre for e-Innovation, DotP
CETA	Construction Education and Training Authority
CFO	Chief Financial Officer
CGI	Condition Grade Index
CIDB	Construction Industry Development Board
CIPC	Companies and Intellectual Property Commission
CoCT	City of Cape Town
CODETA	Congress of Democratic Taxi Associations
COE	Compensation of employees
CSC	Corporate Services Centre, DotP
CSD	Central Supplier Database
CYCC	Child and youth care centre
DCGIP	Departmental Corporate Governance Improvement Plan
DDG	Deputy Director-General
DEDAT	Department of Economic Development and Tourism
D: ERM	Directorate: Enterprise Risk Management, DotP
DLCA	Driving Licence Card Account
DLTC	Driving licence testing centre
DORA	Division of Revenue Act (annual)
DotP	Department of the Premier

DPME	Department of Planning, Monitoring and Evaluation
DPSA	Department of Public Service and Administration
DPWI	Department of Public Works and Infrastructure
DRE	District Roads Engineer
DSP	District Safety Plan
DTIC	Department of Trade, Industry and Competition
DTPW	Department of Transport and Public Works
ECSA	Engineering Council of South Africa
EE	Employment equity
EHW	Employee health and wellness
EHWP	Employee Health and Wellness Programme
EMPIA	Empowerment Impact Assessment tool
EMS	Emergency Medical Services
EPWP	Expanded Public Works Programme
ERM	Enterprise risk management
ERMCO	Ethics and Enterprise Risk Management Committee
ETIR	Empowerment targets implementation report
FAR	Fixed Asset Register
FCA	Facility condition assessment
FETC	Further Education and Training Certificate
FG	Directorate: Financial Governance
FIPDM	Framework for Infrastructure Procurement and Delivery Management
FLISP	Finance Linked Individual Subsidy Programme
FMPPI	Framework for Managing Programme Performance Information
FTE	Full-time equivalent
GABS	Golden Arrow Bus Services
GEPF	Government Employees' Pension Fund
GG	Government Garage
GIAMA	Government Immovable Asset Management Act, 2007
GIPTN	George Integrated Public Transport Network
GLTC	Gene Louw Traffic College
GMT	Government Motor Transport
GPEP	Graduate Professional Engineering Programme
HCT	HIV and AIDS counselling and testing
HEI	Higher education institution
HIA	Heritage impact assessment
HOD	Head of Department
HR	Human resources
IAR	Immovable Asset Register
ICT	Information and communication technology
IDP	Integrated development plan/ integrated development planning
IFMS	Integrated Financial Management System
IPS	Integrated Procurement System
IPTN	Integrated public transport network
ISA	Infrastructure South Africa
ISAs	Integrated Standards on Auditing

ITH	Integrated Transport Hub (previously Integrated Transport Intelligence Hub)
ITP	Integrated transport plan/ planning
IRM	Infrastructure Reporting Model
IYM	In-Year Monitoring
JTTC	Junior traffic training centre
LOGIS	Logistical Information System
LRA	Labour Relations Act, 1995
m	million
m ²	square metre
MBT	Minibus taxi
MCS	Modified Cash Standard
MEC	Member of the (provincial) Executive Council (Provincial Minister)
MERSETA	Manufacturing, Engineering and Related Services Sector Education and Training Authority
MR	Main road
MTEF	Medium Term Expenditure Framework
MTSF	Medium Term Strategic Framework
NaTIS	National Traffic Information System
NDHS	National Department of Human Settlements
NDOT	National Department of Transport
NGO	Non-governmental organisation
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
OSD	Occupation-Specific Dispensation
PAC	Public Accounts Committee
PAIA	Promotion of Access to Information Act, 2000
PAJA	Promotion of Administrative Justice Act, 2000
PAY	Premier's Advancement of Youth programme
PDP	Professional Development Programme
PERMIS	Performance Management Information System
PERMPS	Provincial Enterprise Risk Management Policy and Strategy
PERSAL	Personnel and Salary System
PET	Participatory Educational Techniques
PFMA	Public Finance Management Act, 1999
PFS	Provincial Forensic Services
PILIR	Policy and Procedure on Incapacity Leave and Ill-Health Retirement
PLTF	Provincial Land Transport Framework
POPI	Protection of Personal Information Act, 2013
PPP	Public-private partnership
PPPFA	Preferential Procurement Policy Framework Act, 2000
PPRs	Preferential Procurement Regulations

PRASA	Passenger Rail Agency of South Africa
PrDP	Professional driving permit
PRE	Provincial Regulatory Entity
PRMG	Provincial Roads Maintenance Grant
PSCBC	Public Service Coordinating Bargaining Council
PSR	Public Service Regulations
PSRMF	Public Sector Risk Management Framework
PSTP	Provincial Sustainable Transport Programme
PTI	Provincial Treasury Instruction
PTNG	Public Transport Network Grant
PTOG	Public Transport Operations Grant
PTR	Provincial Transport Registrar
PTRS	Provincial Transport Regulation System
PV	Photovoltaic
PWD	Person with disabilities
Q&I	Quarantine and isolation
RAF	Road Accident Fund
RAMP	Road Asset Management Plan
RAMS	Road Asset Management System
RCAM	Road Classification and Access Management Guidelines
RISFSA	Road Infrastructure Strategic Framework for South Africa
RNIS	Road Network Information System
RPM	Rational Portfolio Management system
RTMC	Road Traffic Management Corporation
RWOPS	Remunerative Work Outside the Public Service policy
SANRAL	South African National Roads Agency
SANTACO	South African National Taxi Council
SAPS	South African Police Service
SARS	South African Revenue Service
SCM	Chief Directorate: Supply Chain Management/ supply chain management
SCOPA	Standing Committee on Public Accounts
SDIP	Service Delivery Improvement Plan
SHERQ	Safety, health, environment, risk and quality
SITA	State Information Technology Agency
SIU	Special Investigating Unit
SL	Salary Level
SMME	Small, medium and micro-enterprise
SMS	Senior Management Service
SNPs	Special needs passengers
SOP	Standard operating procedure
SPW	Smart Procurement World
STEP	Safety in Traffic Education Programme
STI	Sexually transmitted infection
TB	Tuberculosis
TLE	Directorate: Traffic Law Enforcement
TOR	Terms of reference

TR	Trunk road
TRH	Technical Recommendations for Highways
UCT	University of Cape Town
UTS	Umanyano Travel Services
VIP	Vision Inspired Priority
WCBD	Western Cape Bid Document
WCED	Western Cape Education Department
WCFDM	Western Cape Freight Demand Model
WCG	Western Cape Government
WCIF	Western Cape Infrastructure Framework
WCIF-R	Western Cape Infrastructure Framework Reboot
WCSEB	Western Cape Supplier Evidence Bank

3. Foreword by the Provincial Minister

Premier Alan Winde appointed me as Executive Authority for the Department of Transport and Public Works (DTPW) from 1 May 2022 until 1 April 2023, when the new Departments of Infrastructure and Mobility are to be established.

I am humbled by the trust the Premier bestowed in me to further the Western Cape's vision: "A safe Western Cape where everyone prospers", aimed at upholding the right of citizens to human dignity through the provincial government being ever more responsive to our citizens. I feel encouraged because the vision of the Department of Transport and Public Works – "enabled communities leading dignified lives #JustDignity" – puts the citizen at the centre of delivery across its extensive portfolio of activities. The Premier's Refresh Project, which focuses on reimagining what we do and how we do it, has the intended purpose of putting in place a more responsive government that people can trust. While Refresh is a broader project that seeks to also change the values and culture of the organisation, it entails structural changes that must be brought into effect to bring about the intended efficiencies and enhanced delivery capabilities.

In his State of the Province Address on 15 February 2022, Premier Winde announced key macro-organisational changes, including the establishment of a Department of Infrastructure in which provincial infrastructure programmes can be considered as a whole and aligned to ensure the greatest impact, as well as the establishment of a Department of Mobility to drive collaboration and innovative strategies to improve mobility in the Western Cape. We are committed to seeing that these departments are timeously restructured, and also that the current momentum and focus of the DTPW is maintained in the process.

The way the management and staff consistently put the citizen at the centre of delivery within an ethical and moral good governance framework and a commitment to quality service delivery is inspiring to me. The Department has obtained its tenth consecutive clean audit report and has spent 98.8 per cent of its allocated budget.

The Department's use of technology and innovation to address difficult and complex societal problems across the spectrum of its portfolio is exciting. These innovative approaches in the areas of asset management, climate change, renewable energy and energy efficiency, public transport and road safety are commendable. They have laid a solid foundation for the new post-COVID-19 Western Cape we are looking forward to. I have pledged my willingness to engage key stakeholders, especially our staff, as we embark on this journey together to address the numerous challenges that confront us.



Tertuis Simmers

Executive Authority: Department of Transport and Public Works

Date: 31 August 2022

4. Report of the Accounting Officer (AO)

4.1 Overview of the operations of the DTPW

In the year under review, DTPW continued its visionary journey towards “enabled communities leading dignified lives. #JustDignity”, a journey in which we strive to put the citizen at the centre of development. This is in line with the Western Cape vision: “A safe Western Cape where everyone prospers”. It is also in fulfilment of our commitment as a department to the national goals reflected in the National Development Plan (NDP) and the Medium-Term Strategic Framework, as well as the values and aspirations of the Constitution of the Republic of South Africa, 1996.

In accordance with the Provincial Strategic Plan and Western Cape Recovery Plan, the Department leads the infrastructure component of Vision Inspired Priority (VIP) 4: Mobility and Spatial Transformation, which aims to create a spatially transformed province in which residents live in well connected, vibrant, climate-resilient, sustainable locations and move around efficiently on safe, affordable, low-carbon public transport. The Department is a significant contributor to the Jobs focus of the Western Cape Recovery Plan and does so through the construction and maintenance of infrastructure.

Progress was made in 2021/22 towards creating better linkages between places through safe, efficient and affordable public transport with our ground-breaking, multifaceted, Provincial Sustainable Transport Programme (PSTP).

The PSTP has a strong focus on improving public transport, including bus services, minibus taxi (MBT) transformation, intelligent use of data, safe and reliable rail services, and the provision of non-motorised transport solutions. The Department continues to build partnerships across the public transport environment with both government and the private sector to ensure implementable and sustainable programmes that can make the most difference to the lives of our citizens. Consultations continue with the relevant stakeholders on our plans to extend cashless, smartcard-based Go George bus services to areas of Thembalethu, which will be the largest phase of the network serving the highest numbers of passengers. The Blue Dot taxi pilot programme that the DTPW runs in partnership with the minibus taxi industry continues to improve taxi services. Blue Dot aims to improve the quality and safety of services to passengers, to empower and transform the industry, and to address illegal operations and violent conflict. The programme is incentive-based and includes the participation of eight new companies established by the taxi industry. This innovative empowerment and transformation initiative is a first for South Africa and is well accepted by the commuting public.

The Department is a key contributor to VIP 1: Safe and Cohesive Communities, which aims to ensure that the Western Cape is a place where residents and visitors are safe, can live free of fear, and where their perception of safety improves. In this regard, the DTPW Integrated Transport Hub (ITH) has enabled data-driven coordination in support of safe transport infrastructure-focused initiatives aimed at increasing safety on roads and public transport spaces. Work continues with the City of Cape Town, the Passenger Rail Agency of South Africa (PRASA) and national government to improve rail safety and functionality, particularly on the vitally important Central Line in Cape Town.

The Department continues to invest in economic and social infrastructure and protecting its existing core infrastructure assets in recognition of the critical role that well maintained and strategically leveraged infrastructure plays in addressing the spatial transformation imperative of our society. Within the context of fiscal risk to these noble objectives, we came to realise that our decisions and trade-offs must be informed by a moral and ethical paradigm that prioritises the poor and marginalised, and that considers the generational impacts of disadvantage.

The DTPW is continuing to deliver transformative mixed-use, mixed-income neighbourhood settlements that are inclusive and efficient, such as the Conradie Better Living Model Exemplar Project (BLMEP) and the Founders' Garden/ Artscape Precinct project. The BLMEP will create affordable, integrated housing opportunities close to the Cape Town central business district (CBD) and transform the space into an integrated place where people can live, work, play and learn. Although progress was made in 2021/22 with the Leeuloop Precinct and the Founders' Garden Artscape developments aimed at providing inner-city housing in the CBD, certain conditions must be met before further stages of development can continue.

The Department's operating environment is characterised by rapid advances in information and communication technology (ICT), the COVID-19 pandemic and associated mitigation and recovery responses, accelerating climate change, increasing socio-economic inequality and instability exacerbated by the pandemic, an increasingly constrained fiscus, and an increase in the demand for services.

External environmental factors also impact on the functioning of the Department. The war in Ukraine has a detrimental impact on the supply chain system and procurement streams on which the Department depends for its effective functioning. Consequent fuel disruptions and shortages of material have brought about rising costs with a negative knock-on impact on other important sectors. The Department continues to respond to these and similar crises through innovative solutions based on our embedded capabilities and systems.

Work is underway to give effect to the Premier's Refresh Project announcement in his State of the Province Address that the infrastructure components of DTPW and the provincial Department of Human Settlements will be moved into a new Department of Infrastructure, and the mobility components of DTPW will be moved into a new Department of Mobility. These departments are to be established from 1 April 2023 and the DTPW will cease to exist on 31 March 2023. The DTPW is preparing for detailed discussions on the Draft Implementation Plan and a Draft Functional Structure that is under development by the Department of the Premier (DotP). It goes without saying that these changes will have an immense impact on the current operations of the DTPW and its staff. Personnel matters arising from the Refresh Project will be dealt with in accordance with the provisions of the Labour Relations Act, 1995, as well as relevant collective agreements. Consultation will take place throughout the process.

The Premier has appointed the Provincial Ministers for the two new departments. Interim working and reporting arrangements were put in place which the Department is required to follow until the new departments are formally established.

I am engaging with the Department of the Premier to obtain clarity on the impact the restructuring will have on business processes, contract commitments, and service delivery across the portfolio of activities.

4.2 Events

In support of containing the spread of COVID-19 and in line with relevant regulations, few departmental events took place in the year under review. Most events that usually occur annually, such as the Long Service Awards for officials who had rendered 10-, 20-, 30- and 40-years' continuous service in the period 1 April 2021 to 31 March 2022, did not take place. These staff will be honoured in the 2022/23 financial year. Table 1 describes key departmental events during 2021/22.

Table 1: Key departmental events

No.	Date	Event	Description
1	July 2021	Launch of the first electric bus in South Africa	Former Provincial Minister of Transport and Public Works Daylin Mitchell and Golden Arrow Bus Services (GABS) launched the first active electric bus in South Africa. After riding in an electric bus, they expressed confidence that passengers will feel safe during their journeys.
2	15 August 2021	Opening of the Ashton Arch Bridge	In a first for South Africa, the DTPW, in partnership with Aecom and H&I, moved the iconic new Ashton Arch Bridge into its final position in August 2021. After several years of meticulous planning, design and construction, this completed concrete tied-arch road bridge weighing over 8 000 tons was moved 24m in less than 24 hours. The former Provincial Minister of Transport and Public Works opened the bridge on 15 August 2021.
3	1 October 2021	Junior Traffic Training Centre (JTTC) and Transport Month launch	The National Department of Transport's (NDOT) Transport Month takes place every year in October. As part of this campaign, JTTC was launched at Belhar Primary School by the Premier and the former Provincial Minister of Transport and Public Works.
4	13 December 2021	Gene Louw Traffic College (GLTC) graduation ceremony and Festive Season Road Safety Campaign launch	A combined event took place to celebrate the graduation of new traffic law enforcement officers as well as to launch the festive season road safety campaign.
5	14 December 2021	Haaskraal Road opening	This ribbon-cutting ceremony took place in partnership with the Cape Winelands District Municipality.
6	17 December 2021	Aberdeen Road opening	The R61 is an important interprovincial corridor and its opening took place during an oversight visit by the former Provincial Minister of Transport and Public Works.
7	4 February 2022	Conradie Park social housing launch	Conradie Park is a game-changer project which aims to provide well-located, affordable, inclusionary housing opportunities. This multi-stakeholder project saw its first social housing units being handed over by the Premier and both former Provincial Ministers of Human Settlements and Transport and Public Works.

No.	Date	Event	Description
8	18 February 2022	Contractor Development Programme graduation	The Contractor Development Programme (CDP) of the Chief Directorate: Expanded Public Works Programme (EPWP) ran a graduation event for contractors who successfully completed the CDP's Advanced Training and Mentoring programme.

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	2021/22			2020/21		
	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	1 861 437	1 896 631	(35 194)	1 797 454	1 875 326	(77 872)
Sale of goods and services other than capital assets	114 683	146 941	(32 258)	98 705	101 440	(2 735)
Interest, dividends and rent on land	2 758	4 617	(1 859)	-	541	(541)
Sale of capital assets	-	10 604	(10 604)	-	15 255	(15 255)
Transactions in financial assets and liabilities	446	15 055	(14 609)	423	12 254	(11 831)
Transfers received	-	-		-	-	-
Fines, penalties and forfeits	304	3 043	(2 739)	288	1 351	(1 063)
Total	1 979 628	2 076 891	(97 263)	1 896 870	2 006 167	(109 297)

An over-collection of R97.263m or 4.91 per cent was realised on departmental receipts for the 2021/22 financial year. In 2020/21, the over-collection on receipts amounted to R109.297m or 5.76 per cent. The decrease in over-collections compared to those of the previous year is R12.034m or 11.01 per cent. Lower over-recovery can mainly be attributed to a decision not to increase tariffs for 2021/22 due to the impacts of COVID-19 and the National State of Disaster on the economy.

Motor vehicle licence revenue continues to dominate departmental own receipts (91.3 per cent), with the remainder consisting mainly of abnormal load permits, operating licences, special motor vehicle licence numbers, sport gathering on public road permits,

course fees, provincial traffic escort fees, and rental of office buildings, fines, penalties and forfeits.

The number of registered vehicles increased from 2 054 945 as at 31 March 2021 to 2 098 846 and as at 31 March 2022, there was a net increase of 43 901 motor vehicles or 2.14 per cent.

There was a net increase in the number of special licence plates sold of 4 005 or 65.1 per cent from 6 152 as at 31 March 2021 to 10 157 as at 31 March 2022. The number of abnormal load permits issued in the year under review decreased by 1 233 or 15.73 per cent from 7 837 as at 31 March 2021 to 6 604 as at 31 March 2022.

The increase in the item sale of goods and services other than capital assets relate to back rental collected on the Rochester House Hostel at Groote Schuur Hospital.

The increase in the item the sale of capital assets is mainly due to the disposal of underutilised land and vacant residential properties.

The interest collected is mainly due to interest earned on the acquisition of the Grimley School in Hout Bay.

The increase in the item transactions in financial assets and liabilities mainly relates to receipts related to the previous financial year for the Drakenstein Municipality's contribution to the MR201 road.

Write-offs to the value of R2.277m were made for the year under review, mainly because of bad debt and 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 did not increase the average tariff for the 2021/22 financial year.
- Impoundment fees: These fees are governed by the National Land Transport Act, 2009 (Act 5 of 2009) (NLTA) and the NRTA. There is a proposed agreement at national level to table one impoundment tariff in all provinces which has not yet been finalised, so the existing approved tariffs remained unchanged.
- Gene Louw Traffic College (GLTC) course fees: These fees are governed by the Public Finance Management Act, 1999 (Act 1 of 1999) (PFMA). An average tariff increase of 5.1 per cent was implemented with effect from 1 April 2020 and the tariff was not increased for 2021/22.
- 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 other tariffs 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 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 and the tariff remained unchanged.

Programme expenditure

Table 3 provides more detail on programme expenditure.

Table 3: Expenditure per Programme

Programme name	2021/22			2020/21		
	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	234 948	231 644	3 304	366 407	361 187	5 220
Public Works Infrastructure	2 430 065	2 389 412	40 653	2 353 093	2 309 446	43 647
Transport Infrastructure	3 444 515	3 409 326	35 189	3 131 485	3 071 150	60 335
Transport Operations	2 057 768	2 027 151	30 617	1 706 254	1 704 253	2 001
Transport Regulation	947 295	946 754	541	962 343	945 643	16 700
Community-Based Programmes	54 919	53 532	1 387	55 552	51 518	4 034
Total	9 169 510	9 057 819	111 691	8 575 134	8 443 197	131 937

The DTPW spent 98.8 per cent of its budget allocation for the year under review. In the previous financial year, the spending was 98.5 per cent of the budget allocation. The increase in actual expenditure, when compared to the previous year's expenditure, is 7.3 per cent.

Programme 1: Administration

Underspending was mainly due to several delays, namely the cancellation of workshops relating to the Western Cape Infrastructure Framework (WCIF) as a result of COVID-19, and the added effort and time required to ensure that all relevant national, provincial and local stakeholders were incorporated in the process; delays in procuring shelving and Optiplans for Alfred Street; finding appropriate service providers that have the required skills set to develop and implement Provincial Land Transport Framework (PLTF) Implementation Plans; as well as incomplete approval processes on municipal council level that hampered the updating of integrated transport plans (ITPs).

Programme 2: Public Works Infrastructure

Spending was slower than expected due to slow performance by the contractor at the Eerste River Bosasa Child and Youth Care Centre (CYCC) facility upgrade due to the constraints of working on an occupied facility. In addition, there were lower numbers of people at quarantine and isolation (Q&I) facilities compared to the situation in the previous three waves of COVID-19. This is attributed to the success of the vaccination drive and the reduced impact on South Africa of the omicron variant of COVID-19.

Programme 3: Transport Infrastructure

Several municipalities did not finalise their planned infrastructure projects and could therefore not claim their subsidies for the construction and maintenance of transport infrastructure during the 2021/22 financial year.

Programme 4: Transport Operations

Underspending was mainly due to a transfer payment to the City of Cape Town (CoCT) for the improvement of public transport safety not being finalised, and fewer admissions to Q&I facilities, which reduced the utilisation of the Red Dot taxi service.

Programme 5: Transport Regulation

The underspending is mainly due to a post not being filled.

Programme 6: Community Based Programmes

There was underspending on skills development programmes – the National Youth Service (NYS) Phase 13 programme and the CDP, mainly under the non-employee travel and subsistence line item, as well as training and development. Accredited service providers were registered for the incorrect commodity on the Integrated Procurement System (IPS), which caused delays in the commencement of these projects.

4.4 Virements and rollovers

Virements

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

Table 4: Virements for 2021/22

Main Division from	To	R'000	Reason
1. Administration	2. Public Works Infrastructure	11 915	Software licences for e-Merge.
	3. Transport Infrastructure	763	Damage to construction equipment.
	5. Transport Regulation	5 430	Safely Home road safety marketing campaign.
		203	Damage to traffic vehicles.
2. Public Works Infrastructure	3. Transport Infrastructure	2 986	Compensation of employees.
		1 115	Leave gratuity payments.
	4. Transport Operations	8 197	Purchase of in-vehicle technology for Golden Arrow buses and the management of the Public Transport Operations Grant (PTOG).
	6. Community Based Programme	44	Early retirement penalties paid to Government Employees' Pension Fund (GEPP).
3. Transport Infrastructure	2. Public Works Infrastructure	12 863	Software licences for e-Merge.
		5 604	Provision for Artscape Wardrobe.
	4. Transport Operations	15 591	Professional fees for Go George, PTOG management and system development for Transport Hub and Blue Dot projects.
	5. Transport Regulation	5 224	Safely Home road safety marketing campaign.
		1 000	Licence agency fees.
6. Community Based Programmes	5. Transport Regulation	2 747	Licence agency fees.

Rollovers

Table 5 provides details on rollovers requested from 2020/21 to 2021/22.

Table 5: Rollovers requested from 2020/21 to 2021/22

Programme	R'000	Purpose
Programme 1: Administration	6 407	To provide for the development of financial and supply chain management tools to automate some of the financial processes in the Department.
Programme 2: Public Works Infrastructure	2 842	To provide for upgrading of the Outeniqua House Child and Youth Care facility.
	4 310	To provide for roof repairs at the Saartjie Baartman Centre that had been damaged by a fire.
	6 921	To provide for the upgrading of Phase 2 of the Government Motor Transport facility in Rusper Street, Maitland.
	4 132	To provide for the upgrading of registry facilities for the Western Cape Education Department in Alfred Street.
	6 837	To provide for facility condition assessments as required by the Government Immovable Asset Management Act, 2007 (Act 19 of 2007) (GIAMA).

Programme	R'000	Purpose
Programme 3: Transport Infrastructure	16 903	To provide for Berg River Boulevard Phase 2 (Oosbosch Street upgrading), Drakenstein.
	4 462	To provide for the Ceres-Van Breda Bridge upgrade, Witzenberg.
Programme 4: Transport Operations	2 000	To provide for the improvement of public transport and safety, Cape Town.
Programme 5: Transport Regulation	7 513	To provide for operational costs for additional traffic officials such as uniforms and safety gear, road safety initiatives and a baggage scanner at the Vanguard Shared Service Centre.
Total	62 327	

4.5 Revenue retention

Table 6 provides details on revenue retained from 2020/21 to 2021/22.

Table 6: Revenue retained from 2020/21 to 2021/22

Programme	R'000	Purpose
Programme 2: Public Works Infrastructure	7 433	To provide for facility condition assessments and enablement of properties as required by the Government Immovable Asset Management Act, 2007 (Act 19 of 2007).
Programme 4: Transport Operations	81 338	To provide for in-vehicle technology on Golden Arrow Bus Services vehicles to improve safety of passengers.
Programme 5: Transport Regulation	20 526	To provide for equipment and systems development related to traffic services.
Total	109 297	

4.6 Unauthorised, irregular and fruitless and wasteful expenditure

The reasons for unauthorised, irregular and fruitless and wasteful expenditure identified in 2021/22, 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 2021/22.

File number	Description	Amount	Corrective steps
FC 3/6/1/4/161	Government employee doing business with DTPW – conflict of interest	R43 535.00	Progressive disciplinary action implemented. Training provided to all SCM* practitioners.

File number	Description	Amount	Corrective steps
FC 3/6/1/4/162	Government employee doing business with DTPW – conflict of interest	R2 200.00	Progressive disciplinary action implemented. Training provided to all SCM practitioners.
FC 3/6/1/4/163	Bid awarded to supplier whose tax affairs are not in order	R932 593.65	Progressive disciplinary action implemented. Training provided to all SCM practitioners.
FC 3/6/1/4/164	Government employee doing business with DTPW – conflict of interest	R476 928.04	Progressive disciplinary action implemented. Training provided to all SCM practitioners.
FC 3/6/1/4/165	Government employee doing business with DTPW – conflict of interest	R3 090.87	Progressive disciplinary action implemented. Training provided to all SCM practitioners.

* Supply Chain Management.

4.7 Strategic focus over the short to medium term period

The following legislative and policy work will take place in the upcoming period:

- 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 regarding the impoundment of motor vehicles; and
- A review of comments on the final draft of the Western Cape Transport Infrastructure Bill that was introduced in the Provincial Parliament on 9 April 2021 will continue, after which further work will be done on refining the Bill and drafting regulations.

Furthermore, the DTPW will continue to:

- Implement the Blue Dot taxi pilot project;
- Make progress towards establishing the Western Cape Transport Authority;
- Work with PRASA to fix the rail system;
- Within the infrastructure delivery space, prioritise assets that will maximise service delivery to citizens;
- Develop the Master Office Accommodation Plan;
- Develop an Integrated Asset Information Management System to enhance asset management in the province;
- Implement the Provincial Sustainable Transport Programme to address transport mobility needs in prioritised municipalities;
- Leverage innovation and new technologies in the fields of transport, the ITH, as well as immovable asset management to improve efficiency and quickly gather more management information than is currently possible; and
- Further foster the development of in-house technical capacity and competency.

Public-private partnerships

Public-private partnerships (PPPs) provide a mechanism for the public and private sectors to work together to design, construct, maintain and fund infrastructure. PPPs are governed

by Treasury Regulation 16 and the PFMA. The PPP project cycle comprises four stages and National Treasury (NT) approval must be obtained at every stage, as indicated below.

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

Note: Schedule of NT approvals for Public Private Partnerships

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

Property partnerships

Founders' Garden/ Artscape Precinct

The aim of this project is to deliver a residentially led, mixed-use development in the Cape Town CBD, incorporating a substantial component of social housing. The development is also expected to leverage much-needed improvements to the Artscape Theatre complex.

The period under review initially carried forward the momentum generated in the previous financial year. However, due to institutional constraints, this momentum could not be maintained.

In May 2021 the project concept was proven to be financially feasible and Provincial Cabinet supported the project proceeding into the developer procurement phase. However, the release of procurement documentation to market was subject to certain conditions being met.

In June 2021 the City of Cape Town approved the Artscape Precinct Plan (having approved the Founders' Garden Precinct Plan in 2020), fulfilling one of the key conditions. In November 2021, a draft Land Sale and Development Agreement was completed and Request for Proposal documentation was also completed.

Two conditions that must still be met before the procurement documentation can be released to market are: securing Urban Settlement Development Grant funding from the City of Cape Town, and National Department of Human Settlements (NDHS) approval of the new Social Housing Norms and Standards that support the funding and inclusion of micro-units in high-rise, sectional title buildings.

The former is currently impeded by a lack of available funding. While the latter is understood to have received in-principle NDHS support, official approval has not yet been received.

As a result of the delays to the project, contracts with legal, financial and technical specialists were not extended at the end of February 2022. Procurement of the requisite skills is expected to be initiated once all conditions supporting the release of the developer procurement documentation to market have been fulfilled.

Conradie Better Living Model Exemplar Project

The aim of the BLMEP is to create affordable, integrated housing opportunities close to the Cape Town CBD and transform the former Conradie Hospital site into an integrated place where people can live, work, play and learn. The Conradie Park project has progressed steadily and Phase 1 bulk infrastructure and external roads, as well as Phase 2 internal infrastructure, has been completed. Work on the urban realm landscaping and the grand park landscaping continued in the year under review.

The first phase of social housing consisting of four blocks with a total of 432 social housing units proceeded as planned. The first block was completed in December 2021 and tenancing commenced in January 2022. The second block was completed in January 2022 and tenancing commenced in February 2022. The third and fourth blocks are expected to be complete and handed over early in the new financial year.

On 4 February 2022 a formal handover ceremony took place on site to the first tenants of the social housing units. This event was attended by the Premier of the Western Cape, the former Provincial Minister of Transport and Public Works, the former Provincial Minister of Human Settlements, the City of Cape Town Mayoral Committee for Human Settlements, and many other invited guests.

Work on the first Finance Linked Individual Subsidy Programme (FLISP) block at Conradie Park commenced in May 2021 and is proceeding as planned with completion expected in the new financial year.

Leeuloop Precinct

It is the intention of the Western Cape Government (WCG) to replicate the Better Living Model Exemplar Project model, implemented for the first time on the former Conradie Hospital site, to efficiently design, fund and develop strategic CBD properties with residentially led, integrated and affordable mixed developments with a focus on affordable housing.

The DTPW identified the Leeuloop Precinct, bordered by Bree, Dorp, Loop and Leeuwen streets, as the third site to be developed after Founders' Garden Artscape.

The project was prioritised based on the recent focus and drive for housing development in the inner city. The Leeuloop Precinct is ideally situated for this purpose, which will be aimed at a mix of income, ownership and tenure options that attract a diverse cultural blend of people who choose to live in an affordable and secure environment, close to their workplaces in the CBD.

Planning work has commenced on this project, and the land use management application was submitted to the City of Cape Town during December 2021. Further work has been delayed until the NDHS formally approves the new Social Housing Norms and Standards that support the funding and inclusion of micro-units in high-rise, sectional title buildings.

4.8 Discontinued activities

No activities were discontinued in the year under review.

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 standardised goods and services contract that the DTPW has developed is being utilised extensively in the Department. 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 Legal Services/ Provincial Treasury endorsement has been secured.

The Accounting Officer's supply chain management delegations for goods and services have been reviewed and have been aligned with the Provincial Treasury Instructions (PTIs) and have been issued with an effective date of 1 July 2021. Supply Chain Management will commence with the review and alignment of the infrastructure-related delegations once the Provincial Treasury has finalised its review of the 16B Provincial Treasury Instructions to align the PTIs with the Framework for Infrastructure Delivery and Procurement Management (FIDPM) issued by the National Treasury.

The Department has implemented the interim measures introduced by the Provincial Treasury to place bid advertisements, cancellations and awards, since both the Government Printing Works and National Treasury's e-Portal were reported to be offline, meaning that institutions were unable to place bid advertisements, cancellations and awards in the Government Tender Bulletin.

On 16 February 2022, the Constitutional Court handed down judgment declaring the Preferential Procurement Regulations, 2017, invalid. Interim arrangements are being put in place to mitigate the risks of the current circumstances (i.e., the risk of non-delivery, underspending and the impact on citizens that any moratorium on procurement will create, even for a short period).

Ongoing geo-political tension, specifically the war in Ukraine, could bring about further uncertainty in the international supply chain system which could affect certain DTPW procurement streams.

In addition to the above, some of the other 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) (which replaced the Western Cape Supplier Database as a document repository), 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:

- Designing standardised tools and templates;
- Using electronic applications and services;
- 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

A donation in kind was made by Old Mutual in the year under review, namely the use of the Mupine Building as a quarantine facility for the duration of the COVID-19 National State of Disaster.

4.12 Exemptions and departures received from National Treasury

The Modified Cash Standard (MCS) exempts a department from recording 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 a tax receipt.

4.13 Events after the reporting date

There are no events after reporting date to report on.

4.14 Other

There are no other matters to report.

4.15 Acknowledgements

Deidré Ribbonaar of the DTPW won the bronze award for Best Front-Line Service Delivery Employee of the Year at the 2021 National Batho Pele Excellence Awards on 24 March 2022.

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 had rendered 10-, 20-, 30- and 40-years' continuous service in the period 1 April 2021 to 31 March 2022 could not take place in the year under review due to the COVID-19 National State of Disaster. These staff members, who are appreciated for the part they played in strengthening the public service during their many years of dedicated service, will be honoured in the 2022/23 financial year. 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	72	63	19	10	164

During the period under review, the Department sadly lost several employees, some of whom succumbed to COVID-19. The Department honours the following valued staff members who passed away:

- Finance: Basil Valentine.
- Provincial Public Works: Hilary Lyners.
- Roads: Frikkie Hanekom, Zukile Landa, Shéwano Solomons and Bulelani Mtyanga.
- Transport Management: Mbulelo Dyani, Thembisile Nongogo, Anthony September, Zintle Tsutsu and Leslie van Oord.

We would like to thank every employee who contributed to the successes of the Department during the year, including those who continue to have a hand in the DTPW response to the unique and unprecedented impact of the COVID-19 pandemic.

I would further like to thank our previous Provincial Minister Daylin Mitchell for his leadership and guidance during his tenure and wish him well in the new portfolio assigned to him.

The Annual Financial Statements (AFS) set out on pages 212 to 286 are hereby approved.



JT Gooch
Accounting Officer
Department of Transport and Public Works
Date: 31 August 2022

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

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

- All information and amounts disclosed throughout the Annual Report are consistent.
- The Annual Report is complete, accurate and free from any omissions.
- The Annual Report has been prepared in accordance with the guidelines on the Annual Report issued by NT.
- The Annual Financial Statements (Part E) have been prepared in accordance with the Modified Cash Standard and the relevant frameworks and guidelines issued by NT.
- The AO is responsible for the preparation of the Annual Financial Statements and for the judgements made in this information.
- The AO is responsible for establishing and implementing a system of internal control that has been designed to provide reasonable assurance as to the integrity and reliability of the performance information, Annual Financial Statements and, in line with an agreed governance framework with the Corporate Services Centre (CSC) in the Department of the Premier, 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 2022.

Yours faithfully



JT Gooch
Accounting Officer
Department of Transport and Public Works
Date: 31 August 2022

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 2020–2025:

“A safe Western Cape where everyone prospers.”

The DTPW’s own vision is consistent with the WCG vision:

“Enabled communities leading dignified lives. #JUSTdignity.”

6.2 Mission

To tirelessly pursue 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 people as our cornerstone.

6.3 Values

DTPW fully subscribes to the core values of the WCG:



These values are all underpinned by teamwork. A detailed explanation of the meaning of each core value is provided in Table 7.

Table 7: Provincial values and behavioural statements

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

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

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	Administrative Adjudication of Road Traffic Offences Act, 1998 (Act 46 of 1998) (AARTO) 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.

Function	Legislation
	Advertising Along Roads and Ribbon Development Act, 1940 (Act 21 of 1940) 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.
	Critical Infrastructure Protection Act, 2019 (Act 8 of 2019) Provides for the identification and declaration of infrastructure as critical infrastructure; to provide for guidelines and factors to be taken into account to ensure transparent identification and declaration of critical infrastructure; provides for measures to be put in place for the protection, safeguarding and resilience of critical infrastructure; provides for the establishment of the Critical Infrastructure Council; provides for the administration of the Act under the control of the National Commissioner; provides for the powers and duties of persons in control of critical infrastructure; provides for reporting obligations; and provides for the repeal of the National Key Points Act, 1980, and related laws.
	National Land Transport Act, 2009 (Act 5 of 2009) 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) (now repealed), through: • the formulation and implementation of provincial land transport policy and strategy; • the planning, coordination, and facilitation of land transport functions; • collaboration between municipalities; and • liaison with other government departments.
	National Road Traffic Act, 1996 (Act 93 of 1996) 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. 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.
	Road Safety Act, 1972 (Act 9 of 1972) Promotes road safety; for that purpose, establishes a national road safety council and a central road safety fund; repeals the South African Road Safety Council Act, 1960; and provides for related matters.
	Road Traffic Management Corporation Act, 1999 (Act 20 of 1999) Provides, in the public interest, for cooperative and coordinated strategic planning, regulation, facilitation, and law enforcement in respect of road traffic matters by the national, provincial, and local spheres of government; regulates the contracting out of road traffic services; provides for the phasing in of private investment in road traffic and, to that end, provides for the establishment of the Road Traffic Management Corporation (RTMC) and related matters.
	Road Transportation Act, 1977 (Act 74 of 1977) Provides for the control of certain forms of road transportation and related matters.
	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.

Function	Legislation
	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.
	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.
	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.
	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.
Public Works and Property Management	Expropriation Act, 1975 (Act 63 of 1975) Provides for the expropriation of land and other property for public and certain other purposes.
	Extension of Security of Tenure Act, 1997 (Act 62 of 1997) Provides for measures to facilitate long-term security of land tenure with State assistance; regulates conditions of residence on certain land; regulates the conditions on and circumstances under which the right of persons to reside on land may be terminated; regulates the conditions and circumstances under which persons whose right of residence has been terminated may be evicted from land; substitutes the provision of subsidies with tenure grants; further regulates the rights of occupiers; provides for legal representation for occupiers; further regulates the eviction of occupiers by enforcing alternative resolution mechanisms provided for in the Act; provides for the establishment and operation of a Land Rights Management Board; and provides for the establishment and operation of land rights management committees to identify, monitor and settle land rights disputes.
	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.
	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.

Function	Legislation
	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 such properties.
	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 continually updating the asset and property register, procuring additional properties that may be required, and relinquishing or redeveloping properties that fall into disuse.
Transversal	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.
	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.
	Broad-Based Black Economic Empowerment Act, 2003 (Act 53 of 2003) Establishes a legislative framework for the promotion of broad-based black economic empowerment (BB-BEE); 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 BB-BEE; provides for the cancellation of a contract or authorisation; and establishes the Broad-Based Black Economic Empowerment Commission to deal with compliance matters.
	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.
	Construction Industry Development Board Act, 2000 (Act 38 of 2000) Establishes the Construction Industry Development Board (CIDB), which is responsible for, among other things, developing the industry for the improved delivery of infrastructure to the South African public; working with all stakeholders for the sustainable growth of construction enterprises and the best practice of employers, contractors and the professions; identifying best practice; setting national standards; and promoting common and ethical standards for construction delivery and contracts.
	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.

Function	Legislation
	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.
	Criminal Procedure Act, 1977 (Act 51 of 1977) Makes provision for procedures and related matters in criminal proceedings.
	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.
	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.
	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.
	Firearms Control Act, 2000 (Act 60 of 2000) Establishes a comprehensive, effective system of firearms control and related matters.
	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.
	Labour Relations Act, 1995 (Act 66 of 1995) (LRA) Enables the DTPW to advance economic development, social justice, labour peace, and the democratisation of the workplace through giving effect to the purpose of the Act which includes providing a framework within which employees and their trade unions, employers and employers' organisations can: collectively bargain to determine wages, terms and conditions of employment and other matters of mutual interest; effectively resolve labour disputes; and provide for employee participation in decision-making in the workplace.

Function	Legislation
	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 municipality's political and administrative structures; provides for the manner in which municipal powers and functions are exercised and performed; provides for community participation; establishes a simple and enabling framework for the core processes of planning, performance management, resource mobilisation and organisational change which underpin the notion of developmental local government; provides a framework for local public administration and human resource development; empowers the poor and ensures that municipalities put in place service tariffs and credit control policies that take their needs into account by establishing a framework for the provision of services, service delivery agreements and municipal service districts; provides for credit control and debt collection; and establishes a framework for support, monitoring and standard-setting by other spheres of government in order to progressively build local government into an efficient, frontline development agency capable of progressively integrating the activities of all spheres of government for the overall social and economic upliftment of communities in harmony with their local natural environment.
	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.
	National Qualifications Framework Act, 2008 (Act 67 of 2008) Provides for the further development, organisation and governance of the National Qualifications Framework (NQF). 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.
	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.
	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.
	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.
	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.

Function	Legislation
	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.
	Protection of Personal Information Act, 2013 (Act 4 of 2013) (POPI) Promotes the protection of personal information processed by public and private bodies; introduces certain conditions in order 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.
	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.
	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; and 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.
	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.
	Public Service Act, 1994 (Proclamation 103 of 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.
	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.
	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 must 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.

Function	Legislation
	Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) Provides a framework for spatial and land use management in the Republic; specifies the relationship between the spatial planning and the land use management system and other kinds of planning; provides for inclusive, developmental, equitable and efficient spatial planning in the different spheres of government; provides a framework for the monitoring, coordination and review of the spatial planning and land use management system; provides a framework for policies, principles, norms and standards for spatial and regulatory imbalances; promotes greater consistency and uniformity in the application procedures and decision-making by authorities responsible for land use decisions and development applications; provides for the establishment, functions and operations of municipal planning tribunals; and provides for the facilitation and enforcement of land use and development measures.
	Radio Act, 1952 (Act 3 of 1952) Controls radio activities and related matters.
	Radio Amendment Act, 1991 (Act 99 of 1991) Consolidates and amends the laws relating to the control of radio activities and matters incidental thereto.
	Western Cape Land Use Planning Act, 2014 (Act 3 of 2014) Consolidates 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; makes provision for provincial spatial development frameworks; provides for minimum standards for, and the efficient coordination of, spatial development frameworks; provides for minimum norms and standards for effective municipal development management; regulates provincial development management; regulates the effect of land development on agriculture; provides for land-use planning principles; and repeals certain old-order laws.
	Western Cape Land Use Planning Ordinance Amendment Act, 2009 (Act 1 of 2009) Regulates land use planning in the Western Cape and related matters.
	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.
	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, develop and strengthen the capacity of municipalities, and 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.

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

Function	Policies
Transport	National Freight Logistics Strategy, 2005 Reduces inland freight costs through lower system costs that result from increased efficiency, reliability, and lower transit times, thus offering the customer viable modal choices between road and rail.
	National Public Transport Strategy, 2007 This strategy has two key thrusts, namely: • Accelerated modal upgrading, which aims to provide for new, more efficient, universally accessible, and safe public transport vehicles and skilled operators; and • Integrated rapid public transport networks which aim to develop and optimise integrated public transport solutions.
	National Rural Transport Strategy, 2007 Provides guidance to all three spheres of government on dealing with challenges of mobility and access to mobility experienced in rural areas in an integrated, aligned, coordinated manner. Its two main strategic thrusts are: promoting coordinated rural nodal and linkage development; and developing demand-responsive, balanced, sustainable rural transport systems.
	National Road Safety Strategy, 2016–2030 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.
	White Paper on National Transport Policy, 1996 Deals with safe, reliable, effective, efficient, fully integrated transport operations and infrastructure. These should meet the needs of freight and passenger customers in a way that supports government strategies for economic and social development while also being environmentally and economically sustainable.
	White Paper on Provincial Transport Policy, 1997 Builds on the foundation created by the White Paper on National Transport Policy by providing details of specific interventions responsive to the needs and opportunities in the Western Cape; and recognises current and future competencies assigned to provinces and other spheres of government under the Constitution.
	Western Cape Road Access Management Guidelines, 2020 Provides guidelines to assist practising engineers and planners, as well as property developers, to develop acceptable road access standards.
	Road Infrastructure Strategic Framework for South Africa (RISFSA) Provides guidelines for the redefinition of the South African road network; and assists roads authorities to reclassify existing road networks.
	Road Safety Strategy for the Western Cape Province, 2005 Encourages a safer road environment by promoting road safety throughout the province, focusing on national and provincial routes; and provides guidance for the basic training of traffic officer recruits in the province in order to ensure uniformity and professionalism.

Function	Policies
	Western Cape Policy Statement on Transport for Special Needs Passengers (SNPs), 2009 Places certain responsibilities on the DTPW: • Encouraging the incremental accessibility of rail infrastructure and providing training to operators and their staff on dealing sensitively with special needs persons; • Supporting the provision of universally accessible public transport information services; • In association with the National Department of Transport, preparing and publishing guideline requirements for accessible public transport vehicles; • Ensuring that all new public transport facilities cater for special needs persons; and • Ensuring that all future contracted public transport services in the province progressively include the operation of accessible services until all contracted services are either accessible and/ or an alternative demand-responsive service is available.
Public Works and Property Management	Construction Industry Development Board: National Immovable Asset Maintenance Management Standard, 2017 Establishes a system of principles or practice specifications for the management and care of immovable assets after initial construction or acquisition: • To derive maximum value from these assets; and • To protect the investment made in public sector immovable assets and ensure business continuity; and • In support of economic development, social upliftment and environmental sustainability for the benefit of all people in South Africa.
	Framework for Infrastructure Procurement and Delivery Management Focuses on governance decision-making points as well as alignment and functions to support good management of infrastructure delivery and procurement processes.
	Western Cape Provincial Acquisition Policy Guides custodian(s), among others, in the acquisition of immovable assets; and promotes and specifies uniform criteria and processes.
	Western Cape Provincial Government White Paper on the Management of Provincial Property, 2004 Provides a framework to guide activities relating to fixed properties of WCG and other properties it uses; and covers coordination with the property management activities of other public and civil society role-players in the province.
	Western Cape Infrastructure Framework 2013 Aligns the planning, delivery, and management of infrastructure provided by all stakeholders (national government, provincial government, local government, parastatals, and the private sector) with the strategic agenda and vision for the province.
Expanded Public Works Programme	Western Cape Provincial Property Disposal Policy Guides development, drives transformation, and instils confidence in underdeveloped areas, especially to redress imbalances of the past and to promote economic activities.
	Guidelines on the Implementation of the EPWP The EPWP's objective is to create short- and medium-term work opportunities for the poor and unemployed as part of government's anti-poverty strategy. These work opportunities are combined with training to increase the employability of low-skilled beneficiaries in the formal employment market. The programme targets opportunities in the infrastructure, environment, culture, and social and non-state sectors.

Function	Policies
	Guidelines on the Implementation of the National Youth Service 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.
Transversal	National Development Plan 2030: Our Future: Make it Work The NDP is the long-term South African development plan. It aims to eliminate poverty and reduce inequality by 2030. It envisages these goals to be realised by drawing on the energies of its people, growing an inclusive economy, building capabilities, enhancing the capacity of the state, and promoting leadership and partnership throughout society.
	Revised Framework for Strategic and Annual Performance Plans Aims to improve government planning systems and processes and to institutionalise development planning in government.
	Budget Prioritization Framework Seeks to establish a systematic basis for making strategic choices among competing priorities and limited resources, in order to better optimise budgets as a key lever for driving the NDP.
	Provincial Strategic Plan, 2019–2024 A set of overarching Vision-Inspired Priorities for the Western Cape Government, setting out clear outcomes to be achieved in the medium term. These VIPs reflect the needs and priorities of the provincial government and are used to drive integrated and improved performance aimed at achieving a safe Western Cape where everyone prospers.
	Framework for Managing Programme Performance Information (FMPPI) 2007 The aims of the FMPPI are to: • Improve integrated structures, systems and processes required to manage performance information; • Clarify definitions and standards for performance information in support of regular audits of such information where appropriate; • Define roles and responsibilities for managing performance information; and • Promote accountability and transparency by providing Parliament, provincial legislatures, municipal councils and the public with timely, accessible and accurate performance information.
	Departmental Monitoring and Evaluation Framework and Manual Describes what monitoring and evaluation entails, as well as monitoring and evaluation systems and tools for results-based management.
	National Treasury Asset Management Framework v3.3, 2003 Provides broad guidelines for asset management.
	Provincial Spatial Development Framework The framework seeks to guide, overall spatial distribution of current and desirable land uses within a municipality in order to give effect to the vision, goals and objectives of the municipal integrated development plan (IDP).
	South African Statistical Quality Assessment Framework 2010 2nd ed. This is the Statistics South Africa official guide for data producers and assessors regarding the quality of statistics across eight dimensions: relevance, accuracy, timeliness, accessibility, interpretability, comparability and coherence, methodological soundness, and integrity.
	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.

Function	Policies
	Western Cape E-Mobility Policy This is a 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.
	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 Provincial Strategic Priorities transversally throughout the WCG. The Executive Project Dashboard is the information management tool for the system.
	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.

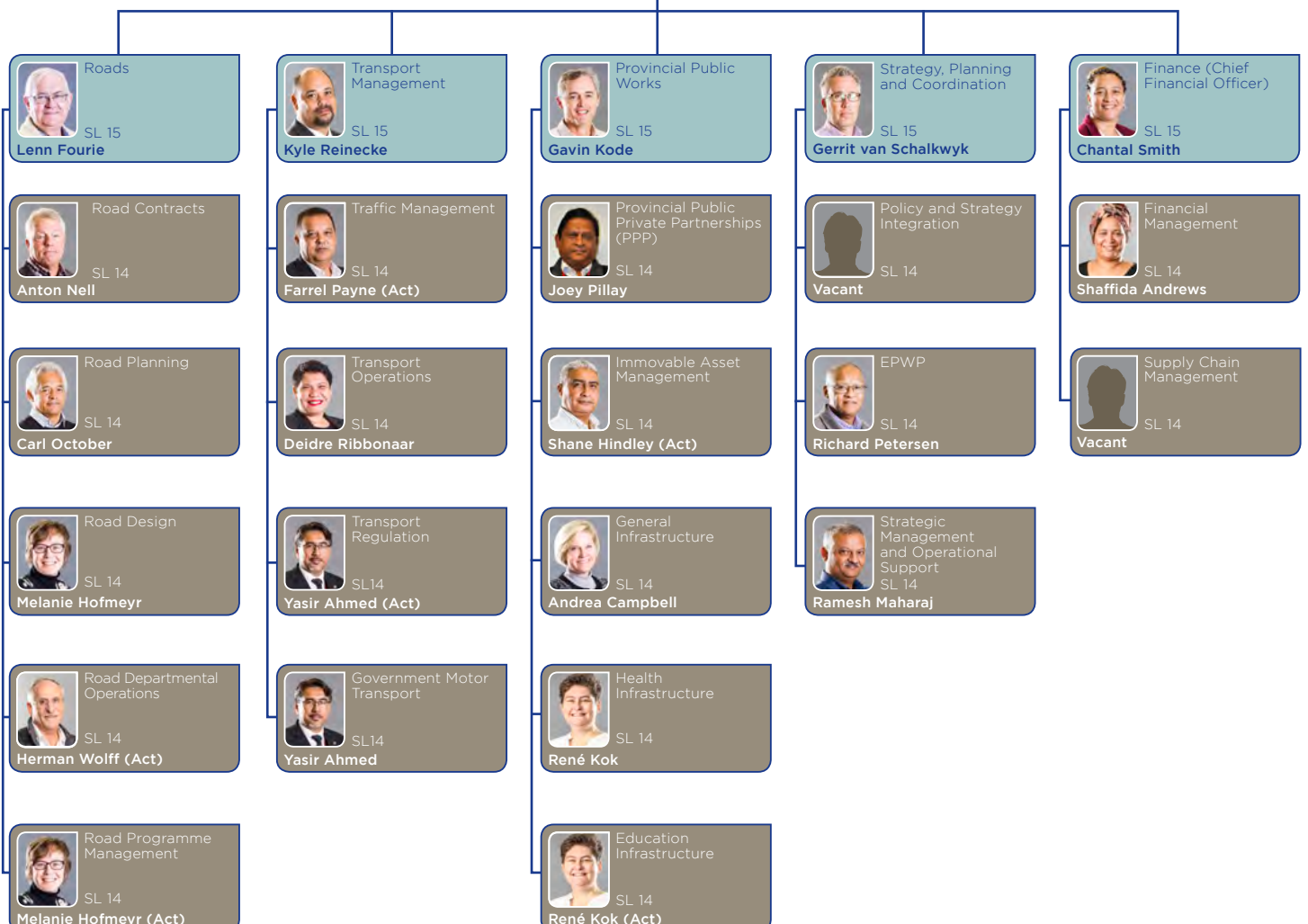
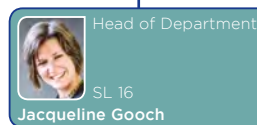
8. Organisational structure as at 31 March 2022

The DTPW's macro-organisational structure as at 31 March 2022 is presented on the next five pages of this report.



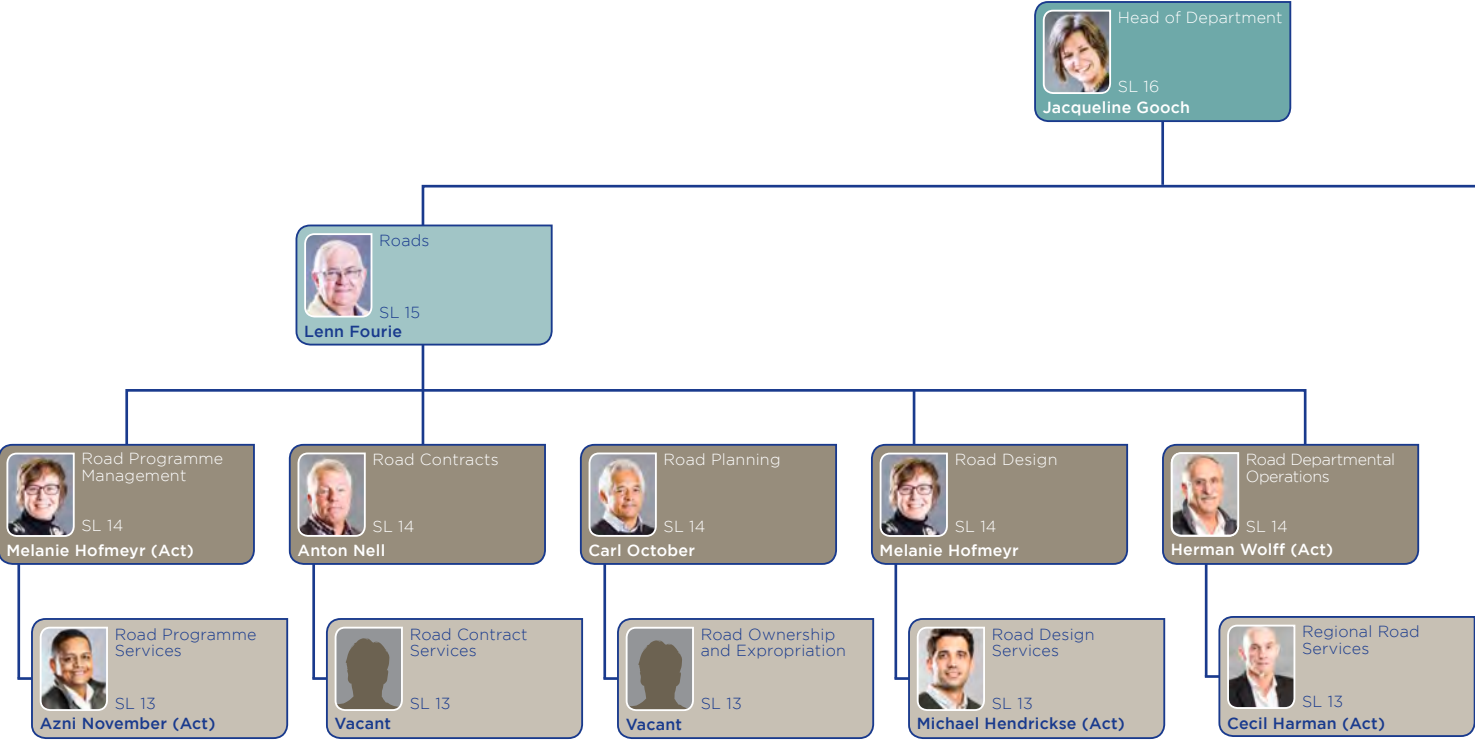
Organisational Organogram

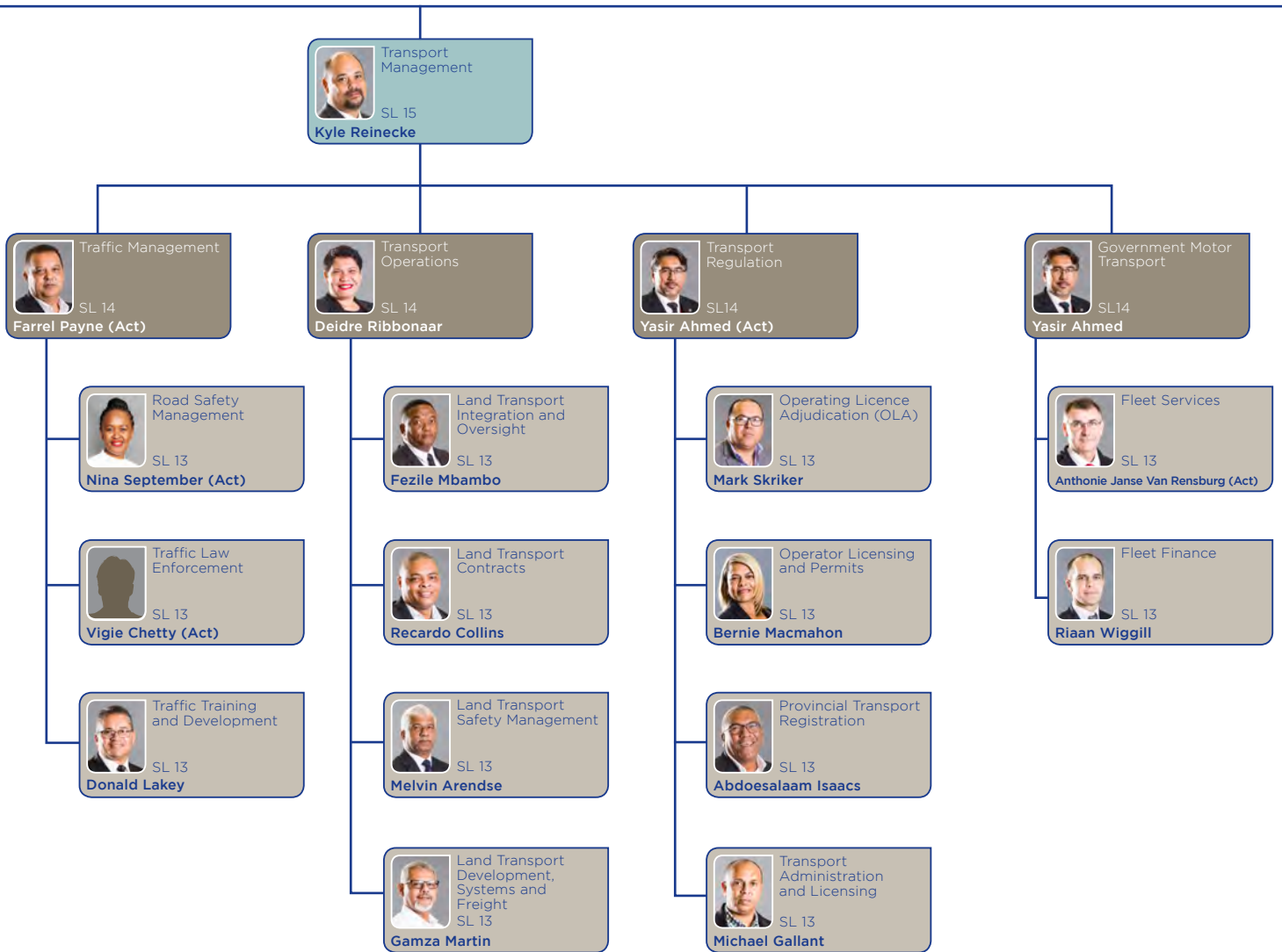
Extended Top Management

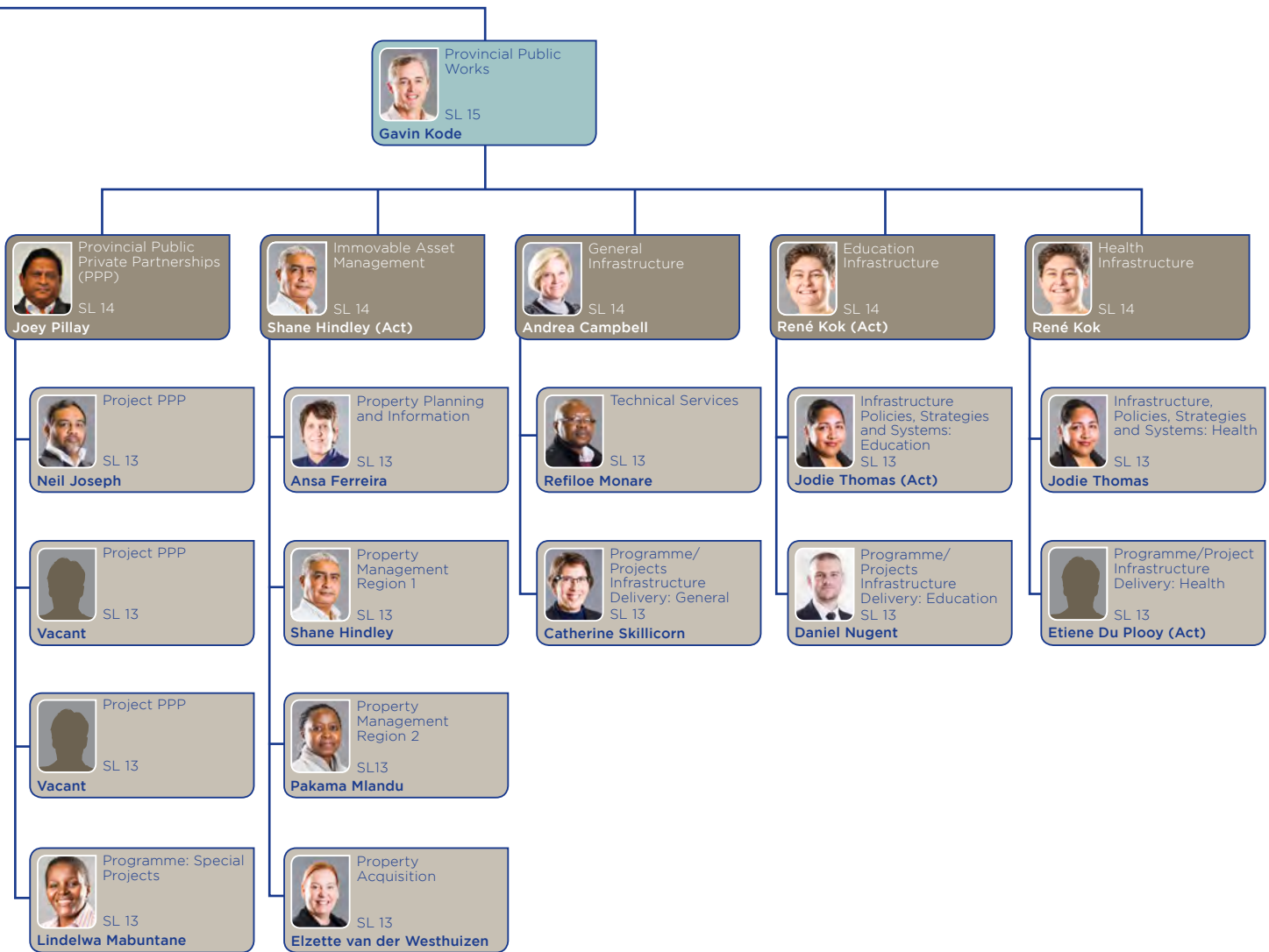


Organisational Organogram

Extended Top Management continued

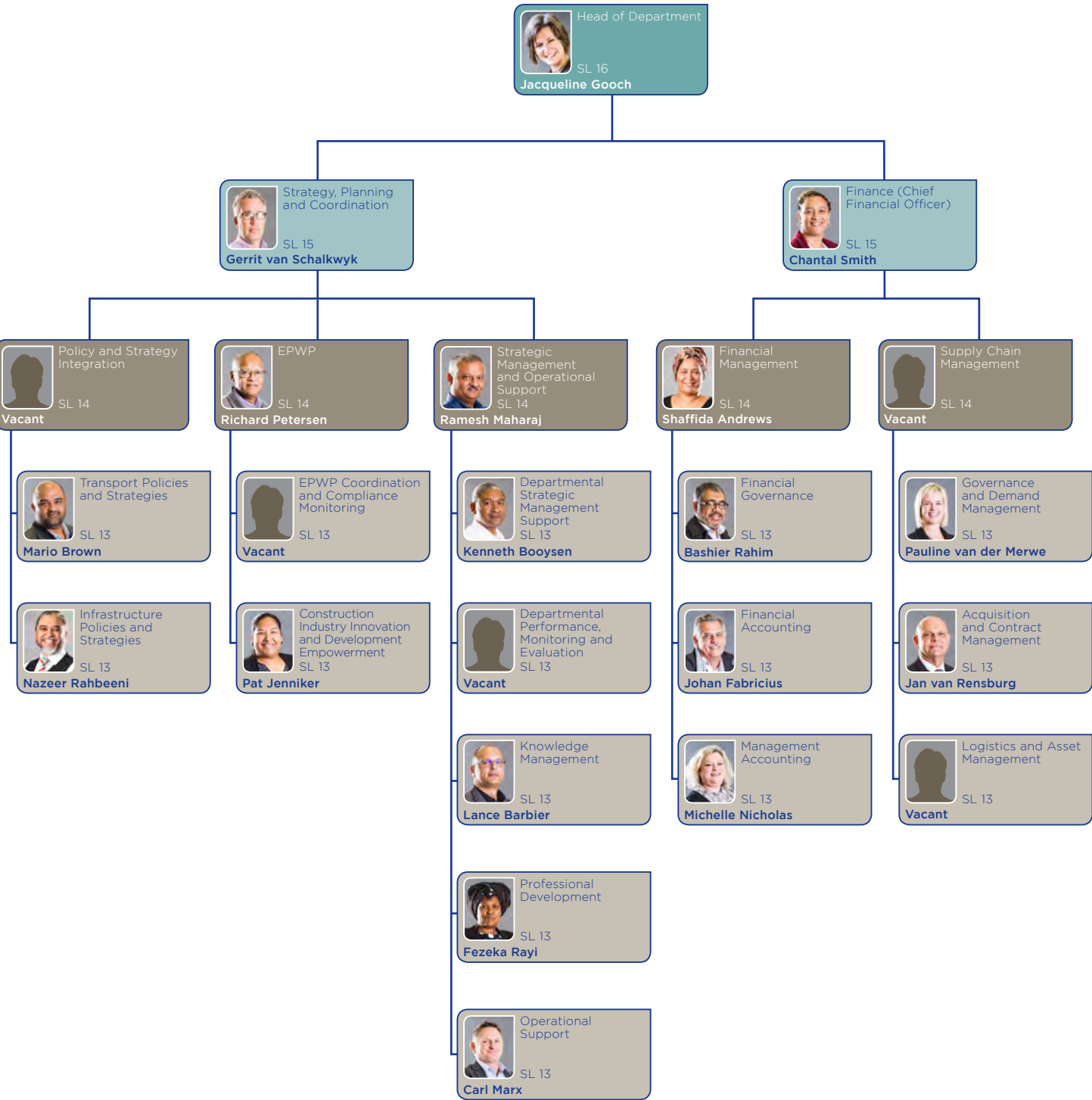






Organisational Organogram

Extended Top Management continued



9. Entities reporting to the Provincial Minister

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 is operated 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 mobility solutions to client institutions for service delivery purposes.

The image is an abstract graphic design. It features a solid red background. In the center, there is a large, circular, metallic-looking gauge or clock face. The gauge has a dark interior with a yellow triangular shape pointing towards the top right. The gauge is surrounded by yellow geometric shapes, including triangles and polygons. A black road with white dashed lines runs horizontally across the middle of the image. Below the road, there are more yellow geometric shapes and a red background. The overall style is modern and geometric.

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 predetermined 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 205 for the Report of the Auditor-General, published in 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	• Provide strategic, policy and operational support within the Department. • Provide financial management and supply chain services within the Department. • Assist municipalities to develop integrated transport plans. • Facilitate the development of provincial, departmental strategies, policies, and plans. • Manage the Professional Development Programme (PDP) to develop scarce skills in the transport, built environment and engineering fields. • Provide bursaries for individuals studying in the transport, engineering and built environment fields.
Public Works Infrastructure Services	• Acquire and dispose of immovable assets. • Ensure optimal utilisation of provincially owned properties. • Lease property to provide accommodation. • Provide accommodation services to provincial departments and entities. • Construct and maintain health, education, and general building facilities. • Create job opportunities and economic empowerment through infrastructure provision.
Transport Infrastructure Services	• Construct, rehabilitate and maintain the provincial road network. • Offer learnerships and graduate training. • Offer diesel mechanic apprenticeships. • Provide technical support services. • Create job opportunities and economic empowerment through infrastructure provision.

Main service	Key functions
Transport Operations Services	• Manage and monitor subsidised and specialised public transport services. • Coordinate and facilitate land transport safety and compliance programmes. • Assess land transport mobility in municipalities, and assist and capacitate municipalities to improve mobility in their areas of jurisdiction. • Support the implementation of non-motorised transport (NMT).
Transport Regulatory Services	• Provide motor vehicle registration and licensing services through municipalities. • Provide motor vehicle roadworthy testing services through municipalities and companies. • Issue driving licences and professional driving permits to competent drivers through municipalities. • Issue permits for abnormal load vehicles and events on provincial roads. • Provide overloading control services on national and provincial roads. • Provide licensing services to public transport operators. • Register minibus taxi operators and associations. • Implement and coordinate road safety programmes. • Provide dispute resolution services in the public transport domain. • Provide law enforcement on national and provincial public roads. • Provide accredited as well as non-accredited traffic training and development to the traffic profession within our province and beyond our boundaries. • Provide road safety programmes at schools and law enforcement interventions.
Community-Based Programmes	• Coordinate the EPWP in the Western Cape. • Facilitate programmes to develop emerging contractors. • Offer construction-related skills development opportunities, including apprenticeships for artisanal skills.

Key service delivery challenges

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

- During 2021 the Western Cape experienced flooding in several regions which had a negative impact on transportation systems. An immediate response was required as communities were cut off or had to use alternative routes. These events led to disruptions in the project delivery cycle because the Department had to reallocate resources to emergency flood damage repairs. Some planned capital maintenance and investment projects were also affected by the reallocation of resources.
- There were 1 957 stonings, 154 robberies and seven arson attacks on GABS buses, which had negative impact on commuters and road traffic conditions.
- In addition to the direct impacts on consultants and contractors of having to comply with COVID-19 safety regulations, more medium to long-term effects of the pandemic started to surface as some service providers struggled to remain financially viable. At the same time, there was an increase in the number of projects affected by social unrest and community interference, previously a

sporadic occurrence, and this is starting to have a greater impact on the ability of service providers to complete projects timeously. Smaller contractors, such as those working on maintenance projects, are particularly vulnerable. Smaller contractors are reluctant to report incidents to law enforcement for fear of reprisals, so they continue with the work at the expense of their economic sustainability.

- Public demands for WCG-owned land in centrally located parts of Cape Town to be released for affordable housing continue.
- Public transport in the Western Cape continues to be in crisis. Rail has all but collapsed, formal bus services are limited and under regular attack, and violence in the minibus taxi industry is at a record high. This is having a devastating impact on the economy of the Western Cape, undermining competitiveness, and constraining socio-economic development at a time when it is needed most. The crushing socio-economic impact of the COVID-19 pandemic has deepened the need for inclusive development and job creation, which requires a safe, reliable, dignified, and affordable transport system.
- The rail service continues to be severely affected by vandalism, cable theft and encroachments on the rail reserve. Despite this, Metrorail has slowly been restoring its services along the least affected corridors. The Southern, Cape Flats and Northern lines have resumed service, mainly during the morning and afternoon peak periods. Passenger numbers remain low, as commuter confidence in the service has dropped significantly with many commuters having migrated to other modes of public transport. The Central Line recovery is the current PRASA priority, with only a limited service running between Cape Town and Langa at present.
- In addition, continued pressure on the national fiscus is having an impact on the funding of formal bus services in the Western Cape. Both the Public Transport Network Grant (PTNG), on which the George Integrated Public Transport Network (GIPTN) relies, and the Public Transport Operations Grant, which is used to subsidise the GABS service, came under pressure in the year under review.
- Fraud and corruption in the vehicle, driving and operating licensing and vehicle testing 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 these arenas.
- Illegal public transport operations continue to be a root cause of violent conflict in the minibus taxi industry. Unsustainable recruitment drives result in severe overtrading, competition for passengers and illegal operations. Coordination and monitoring structures have been set up with planning authorities and include key law enforcement stakeholders including the SAPS, the NPA, and traffic authorities.
- 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 those affiliated to the Cape Amalgamated Taxi Association (CATA) and the Congress of Democratic Taxi Associations (CODETA), resulted in the loss of many lives. Between

1 April 2021 and 31 March 2022, 110 taxi-related murders and 71 attempted murders were reported to the DTPW.

- Reports of an escalating number of extortion incidents continue to plague the transport and construction sectors in the Western Cape. Staff, learner and charter services operators are regularly targeted when collecting or dropping off their passengers in townships throughout the Western Cape by the minibus taxi “mother-bodies” CATA, CODETA and Uncedo Taxi Association, as well as by local gangs. Infrastructure contractors have reported cases of local gangs extorting money for “protection” or demanding a percentage of the contract value and local leaders demanding a say in who may or may not work on projects in their areas. These criminal activities have a negative impact on the cost and timeous completion of infrastructure projects.

Key service delivery achievements per service

Service: Facilitate programmes to develop emerging contractors

The Contractor Development Programme implemented three main training programmes.

- Construction information sessions were presented to 75 emerging contractors from across the Western Cape in partnership with DTPW's Supply Chain Management component, the national Department of Public Works and Infrastructure (DPWI), the South African Revenue Service (SARS), the Department of Economic Development and Tourism (DEDAT), the Construction Industry Development Board, the Building Industry Bargaining Council, and local municipalities. The one-day session provided participating contractors wishing to be eligible to tender for government contracts with the information they need to comply with applicable government regulations and policies.
- Forty-three CIDB Grade 1 and 2 contractors participated in a 10-month structured training programme accredited by the Construction Education and Training Authority (CETA).
- Advanced training and mentoring support was provided to 26 CIDB Grade 3 to Grade 5 contractors in the year under review.

The NYS Youth in Construction Programme is a national programme that aims to provide unemployed youth with opportunities to participate in the built and construction industries. Youths are placed in a 12-month programme to acquire skills in various disciplines in the construction industry that could enhance their ability to gain employment or become self-employed. In October 2021, a new intake of 260 unemployed youths commenced their training across the Western Cape and 18 boiler-making apprentices started their training in November 2021.

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 more than R10m, and it measures the potential impact a construction project could have on the local community. In the year under review, ten EMPIAs were initiated on planned departmental infrastructure projects.

Fifteen projects were monitored through empowerment target implementation reports (ETIRs). The unit supported implementing DTPW directorates and their client departments at 18 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 receive support from the DTPW to attend training at the Bellville Mechanical Workshop and do National Technical Certificate courses at technical college. Although no new candidates joined the Apprenticeship Programme in 2021/22, the programme continued to provide training to enrolled participants.

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. Three graduates who participated in the Professional Development Programme registered with the Engineering Council of South Africa (ECSA) and one geomatics professional (GISc) registered with the South African Geomatics Council. The three newly registered engineers had accepted permanent employment in the DTPW by the end of the year under review.

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. Masakh'iSizwe provides access to tertiary education learning and education opportunities.

The Department awarded bursaries to 25 students studying at three higher educational institutions in the Western Cape. A total of 131 students received support during the 2021 academic year.

Table 9: **Masakh'iSizwe** bursaries 2021/22

Discipline	Number of bursars	Gender		Race			
		M	F	A	I	C	W
Architecture	1	0	1	0	0	1	0
Construction and Related	1	0	1	1	0	0	0
Civil Engineering	67	38	29	29	2	26	10
Electrical Engineering	12	9	3	6	1	2	3
Electrical & Electronic Engineering	8	6	2	1	0	2	5
Electro-Mechanical Engineering	1	1	0	1	0	0	0
Mechanical Engineering	19	15	4	5	0	9	5
Mechatronics Engineering	8	2	6	0	0	4	4

Discipline	Number of bursars	Gender		Race			
		M	F	A	I	C	W
Mechanical & Mechatronic Engineering	3	2	1	1	0	2	0
Geomatics	4	2	2	2	0	2	0
Town/Urban and Regional Planning	4	1	3	2	0	2	0
Transport Economics	2	1	1	1	0	1	0
Economics	1	0	1	0	0	0	1
Total	131	77	54	49	3	51	28

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

Service: Provide, construct and maintain accommodation for provincial departments

Education facilities

Despite the ongoing health crisis hampering progress on projects in construction due to the varying regulations under fluctuating Alert Levels of the National State of Disaster during 2021/22, the DTPW completed a considerable number of education infrastructure projects across the capital and maintenance programmes to ensure that the education objectives of the client department, the Western Cape Education Department, were achieved.

These objectives include a distinct focus on the construction of new facilities to accommodate the continually expanding learner population in the province, an ongoing drive to replace existing facilities constructed from inappropriate materials, and ensuring that the condition of more than 1 500 existing facilities across the Western Cape are maintained in a state that supports the achievement of positive educational outcomes.

The capital programme saw the completion of three new schools, two of which were constructed to replace existing facilities built of inappropriate materials, significant upgrades and additions to four existing facilities, and the delivery of 281 mobile classrooms.

The new R95m Stofland Primary School in De Doorns was completed in April 2021 to accommodate 1 240 learners. The project is notable for the retaining walls that had to be constructed to make it possible to build this facility on a significant slope, as well as the challenging civil engineering conditions related to varying densities of rock on the site. The facility provides 28 classrooms, two multi-purpose classrooms, four Grade R classrooms, a science laboratory, and a multi-media centre.

Constructed to replace an existing facility in Heideveld, the R70m Willows Primary School was completed in August 2021 to accommodate 1 240 learners and boasts 28 standard classrooms, four Grade R classrooms, two multi-purpose classrooms, and a multi-media centre.

A replacement project, the new R92m Turfhall Primary School in Penlyn Estate, Cape Town, was completed in October 2021. The facility accommodates 1 240 learners in 28 standard classrooms, four Grade R classrooms, two multi-purpose classrooms, a multi-media centre, and a science laboratory.

As a significant upgrades and additions project, the Tulbagh High School in the Cape Winelands District includes four new classrooms, an extended school hall and a complete refurbishment of the original 28 classrooms. The work was completed in December 2021 at a total cost of R47m with the intention to accommodate learners from Waveren High School which will, in turn, be replaced with a new facility.

In the Cape Town City Bowl, an older structure was refurbished and upgraded to meet the needs of hearing-impaired learners relocated from a facility in Hout Bay. Completed in May 2021, the R25m upgraded facility now houses the Seven Steps Academy and includes specialist classrooms fitted with sound-dampening acoustic finishes to accommodate the special needs of these learners.

Upgrade and addition projects completed in the year under review include Saldanha Primary School, where six new classrooms were completed in September 2021, and Gansbaai Academia in the Overberg District, which, from March 2022, has an additional five classrooms.

In order to ensure that the existing education infrastructure portfolio continues to function adequately to meet the expectations of learners, educators and communities, 35 planned maintenance projects were completed during the course of 2021/22. A further 85 emergency maintenance projects were completed in the same period, the root cause of which is mainly age-related wear and tear. This last statistic is an indicator of a portfolio that is in dire need of more comprehensive attention to reverse the trend of declining facility conditions.

Health facilities

During the year under review, the DTPW continued to contribute 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 implementer for the Western Cape Department of Health and Wellness is made in Vote 10: DTPW.

The upgrading and refurbishment of the Gansbaai Clinic was completed on 4 July 2022. A new wing has been constructed 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.

A project to build a new day clinic adjacent to Laingsburg Hospital and make improvements to the existing hospital to accommodate decanting was completed in April 2021. The clinic now has a pharmacy and 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.

The construction of the new R308m Observatory Forensic Pathology Institute at the entrance to Groote Schuur Hospital achieved practical completion in June 2021. Once it

is fully commissioned, this large, purpose-built modern forensic pathology facility will replace the Forensic Pathology Services laboratory in Salt River.

This new three-storey facility will provide Level 4 forensic services aimed at extracting, analysing and preserving the integrity of evidence for use by the criminal justice system. It enables better integration of the work of provincial Forensic Pathology Services and the National Health Laboratory Service, coupled with facilities to support University of Cape Town (UCT) academic training in the field. The facility has 26 autopsy tables – four dissection suites with six tables each, as well as two teaching and training dissection suites. It has 360 refrigerated body spaces – 180 admission fridges and 180 dispatch fridges. In addition, the building can accommodate 100 visitors to the bereavement centre as well as ten waiting undertakers per day. The new facility facilitates the training of trainee specialists at the UCT Medical School and can accommodate 20 students at a time.

The Department completed the first phase of a new R90m Emergency Centre at Victoria Hospital in April 2021 and Phase 2 was completed in July 2021. The facility boasts a new four-bed resuscitation area, a 17-bed treatment area, and two sensitive examination rooms. There is a nebulisation area on the ground floor. The first floor has an 18-bed observation ward, a rehydration area, administration offices and a staff restroom. A circular road has been built through the hospital precinct, which was previously disconnected, and two new dedicated ambulance access points have been added to covered patient drop-offs.

A new acute psychiatric ward was completed at Hermanus Hospital in August 2021 to provide appropriate short-term accommodation for medium and high acute psychiatric patients within a dedicated secure environment with no direct access to the rest of the hospital wards. It has three seclusion rooms and two separate dedicated shower rooms and toilets. An air conditioning system and fresh air supply system were added, as well as seclusion room doors and an electronically controlled water supply system. Another new acute psychiatric ward was completed at Otto du Plessis Hospital in Bredasdorp in June 2021.

General buildings

Notwithstanding the profound impact of the COVID-19 pandemic on infrastructure planning and delivery, various construction, modernisation and maintenance projects achieved completion in 2021/22. These include the modernisation of the 7th Floor of the DTPW head office at 9 Dorp Street, and the Ground Floor of 27 Wale Street, which is the Department of Human Settlements head office. Extensive upgrades were undertaken at the Murraysburg Department of Social Development Service Point, as well as at the Education Management and Development Centre Vodacom Centre in Worcester.

A new registry facility for the WCED was constructed at Alfred Street, Block B in Cape Town, and a solar photovoltaic (PV) rooftop installation at 7 and 15 Wale Street was completed in 2021/22. An additional 40-bed dormitory at the Outeniqua Child and Youth Care Centre facility in George was completed during the year under review and a new and upgraded vocational and accommodation facility with 232 beds is under construction at the Horizon CYCC in Cape Town.

Other infrastructure projects under construction that are expected to be completed in the course of 2022/23 include the Government Motor Transport Phase 2 Rusper Street project and general building repairs at the George Museum. Phase 2 of the modernisation of the Department of Agriculture's head office at Elsenburg commenced on 17 March 2022.

In 2020/21, the Programme continued to be instrumental in cleaning and disinfecting workspaces and placing sanitising dispensers throughout provincially occupied buildings in accordance with workplace COVID-19 protocols.

Water consumption reduction initiatives

When the 2015 to 2018 Western Cape water crisis was reaching its peak, the DTPW was tasked with overall coordination of the business continuity plans (BCPs) of WCG departments and entities in the event of possible water-related service delivery disruptions. The Provincial Water BCP that emerged provided the plan for determining which essential services of the WCG could and should continue to operate if municipal water supplies became constrained or ceased to flow; to map out how the WCG could help avoid a "dry taps" situation through minimising WCG demand on municipal water supplies; and to ensure that identified critical services could continue to be delivered, regardless of the state of municipal water supplies.

A range of demand- and supply-side interventions were undertaken at the time of the water crisis to reduce water demand and increase water supply. The DTPW continues to work with the Department of Health and Wellness to manage and sustainably operate established groundwater supply-side systems. The DTPW also continues to embed further demand-side interventions in new infrastructure across the health, education and general property portfolios, and to compile the annual Property Efficiency Report that focuses on water efficiency, among other things. Public Works Infrastructure continues to support all WCG departments through the creation of more water-secure provincial government infrastructure, as is encapsulated in the WCG 2017–2022 Sustainable Water Management Plan.

Service: Road infrastructure provision

The DTPW's strategic spending 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 continued to facilitate road network planning through integrated planning engagements. The DTPW maintained ongoing liaison with key stakeholders such as CoCT Transport and Urban Mobility, and the South African National Roads Agency (SANRAL).

Twenty-two capital roads projects continued or reached practical completion during 2021/22 with a total expended value of R929m during the financial year. Thirteen capital projects commenced during 2021/22 with a total expended value of R154m during the financial year.

Projects already initiated to promote economic growth and maximise road user impact in the Western Cape are at various stages of completeness. During the year under review, the upgrade of Refinery Interchange commenced, which is a key component of the Southern Growth Corridor.

Preliminary designs for the following projects continued:

- Wingfield Interchange on the N1/N7.
- Upgrading of the N7 to freeway standards.
- The R300 northern extension.

The environmental impact assessment processes for the R300 northern extension are underway. The R300 between the N1 and N7 is an important incomplete link that will ultimately connect the southern, northern and western suburbs of Cape Town.

The Department continued, among others, with periodic maintenance work along several sections of Trunk Road 2, which at certain locations forms part of the national road network. Work commenced on Trunk Road 2 Section 1 (Koeberg Interchange to Cape Town International Airport) and both carriageways will be resurfaced from 0.00km to 13.80km. Work is also nearing completion on Trunk Road 2 Section 1 between 30.92km and 42.79km (Eerste River to Somerset West). Works on Trunk Road 2 Section 2 through Somerset West commenced with resurfacing and practical completion is expected in 2022/23.

Along the Garden Route (Eden District), Trunk Road 2 Sections 10 and 12 are being resurfaced with work having commenced in the 2021/22 financial year. The widening of the Maalgate Bridge on Trunk Road 2 Section 9 (15.10km) continued and practical completion is expected in 2023/24.

Work on other vital economic arteries included the periodic maintenance of Trunk Road 11 Section 1 (Route N7) between Bosmansdam Interchange (2.00km) and Potsdam Interchange (9.50km), as well as the periodic maintenance of Trunk Road 9 Section 1 (Route N1). Both these maintenance projects reached practical completion during 2021/22.

Various flood damage repair projects were launched within short timeframes due to damage caused by heavy rains during the 2021 rainy season. This included flood damage repairs on Main Roads 282, 288 and 289 in the Overberg District near the tributaries of the Breede River, as well as flood damage repairs on Main Road 282 and District Road 1306 near the tributaries of the Riviersonderend, also in the Overberg District. It is expected that the works will reach completion within 2022/23. Emergency repairs were also required on the Bosmansdam Bridge along Trunk Road 11 Section 1 with works commencing and reaching completion in 2021/22. Necessary emergency repairs to the N1/N7 Wingfield bridge were identified after a vehicle collision. Repair works will commence during 2022/23.

The last phase of the upgrading of Baden Powell Drive (the R310) between Annandale Road and Polkadraai Road commenced in January 2022. This is a busy arterial road that runs from Muizenberg to Stellenbosch. It is the main access road between Stellenbosch and Cape Town via the N2 and provides access to Cape Town International Airport, the Cape Town Film Studio, industrial hubs, wine farms and various townships. The road is also

heavily used by tourists, cyclists and pedestrians, particularly on weekends. The route is also utilised by pedestrians and cyclists to access employment and leisure opportunities on the surrounding wine farms and residential estates.

Roadworks from Wellington to Windmeul and Bainskloof Pass continued in the year under review. The expected completion date of this project is in Quarter 2 of 2022/23.

Roadworks from Ashton to Montagu through Cogmanskloof neared practical completion towards the end of 2021/22. As part of this project, in a first for South Africa, the DTPW, in partnership with Aecom and H&I, moved the iconic new Ashton Arch Bridge to its final position in August 2021. After several years of meticulous planning, design and construction, this completed concrete tied-arch road bridge weighing over 8 000 tons was moved 24 metres in less than 24 hours.

The Department started the procurement process for the second phase of Louis Fourie Road in Mossel Bay and construction will commence in the next financial year. This upgrade will provide a huge boost to the local economy and infrastructure of the town.

Service: Manage and monitor integrated public transport services

In response to the need for improved minibus taxi services, and in recognition of the limited support provided to this crucial mode of transport, the Department initiated the Blue Dot taxi pilot project. Blue Dot rewards improved driving behaviour and service quality, while also beginning a process of industry formalisation and the implementation of measures designed to reduce instances of illegal operations and violent conflict. The performance of Blue Dot taxis is measured using a 5-star rating system and monitored using the onboard tracker, on-the-ground field monitors, and user feedback via cell phone.

The pilot was endorsed by the Provincial Cabinet in September 2020 and went live on 15 May 2021, eight months later. This is an extraordinary achievement given the scale and complexity of the project, the notable challenges of working with the informal minibus taxi industry, and the extremely challenging COVID-19 operational environment. Significant progress has been achieved.

- Among Blue Dot taxis that met the participation eligibility requirements, the number of speeding and harsh driving events declined between June 2021 and March 2022.
- Eight new regional companies, representing all eight regional taxi associations in the Western Cape, were established. Umanyano Travel Services (UTS) and all eight regional companies are participating in the pilot.
- A bespoke technology system was developed to monitor and manage the incentive programme.
- Vast amounts of invaluable data have been collected from participating minibus taxi operators by monitoring 3 million kilometres travelled across 150 routes every month.
- A total of 500 participating operators have successfully met the eligibility requirements to earn rewards since the project commenced. Criteria include possession of a valid operating licence as well as completion of Blue Dot training and tax compliance.

- A total of 850 drivers met the eligibility requirements, including registration, possession of a valid professional driving permit, and completion of Blue Dot training. Blue Dot drivers are required to tag in every day and provide a minimum level of service on licensed routes. This helps to ensure that Blue Dot taxis are driven by trained, licensed drivers and also promotes better route adherence in order to improve safety.
- A total of 850 taxis met the eligibility requirements which includes being branded, fitted with a tracker and passing a safety inspection.
- All participating operators and drivers have received Blue Dot training.
- A user feedback system, a South African first, was developed for passengers and other road users to rate the service using their cell phones.
- Blue Dot leverages the DTPW's Integrated Transport Hub technology to monitor services and manage the programme.

The Golden Arrow Bus Services contract for scheduled passenger bus services is administered by the DTPW. GABS operates more than 1 000 peak hour buses transporting some 230 000 passengers daily, and boasts an on-time first departure rate of over 96 per cent. The Department and GABS work together on various technology solutions to improve public transport in the province in light of the dysfunctional passenger rail system.

Golden Arrow entered into a partnership with BYD (a bus manufacturer) and uYilo (a co-funding partner) to test two 100 per cent electric buses for a 12-month period. From July 2021, the two electric buses have been incorporated into Golden Arrow's day-to-day operations, carrying passengers between Retreat and Cape Town.

In 2021/22, the Department's Provincial Sustainable Transport Programme continued to support municipalities to improve public transport, walking and cycling and better protect vulnerable road users through infrastructure improvements such as sidewalks, bicycle lanes, traffic calming measures and safe crossings. The design and development of two priority NMT projects were completed in Gansbaai and Hawston in the Overstrand Local Municipality. These projects have been handed over to the municipality for construction. In addition, the conceptual design of the Hermanus Minibus Taxi Rank has been completed and fruitful engagements have been held with key stakeholders in the municipality as well as the MBT industry to guide the commencement of the detailed design phase of the project.

The Bicycle Mobility Consortium (BMC) was appointed to support the PSTP's Provincial Bicycle Distribution Programme, which uses this low-carbon form of transport to provide opportunities for improved mobility and increase access to opportunities to those for whom public transport is unaffordable.

The programme remains committed to enabling strong partnerships; creating access to bicycles for those who can least afford it; providing an end-to-end package for bicycle distribution; and supporting a range of mobility projects in collaboration with other departments and municipalities. A total of 480 bicycles were distributed to various mobility programmes including neighbourhood watches, township micro-businesses, scholars, and rural development programmes. The highlight of the year was the three-day Premier's Cycle Tour, which the PSTP supported by providing 100 bicycles to various neighbourhood

watch groups in the West Coast District towns of Velddrif, Vredenburg, Langebaan, Moorreesburg, Riebeeck West and Darling.

The Bicycle Distribution Programme supported the National Department of Transport Shova Kalula Programme by distributing 375 bicycles to schools in the Cape Winelands District. Shova Kalula supports NDOT's National Learner Transport Policy and Rural Transport Strategy priorities, as well as the promotion of NMT projects to provide access to basic services and opportunities. The PSTP supports this initiative by providing logistical support, identifying learner beneficiaries in consultation with the Western Cape Education Department, and assisting with learner road safety training at the selected schools.

In the year under review, the Premier of the Western Cape and the former Provincial Minister of Department of Transport and Public Works handed over another 20 bicycles to the Open Streets organisation as part of the PSTP. Open Streets is a non-profit organisation based in Woodstock, Cape Town, whose goal is to increase the use of public and non-motorised transport. Open Streets will distribute one bicycle to each of 20 community-based organisations (CBOs) for the use of a volunteer who is engaged in delivering services to communities. Each of these volunteers will be tracked and will keep a bicycle diary to capture his or her experience. These diaries will be collected and the content used to promote cycling in urban environments.

Service: Issue driving licences to competent drivers

The DTPW continues to work closely with municipal agents to improve the standards of the services they provide to the public. Due to the considerable backlogs that built up at driving licence testing centres (DLTCs) during the National State of Disaster, new service interventions had to be held in abeyance. However, the Department assisted DLTCs with an effective strategy to deal with the backlogs within the confines of what is legally permissible. Immediate interventions were extending the operating hours at DLTCs, regularly monitoring backlogs, and weekly engagements with the RTMC, the Driving Licence Card Account (DLCA) and NDOT. A long-term intervention was petitioning the National Minister of Transport to extend the validity period of driving licence cards and other driving licence documents.

In the year under review, the DTPW continued to help ensure a safe and appropriately regulated vehicle and driver population through strategic partnerships with the national inspectorate, the SAPS, the Hawks and the Special Investigating Unit (SIU) to combat fraud at vehicle testing stations 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 2021/22. The system for streamlining the classification and registration of abnormal load vehicles and automating the issuing of permits was implemented in November 2021 and role-players were encouraged to utilise the new system.

Service: Register minibus taxi operators and associations

The Provincial Transport Registrar (PTR) oversees the annual general meetings (AGMs) and special general meetings of minibus taxi associations as required by the Standard

Minimum Constitution promulgated in terms of the Western Cape Road Transportation Act Amendment Law (Act 8 of 1996). The introduction of the Public Transport Regulation System (PTRS) means that registration and operating licence information is now stored in a single repository.

As a result of the interoperability of these systems, registration and operating licence information for both associations and members and preparation for AGMs resulted in efficiency gains for both the PTR and the Provincial Regulatory Entity (PRE). The live integration of the PTRS into the Department's Integrated Transport Hub 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 legal and illegal operators and the deliberate obstruction of the operations of legal operators led to the Provincial Taxi 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. Disciplinary measures were implemented against associations and members who violated the provisions of the Standard Constitution and Code of Conduct for minibus taxi operators. Of particular concern has been the increase in recruitment drives, route invasions and extortion.

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 SAPS.

A number of fatal shootings occurred in the year under review, mainly due to disputes between CATA- and CODETA-affiliated groups. In cases involving violent conflict and other criminal acts, 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 Minister invoked his powers in terms of section 91 of the NLTA to declare his intention to institute extraordinary measures in declared areas, including the potential closure of certain ranks or routes. The B97 route and affected ranks were closed as a result.

Service: Road safety communication

The Safely Home Calendar continued to support behaviour change messaging, across multiple platforms, in line with the calendar themes. A six-month above-the-line campaign at the beginning of the financial year helped to extend the calendar's footprint beyond social media into radio, mobile and digital billboards, and cinema.

From June to September 2021, money was diverted to supporting COVID-19 messaging. Based on research, a series of videos was produced to reduce vaccine hesitancy. Featuring community and religious leaders and medical professionals, these videos aimed to share information and deflect misinformation using credible sources. The campaign was flighted on the Safely Home social media platforms as well as above-the-line platforms such as radio, billboards, press and cinema.

A Festive Season campaign enabled the DTPW to extend its messaging significantly to impactful new platforms such as digital screens in malls, outside taverns, and inside transport hubs (inter-city bus ranks, taxi ranks, and train stations). On the digital front, the DTPW added location-based targeting which enabled it to direct messaging more strategically to hotspot areas with high fatality rates, as well as to areas around liquor outlets across the Western Cape. The campaign was highly effective, enabling a reach of 30 million across billboards, screens and radio, and 64 million across social media and digital platforms.

The Safely Home Calendar's social media platforms continued to perform well. The number of followers and campaign reach increased in the year under review:

- Facebook/ Meta: a 78 per cent increase in followers from 30 921 to 54 995, and a reach of 120 million.
- Twitter: a 9 per cent increase in followers from 14 983 to 16 285, and a reach of 16.4 million.
- YouTube: a 14.5 per cent increase in total views from 9 576 688 to 11 148 224.

The DTPW's messaging strategy continues to include significant support to traffic law enforcement activities, with the focus shifting away from holiday periods to maintaining social media support across the year on a more consistent basis. These activities support the integrated efforts of role players such as the DTPW's Road Safety Management and Land Transport Safety Management components in addition to Traffic Law Enforcement.

Development continues apace on the Western Cape Highway Patrol reality television series (previously called "Thin Blue Line"), showcasing the work of traffic officers, alongside the realities of their actual lives. Filming was delayed by COVID-19, but the final phase of filming has now been completed and post-production is underway. The ten-part Season 1 of the series is due towards the end of September 2022.

The Safely Home Year 5 Survey was changed from a market research-type survey to a public health survey. Focus group interviews were conducted with traffic officers and members of the public for the first time. The Year 5 report will be delivered by the end of the 3rd Quarter of 2022/23.

Service: Road safety education and awareness campaigns

Due to the closure of schools, especially during Alert Level 5 of the National State of Disaster, and the restriction of visits to schools during Alert Levels 4 and 3, the DTPW decided to pause its school-based flagship projects to educate learners and create road safety awareness. This gave schools ample time to catch up on missed teaching time and plan for the next period. School-based projects such as road safety school debates, Participatory Educational Techniques (PET), road safety talks and dialogues, and the Safety in Traffic Education Programme (STEP) could therefore not be implemented in the period under review. The only school-based projects that were not affected were the establishment of junior traffic training centres and scholar patrols.

Five new JTTCs were established in three districts, bringing the Western Cape total to 30. These simulated road environments feature 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. The new JTTCs were established in:

- Overberg District: Grabouw Thusong Centre and Zwelihle Primary Schools;
- City of Cape Town: Sakumlandela Primary School in Khayelitsha and Belhar Primary School; and
- Eden District: St Mary's Primary School.

Learner's licence programmes continued to be 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 GLTC e-Learning platform.

Service: Traffic training and development

The Gene Louw Traffic College facilitated accredited training for the Further Education and Training (FETC): Road Traffic Law Enforcement qualification. An extensive recruitment and selection process took place and a total of 90 candidates were enrolled on 1 February 2021 after more than 14 500 applications had been received. The College was faced with COVID-19 restrictions, numerous positive cases of the disease, and had to utilise all its training staff to enable training that observed social distancing requirements. Despite these challenges, a total of 87 students qualified as traffic officers on 13 December 2021.

Another recruitment process was undertaken in October 2021. Of a total of 1 206 applicants, 101 students were accepted and began studying for the FETC qualification on 1 February 2022. Fourteen of these students are from the local authorities of Swartland, Stellenbosch and Overstrand.

GLTC conducted firearm refresher training for 40 officials from the Swartland Local Municipality as part of a programme of assistance to local authorities in the Western Cape. The College also provided an RTMC-approved AARTO refresher training course to 245 officers using a blended approach of theoretical training and assessment through the GLTC e-Learning platforms complemented by practical assessments at various Traffic Centres.

The Quality Management and Evaluation sub-directorate assessed and evaluated the impact of GLTC training activities, and applications were developed to conduct continual electronic real-time monitoring and evaluation of traffic law enforcement activities, road safety management education and awareness interventions, and traffic training.

Service: Traffic law enforcement

The Directorate: Traffic Law Enforcement aims to reduce road fatalities by ensuring road user compliance, good driver behaviour, and the fitness of motor vehicles and drivers. It has embraced ongoing improvements to technology, software, processes, systems, reporting, and information systems. This tremendously improved its operational efficiency, and the collection of actionable data for effective regulation and law enforcement during the year under review.

A total of 202 patrol vehicles are now fitted with the latest in-vehicle technology that enables the collection of real time and verifiable information for effective action on the

DTPW's major traffic law enforcement priorities. A total of 640 handheld devices have been deployed in the field and 370 wifi-enabled digital printers have been installed in patrol vehicles so that section 56 notices and infringement notices can be printed rather than issued manually.

As part of the Directorate's operational deployment plan, a range of different interventions were instituted to ensure compliance, especially during the gradual easing of the National State of Disaster from Alert Level 4 to Alert Level 2. This led to an increased movement of people as well as greater movement of illegal substances, and increased access to alcohol.

Table 10 provides details of infringements associated with the Disaster Management Act during the period under review.

Table 10: Disaster Management Act charges

Short description	Total
Failure to confine to place of residence	283
Convening a gathering contrary to Disaster Management Act regulations	2
Exceeding permitted public transport carrying capacities	263
Moving between areas contrary to Disaster Management Act regulations	1
Total charges	549

Source: Provincial Traffic Services

Table 11 provides details of infringements that motorists were charged with in terms of the National Road Traffic Act and Criminal Procedure Act during the period under review.

Table 11: Provincial Traffic Law Enforcement (TLE) data 2021/22

Offence type		Total
Number of Traffic Law Enforcement operations		16 070
Number of vehicles weighed		553 366
Driving document charges (written notice charges only)		
Driving licence	None	39 399
Driving licence	Failure to carry	32 576
Professional driving permit (PrDP)	None	8 468
Professional driving permit	Failure to carry	7 293
Dangerous goods vehicles		55
Public passenger transport permit condition		12 199
Moving offence charges (written notice charges only)		
Inconsiderate driving		1 218
Overtaking in face of oncoming traffic/ barrier line		802
Road sign/ marking – traffic signal violations		17 319
Stopping on freeway		846
Speeding – manual (handheld camera)		7 351
Speed – camera (fixed camera)		7 259
Seatbelt charges	Drivers	17 981
Seatbelt charges	Front seat passengers	7 307
Seatbelt charges	Rear seat passengers	11 113
Unlicensed vehicles		42 521
Fail to display licence disc		32 490
Overloading	Goods	14 066
Overloading	Passengers	8 390
Held cell phone in hand whilst driving		8 150
Other moving offences		6 323

Vehicle defect charges (written notice charges)			
Steering			12
Windscreen wipers			193
Brakes	Service		94
Brakes	Parking		1 084
Tyres			11 016
Front lamps/ headlamps			1 286
Rear lamps/ stop lamps			7 422
Direction indicators			2 323
Number plate			10 128
Side and rear retro reflective markings			887
Other defects			13 625
Total written notice charges			331 196
Vehicles discontinued			5 169
Vehicles impounded			1 690
Arrest	Drunken driving		1 175
	No driving licence		40
	Speeding		156
	Goods and passenger overloading		100
	Inconsiderate, reckless and negligent driving		80
	Permits/ operating permits		11
	Warrants executed		0
	False documentation		367
	Other arrests		380
Total arrests			2 269
Pedestrians arrested			6
Grand total (Charges+Suspensions+Arrests)			340 330
Monetary value			296 679 407

Source: DTPW Traffic Contravention System

Escorting of abnormal loads

The Department of Transport and Public Works is responsible for the administration, approval, and implementation of the escorting of abnormal loads in the province. The wind energy projects associated with the Renewable Energy Independent Power Producer Procurement Programme led to a substantial increase in the need for abnormal load escorts. In support of the WCG's drive for economic growth and renewable energy, Traffic Law Enforcement made the necessary arrangements for a total of 217 of these specialised loads to be moved while continuing to ensure that adequate resources were available to keep our roads as safe as possible.

During the previous review period, all backlogs pertaining to the movement of abnormal loads were completed and the continuation of new projects took priority in this period under review, including smaller ad hoc projects in the wine industry. All loads were moved successfully and no incidents were reported.

Service: Innovative regulatory and enforcement initiatives

Road crash fatalities

The DTPW remained committed to executing its law enforcement mission and conducting traffic and road safety initiatives aimed at saving lives while also adapting to the COVID-19 National State of Disaster.

The Western Cape goal that "no-one should be killed or injured on our roads" informs Traffic Law Enforcement's 365-days-a-year approach to road safety. Despite the overall increase of 22.71 per cent in road fatalities, TLE continues to make progress, applying the rule of law, using technology and a tactical approach, and constantly adapting to changing conditions in the traffic environment.

Besides the annual growth in vehicle and driver population, traffic volumes have significantly increased as more working people return to the office, National State of Disaster Alert Levels are lower, and normality returns to the holiday and tourism sector. Traffic Law Enforcement has remained committed to its primary responsibility. The biggest contributory factor to road deaths and injury remains irresponsible road user behaviour. Despite the suspension of breath testing during the period under review, a total of 1 175 arrests were made for driving under the influence.

Tables 12 and 13 provide a breakdown of road fatalities per road user type as well as comparative analysis across provincial and municipal traffic law enforcement agencies. An ongoing major concern is the fact that pedestrians continue to make up the largest proportion of road fatalities.

Table 12: Road fatalities 2020/21 and 2021/22

Road user type	2020/21	2021/22	Variance (%)
Driver	212	295	39.15
Fell off vehicle	5	3	-40
Motorcycle pillion	3	0	-100
Motorcyclist	47	74	57.45

Road user type	2020/21	2021/22	Variance (%)
Cyclist	26	19	-26.92
Other	7	11	57.14
Passenger	271	325	19.93
Pedestrian	587	694	18.23
Total	1 158	1 421	22.71

Source: Western Cape Department of Health Forensic Pathology Services.

Table 13: Comparative provincial and municipal road fatalities: 2020/21 and 2021/22

Sphere of traffic law enforcement	2020/21	2021/22	Variance (%)
Municipal	799	924	15.64
Provincial	359	497	38.44
Total	1 158	1 421	22.71

Source: DTPW Provincial Traffic Services.

Western Cape District Safety Plan Programme

The District Safety Plan Programme was substantially hindered by the advent of the COVID-19 pandemic in late 2019 and subsequent National State of Disaster instituted in March 2020. The rollout of new DSPs was halted early in the pandemic. Existing DSP operations were brought to a stop in order to manage pandemic-related operational requirements. In 2020/21 the DSP budget was transferred to the COVID-19 Hotspot Intervention programme in the Western Metro Health Sub-District, and subsequently in the Southern Metro Health Sub-District.

As the pandemic continued into 2021, the DSP rollout was again placed on hold. Nonetheless, substantial desktop evaluation work in presentation format was conducted in anticipation of a return to normality in the road traffic environment in 2022. This work moves from an analysis of the international and national context to a province-specific view of road safety in the Western Cape, including the impact of climate change. More detailed district-level information is provided for the City of Cape Town, the Cape Winelands, the Overberg, the West Coast, the Central Karoo, and the Garden Route.

In February 2022, a former DTPW official's study at the University of Stellenbosch of the efficacy of the DSP programme in the Overberg (West) concluded that the DSP programme showed considerable potential for positive impact:

"Study of the implementation and impact of the plans showed potential for improving road safety outcomes within the traffic systems in both rural and urban areas. However, impact in the rural environment was shown to be higher, notably due to the impact of predictable external shocks in the urban environment, especially civil unrest. The most promising results were shown to be potentially significant impacts on pedestrian fatalities in Caledon: after six months, these were observed to have fallen 63 per cent year on year, and 63.6 per cent when compared to the five-year average." (Elliott, H, 2022, District Safety Plans: Towards a Model for Safer Road-Based Transport Systems in Rural and Urban Settings in the Western Cape, Master's Degree thesis, University of Stellenbosch, Civil Engineering Department).

The Chief Directorate: Traffic Management is currently working on improving integration across road safety activities, including drawing together the Branch's activities, as well as the wider Provincial Road Traffic Management Coordinating Committee and its sub-structures. The DSP programme will be repositioned to be more aligned with transport corridors rather than district and local municipality boundaries.

Confiscation of illicit goods and arrests

During this review period, DTPW Traffic Law Enforcement had numerous successes despite the impact of the National State of Disaster on operations. The arrests described in Table 14 below highlight the Directorate's success in respect of confiscations and arrests for possession of illegal drugs and illegally caught marine life with total street value of R8 699 406.15. A total of 33 motorists were arrested for attempting to bribe provincial traffic officers and ten undocumented foreign nationals were arrested on provincial and national routes in the Western Cape during the 2021/22 financial year.

Table 14: Confiscation of illicit goods and arrests

Location	Abalone	Illicit transportation of cigarettes and liquor	Dagga	Ecstasy/ khat	Mandrax	Cocaine and illegal goods	Methamphetamine (tik)	Stolen vehicles/ theft of goods	Grand total
	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)
Beaufort West	-	-	1 046,2kg dagga	-	-	-	-	1 x stolen vehicle	-
	-	-	R2 249 600	-	-	-	-	*	R2 249 600
Brackenfell	-	-	167.10g dagga	-	-	-	-	5 x stolen vehicles, 1 x stolen roadblock traffic sign	-
	-	-	R153.15	-	-	-	-	*	R153.15
Caledon	1 515 shucked abalone	-	8.56kg dagga	-	-	1 bag of mushrooms	-	3 x stolen vehicles, personal goods, cards, purse, etc. 2 bags copper	-
	R400 000	-	R16 752	-	-	R50	-	*	R416 802
George	-	1 x selling tobacco products (contravention of Disaster Management Act regulations)	42.714kg dagga	150 khat plants	-	-	-	-	-
	-	*	R341 712	R12 000	-	-	-	-	R353 712

Location	Abalone	Illicit transportation of cigarettes and liquor	Dagga	Ecstasy/ khat	Mandrax	Cocaine and illegal goods	Methamphetamine (tik)	Stolen vehicles/ theft of goods	Grand total
	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)
Knysna	-	-	4.5kg dagga	-	-	-	-	Possession of stolen bank cards and 13 x 15l of petrol	-
	-	-	R6 750	-	-	-	-	*	R6 750
Laingsburg	-	-	1 011.9kg dagga	-	39 000 Mandrax tablets	-	-	2 x stolen vehicles	-
	-	-	R2 100 900	-	1 900 000	-	-	*	R4 000 900
Mossel Bay	20.64kg abalone	-	800g dagga	-	-	-	-	1 x stolen vehicle	-
	R165 120	-	R1 200	-	-	-	-	*	R166 320
Oudtshoorn	-	-	21kg dagga	-	-	-	5g tik	-	-
	-	-	R315 000	-	-	-	R45	-	R315 045
Somerset West	-	2 x distribution of alcohol during Alert Level 4	-	-	-	1 x unlicensed firearm	-	2 x stolen vehicles, 1 x theft of motorcycle	-
	-	*	-	-	-	*	-	*	-
Swellendam	220kg abalone	-	2.36kg dagga	-	-	-	-	2 x stolen vehicles, 1 x 220kg stolen copper cables	-
	R500 000	-	R15 000	-	-	-	-	R500 000	R1 015 000

Location	Abalone	Illicit transportation of cigarettes and liquor	Dagga	Ecstasy/ khat	Mandrax	Cocaine and illegal goods	Methamphetamine (tik)	Stolen vehicles/ theft of goods	Grand total
	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)	(Q) and (R)
Vredenburg	-	-	-	-	-	1 x unlicensed firearm	-	-	-
	-	-	-	-	-	*	-	-	-
Vredendal	-	-	8.946kg dagga, 2 bags compressed dagga, 2 x boxes + 1 plastic bag dagga	-	161 Mandrax tablets	3 x possession of protected flora, 2 x bags mushrooms	50g tik	1 x stolen vehicle, 1 x cables	-
	-	-	R13 419	-	R8 855	*	R11 250	*	R33 524
Worcester	-	-	27.78kg dagga	-	-	-	-	1 x hijacking	-
	-	-	R141 600	-	-	-	-	*	R141 600
Monetary value	R1 065 120		R5 202 086.15	R12 000	R1 908 855	R50	R11 295	R500 000	R8 699 406.15

Source: DTPW Provincial Traffic Law Enforcement records.

Notes: * No rand value could be determined by SAPS for these items. ** Quantity and rand value.

Service: Institutional response to the COVID-19 pandemic

Table 15 reflects the DTPW's institutional response to the COVID-19 pandemic.

Table 15: Progress on the institutional response to the COVID-19 pandemic

Budget Programme	Intervention	Geographic location (province/ district/ local municipality) (where possible)	No. of beneficiaries (where possible)	Disaggregation of beneficiaries (where possible)	Total budget allocation per intervention (R'000)	Budget spent per intervention (R'000)	Contribution to the Outputs in the APP* (where applicable)	Immediate outcomes
2: Public Works Infrastructure	COVID-19 quarantine and isolation facilities	All districts of the Western Cape	Average of 24 facilities used	n/a	80 000	64 663	No direct contribution to any specific APP outputs.	Q&I facilities were provided to slow down the rate of infection, which is in turn a critical component of suppression.
4: Transport Operations	Red Dot initiative to assist Healthnet capacity	- City of Cape Town - West Coast - Cape Winelands - Overberg - Garden Route - Central Karoo	23 331	- Male: 3 199 - Female: 3 248 - Unclassified: 7 638 - Youth (15-24) 963 - Child (0 -14) 399 - Total transported for vaccines 9 246	125 000	41 983	No direct contribution to any specific APP outputs.	Safe and effective transportation of health care workers. Support provided to the MBT industry. Formalisation and transformation of the MBT industry. Support for COVID-19 vaccination.
GMT				24 329	19 502			

Budget Programme	Intervention	Geographic location (province/ district/ local municipality) (where possible)	No. of beneficiaries (where possible)	Disaggregation of beneficiaries (where possible)	Total budget allocation per intervention (R'000)	Budget spent per intervention (R'000)	Contribution to the Outputs in the APP* (where applicable)	Immediate outcomes
4: Transport Operations	Red Dot Lite initiative to assist frontline healthcare workers	• City of Cape Town • Cape Winelands • Overberg • Garden Route • Central Karoo	82 415	Unclassified	Budget allocation as per Red Dot initiative to Healthnet capacity above	Budget allocation as per Red Dot initiative to Healthnet capacity above	No direct contribution to any specific APP outputs.	Safe and effective transportation of health care workers. Support provided to the MBT industry. Formalisation and transformation of the MBT industry.

* Annual Performance Plan.

2.2 Service Delivery Improvement Plan (SDIP)

No SDIPs were implemented during the reporting period of 2021/22. This is in line with the Department of Public Service and Administration (DPSA) Circular 1 of 2020/21 which provides for a gap year for the SDIP processes to allow for proper alignment of the SDIP to the Department of Planning, Monitoring and Evaluation (DPME) Framework for Strategic Plans and Annual Performance Plans.

Table 16: 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
1/2021/2022	Check on your cameras if my vehicle was travelling on the R27 between Velddrif and Cape Town during October 2020 and April 2021.	18 May 2021	n/a	02 June 2021
2/2021/2022	Documents pertaining to tender WC/2019/CPT 306 and C1090, rehabilitation of N7 (TR 11/1) between Potsdam and Melkbos.	19 May 2021	n/a	09 June 2021
3/2021/2022	Correspondence with Theunis Louis Botha regarding Minor road 6410 and communications on the same subject with Eden Municipality 2010-2014	23 June 2021	n/a	6 July 2021
4/2021/2022	Copies of records at hearings held on 1 and 31 March 2021	2 July 2021	29 July 2021	24 August 2021
5/2021/2022	Documents and correspondence relating to reduction of the statutory width of Minor Road 6410 from 20 metres to 6.598 metres	6 July 2021	n/a	20 July 2021
6/2021/2022	Copies of interview information relating to TPW 60/2020.	28 June 2021	17 August 2021	19 July 2021
7/2021/2022	Information on behalf of Ascension Properties Ltd.	8 July 2021	n/a	5 August 2021
7/2021/2022	Annual metered taxi budget from 2013 to date.	23 July 2021	19 August 2021	22 September 2021
8/2021/2022	Copies of interview minutes that took place on 20 May 2021.	22 July 2021	17 August 2021	17 September 2021
11/2021/2022	Proposed Hermanus bypass road	1 August 2021	n/a	19 August 2021
12/2021/2022	Additional documents for tender; WC/2019/CPT 306 and C1090	2 August 2021	n/a	17 August 2021
13/2021/2022	Ownership and Registration details of the late Mr Jonathan Adonis's motor vehicles	4 August 2021	n/a	01 September 2021
14/2021/2022	Information requested from Adv. Nathan Williams	13 August 2021	7 September 2021	2 November 2021
15/2021/22	Payments made by Roadmac PTY LTD to Mr C Simoto Trading	19 August 2021	n/a	31 August 2021
16/2021/2022	Reason for cancellation of Permit BLV 512877/0	28 September 2021	n/a	27 October 2021
17/2021/22	All information available regarding the Blue Dot initiative as far back as possible	15 September 2021	12 October 2021	10 November 2021
18/2021	Information for post: TPW 60/2021	25 September 2021	25 October 2021	18 November 2021
19/2021/22	Transfer of Permits 506901/0 and 502095/2 of vehicles CY-309647 and CA-715248 to Mr Colin Jacobus Aploon (6903295174089)	13 October 2021	n/a	27 October 2021

No.	Detail of information requested	Date request received	Date extension granted*	Date request granted
20/2021/22	Copy of Implementation Plan - Upgrade of Refinery Interchange on Trunk Road 11, Section 1	27 October 2021	17 November 2021	18 November 2021
21/2021/22	Recording of Hearing 07.10.2021 regarding E Salie's Charter Permit	28 October 2021	n/a	17 November 2021
22/2021/22	Taxi permits	24 November 2021	n/a	15 December 2021
23/2021/22	Employment information	11 November 2021	n/a	9 December 2021
24/2021/22	3rd Party - Copy of operating permit (1Prins-WP) Bhentshumani Cingisile	24 November 2021	22 December 2021	9 February 2022
25/2021/22	Request for permits of Mr L. Mal	15 December 2021	n/a	11 January 2022
26/2021/22	Operating license 517286/07 outcome of section 79 inquiry	5 January 2022	n/a	19 January 2022
27/2021/22	Medical Employment record of Mr Njamela	24 January 2022	n/a	3 March 2022
28/2021/22	Copy of all operating license of Mr NJ Kupiso	26 January 2022	n/a	1 February 2022
29/2021/22	Outcome Reports	28 January 2022	28 January 2022	28 February 2022
30/2021/22	Copy of her late husband permits	28 January 2022	n/a	21 February 2022
31/2021/22	Medical Employment record of Mr Stuurman	07 February 2022	n/a	09 March 2022
32/2021/22	Permits	09 February 2022	n/a	23 February 2022
33/2021/22	S001/21 Saldanha Primary Replacement School – Request for BAC report	15 February 2022	n/a	8 March 2022
34/2021/2022	S024/20 Chatsworth Primary Replacement School	17 February 2022	n/a	8 March 2022
35/2021/2022	Purchase agreement iro Erf 38598	21 February 2022	n/a	09 March 2022
36/2021/2022	Tele Pau tender	8 March 2022	8 April 2022	n/a
37/2021/2022	Permits of Mr Saptouw	11 March 2022	8 April 2022	n/a
38/2021/2022	S032/21 Dal Josphat: Construction of New Primary Replacement School	18 March 2022	n/a	13 April 2022
39/2021/2022	S053/21 Knysna Concordia Primary School Tender	18 March 2022	n/a	n/a

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

2.3 Organisational environment

Optimisation of the departmental structure

National coordinated benchmark results for lower-level job evaluation (Phase 2) are implemented in two phases. Those posts in the Department of Transport and Public Works that are 100 per cent aligned with the DPSA structure for lower-level posts have been partially implemented during 2021/22. Posts in DTPW that are unique and that could not be aligned with the DPSA structure will be dealt with during a second process that is planned to take place during 2022/23.

The macro- and micro-level reviews of the Branch: Transport Management did not commence and will now be part of the Refresh Project.

Organisational challenges

The Department operates in an extremely challenging compensation of employees (COE) environment, one that is informed by the state of the national fiscus, measures being proposed and implemented by National Treasury, as well as continued uncertainty over wage negotiations.

Traditional mechanisms of retention and attraction through monetary means have been curtailed, limiting the options available to executive authorities to, for example, recognise performance through a monetary reward system. In addition, continued pressure being brought to bear on the overall COE level is forcing careful consideration of an appropriate COE response. An appropriate response recognises that, where needed, especially scarce technical skills would need to be aggressively acquired. In other areas, some level of reorganisation of functions would be necessary to allow the Department to continue to function at an optimum level within the current curtailed COE environment.

As previously stated, 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 a period of years is beginning to bear fruit. While some of this positive development is a reflection of current 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. However, given the constrained fiscal envelope, there is concern about the ability of the Department to maintain this positive trajectory.

Organisational successes

Empowerment remains high on the DTPW development agenda, across all functions and programmes. Internal bursaries are awarded to qualifying employees in order to advance their careers to create talent pipelines in critical and difficult-to-fill positions. A total of 90 staff members received support through the Internal Bursary Scheme for the 2022 academic year. Since June 2021 a total of 21 bursary holders have completed their part-time studies.

A total of 1 139 training interventions were provided to 639 employees through the Workplace Skills Plan, which consisted mostly of short courses/ skills programmes, workshops and webinars.

A total of 243 appointments were made in the year, of which 235 were new appointments to government. A total of 149 employees underwent the Compulsory Induction Programme for Salary Levels (SLs) 1 to 12.

The numerical employment equity targets achieved at the end of the reporting period, are reflected in Table 17.

Table 17: Total number of employees (including employees with disabilities) in each occupational level as at 31 March 2022

Occupational level	Male				Female				Foreign nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Top Management (Levels 15-16)	-	1	-	3	-	1	-	1	-	-	6
Senior Management (Level 13-14)	2	16	3	6	3	5	-	8	-	-	43
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	28	127	16	94	40	72	10	43	3	5	438
Skilled technical and academically qualified workers, junior management, supervisors, foremen (Levels 6-8)	148	335	4	65	152	286	3	54	2	1	1 050
Semi-skilled and discretionary decision making (Levels 3-5)	172	335	1	25	85	170		8	-	-	796
Unskilled and defined decision making (Levels 1-2)	37	52	-	1	32	21		1	-	-	144
Total	387	866	24	194	312	555	13	115	5	6	2 477
Temporary employees	-	-	-	-	-	-	-	-	-	-	-
Grand total	387	866	24	194	312	555	13	115	5	6	2 477

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

Women make up 36.7 per cent of the Senior Management Service (SMS) compared to the national target of 50 per cent. During the reporting period, various SMS positions were advertised. While there was no increase in the total of females in the SMS, the Department promoted one woman to a higher SMS post. Another female SMS member was promoted on 1 April 2022 which will be reflected in the next reporting period (the 2022/23 financial year).

The Department established the Masakh'iSizwe Bursary Programme in 2006 and partnered with higher education institutions (HEIs), non-governmental organisations (NGOs) and the

relevant professional bodies to develop professionals in engineering and the built environment fields by offering bursaries to study towards a degree or higher diploma in fields which include electrical and/ or electronic engineering; civil engineering; construction management; mechanical engineering; quantity surveying; town/ city and regional planning; and architecture. After completing their studies, graduates are appointed in addition to the approved establishment as part of the Department's development programme. They are then placed under the mentorship of professionals to gain the necessary experience to further their careers and finally register as professionals with the relevant professional bodies. When successfully registered, they are encouraged to apply for permanent vacant positions in the Department through the normal recruitment process.

Although the Masakh'iSizwe Bursary Programme includes succession planning measures to provide a supply of engineers and related occupations within the Occupation-Specific Dispensation (OSD), the main challenge is to attract the services of suitable candidates in high-level supervisory positions in an environment that is unable to compete with private sector remuneration packages.

Resignations/ appointments

During the period under review, one male SMS member resigned to take up an OSD position while another two retired from the public service.

A significant number of potential retirees (15 per cent) occupy scarce skills supervisory positions. Their skills will be lost on retirement, emphasising the need for successful skills transfer. Various new measures have been put in place to address attracting candidates from designated groups where there are shortfalls (Africans, persons with disabilities, and women in SMS).

Strikes

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

System failures

There were no system failures. However, there were internet connectivity interruptions that had an impact on the functionality of Microsoft Teams.

The State Information Technology Agency (SITA) attributed these interruptions to the following:

- SITA core network links; and
- Saturation of the corporate internet pipe.

Consequently, SITA scheduled upgrades and the installation of new equipment. Loadshedding also caused network service interruptions. The Centre for e-Innovation in the Department of the Premier (Ce-I) is working with SITA, Microsoft and the Provincial Public Works team to address these matters.

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 18: Cases of fraud and corruption

Cases	Number of cases
Open cases as at 1 April 2021	2
New cases (2021/22)	5
Closed cases (2021/22)	(3)
Open cases as at 31 March 2022	4

Key policy developments and legislative changes

The following legislative and policy matters will be taken forward in the upcoming period:

- 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 regarding the impoundment of motor vehicles; and
- The final draft of the Western Cape Provincial Transport Infrastructure Bill was introduced in the Provincial Parliament on 9 April 2021. A review of public comments is underway, after which further work will be done on refining the Bill and drafting regulations.

3. Achievement of institutional Impacts and Outcomes

The Department's Impact and Outcomes and progress made towards the achievement of the 2019–24 Medium Term Strategic Framework (MTSF), Provincial Strategic Plan, Western Cape Recovery Plan and five-year Strategic Plan: 2020/21–2024/25 targets are outlined below.

Outcome 1: A provincial infrastructure core that performs at prescribed service delivery standards.

Links to national and provincial priorities:

This Outcome responds to MTSF 2: Economic Transformation and Job Creation, as well as VIP2: Growth and Jobs.

The projects identified to promote economic growth continued in the year under review. The preliminary design for the upgrading of the road network around the N1/N7 Wingfield Interchange continued for the development of the Southern Growth Corridor of the Cape Town Integrator. The upgrade of the Refinery Interchange was the third construction contract in the Southern Growth Corridor of the Cape Town Integrator that commenced in the year under review while another construction contract was completed to preserve the existing infrastructure. In addition, the preliminary designs and related processes for the upgrading of N7 to freeway standards and the R300 northern extension that forms part of the Northern Growth Corridor of the Cape Town Integrator continued.

Financial and technical support is provided to municipalities to ensure high-quality infrastructure delivery standards across the province. Transformation is a national imperative that the Department responds to in the construction sector.

A key challenge in the infrastructure sector for emerging contractors is to gain access to, compete in, and sustain themselves in a competitive market. The DTPW provides support to emerging contractors through the implementation of its Contractor Development Programme that aims 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.

The DTPW's coordination of the EPWP in the Western Cape helped to ensure that nationally determined work opportunity targets were met in 2021/22. The Department has put strategies in place to support EPWP implementing bodies in the province to continue to meet work opportunity targets.

EMPIAs were concluded on departmental capital projects with a contract value of more than R10m. A number of these projects were subjected to monitoring and evaluation to determine whether their empowerment objectives were achieved.

The Department continued to provide training opportunities 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.

Outcome 2: Activated technology and innovation to effect road safety improvements.

Links to national and provincial priorities:

This Outcome responds to MTSF 6: Social Cohesion and Safe Communities as well as VIP1: Safe and Cohesive Communities.

The Department implemented a range of innovative initiatives to improve safety on our roads and in our communities towards achieving the long-term vision of zero fatalities and zero serious injuries on provincial roads. These initiatives included the improvement of the Highway Patrol and an Interception Unit. Work continued to reshape the Provincial Traffic Service into a modern, high-tech and hard-hitting force. Improved law enforcement at critical road access points proved successful in curtailing the movement of illicit goods on the road transport network.

In line with its commitment to effective road policing, the Department continued to develop and deploy enforcement technology to enhance and expand the footprint of existing enforcement operations. This includes the eNForce system and Operation Jugular which enables the immediate detection of road traffic infringements, traffic law contraventions and crime, including unroadworthy, unlicensed, and off-route vehicles; cloned number plates; fatigued drivers, and vehicles known to be involved in crime. The eNForce system was upgraded through the trial and introduction of Bluetooth-enabled roadside printers, which allow officers to issue fines in a fraction of the time taken to produce hand-written notices. These systems are underpinned by the ongoing establishment of a province-wide Automatic Number Plate Recognition (ANPR) camera network, enabled through partnerships with local authorities and neighbourhood watch groups, and the use of the Department's own assets (provincial vehicles and buildings).

The rollout of the District Safety Plan programme remained stalled during the National State of Disaster, but detailed desktop environmental assessments were nonetheless undertaken. Detailed reports were developed covering the province as a whole, the metropolitan area, the district municipalities, and each local municipality in the province. The reports cover demographic, geographic, climate and traffic injury in detail and at the most localised possible level so that a revised programme can be reintroduced once COVID-19 restrictions permit.

The Department continued to communicate hard-hitting road safety messages across multiple media platforms. The road safety education and awareness programmes continued to focus on the youth and the broader community, including persons with disabilities and older persons. These programmes included pedestrian safety, driver awareness, learner's licence education programmes, and JTTCs.

The Department's planning for the integration of a lawful, well-regulated minibus taxi industry into the broader public transport system was accelerated by the requirement to develop the Red Dot service for healthcare and other frontline workers during the pandemic. Building on Red Dot, the Department took the initiative to create the Blue Dot minibus taxi service. This is a game-changer for the minibus taxi industry and for the public transport sector as a whole as it provides an incentive-based, monitored system that can help prevent violent conflict over routes and attacks on other modes of public transport.

In the year under review, the DTPW continued its intelligence-driven detection of fraud through improved regulation and intelligence operations in vehicle testing centres, driving licence testing centres, registering authorities and transport administration and licensing, as well as in the Traffic Law Enforcement service. These initiatives are critical to restore public trust in the regulatory authorities. This will result in more competent drivers and roadworthy vehicles on our roads and ultimately improve road safety.

Outcome 3: Improved public transport services.

Links to national and provincial priorities:

The Outcome responds to the MTSF 5: Spatial Integration, Human Settlements and Local Government, as well as VIP3: Improved public transport services.

Through the PSTP, the Department continued to respond to the public transport crisis and the ongoing COVID-19 pandemic, including its work to improve the management and integration of minibus taxi services, the collection and intelligent use of data, the restoration of rail, improving and managing formal bus services, and the development of the institutional arrangements and funding streams required to successfully deliver better public transport.

The Department will continue to work with PRASA and the City of Cape Town to fully restore the commuter rail service. A Memorandum of Understanding concluded between the Department and PRASA in May 2020 remains in force and commits the parties to work together to restore the Central Line and the rail service more broadly. The Department will also continue working with stakeholders to identify longer-term solutions, including investigating options around the assignment of the rail function to the Western Cape.

The Department also continued to implement the Integrated Transport Hub, including the developing of bespoke technology systems to enable the Blue Dot taxi pilot project.

The DTPW continues to effectively manage and monitor a subsidised bus operator for the Cape Metropolitan Area (Golden Arrow Bus Services) and the associated PTOG. The service transport approximately 230 000 people per day in the Cape Town area and surrounding municipalities. The Department monitors the service through a combination of manual and electronic means to ensure the service is provided in accordance with the contract. A number of improvements were introduced in partnership with the operator to enhance the efficiency of the service. The annual PTOG allocation from national government has been reduced, placing additional pressure on this service.

The Department continued to oversee the implementation of the George Integrated Public Transport Network, a partnership between the George Municipality and NDOT which is aimed at enhancing the quality of public transport services for the residents of the town through the Go George bus service. To date, Phases 1, 2, 3 and 4B are fully operational and Go George provides approximately 14 000 passengers per day with a scheduled, reliable, and affordable bus service. Passengers make use of a smart card for cashless fare payment. The Department is currently focused on rolling out Phase 4A of the GIPTN to the township of Thembaletu, which will be the largest phase in the network and is expected to raise the daily number of passenger trips to 26 000. Go George provides access to over 60 per cent of households in George and covers 87 per cent of the George urban area.

Outcome 4: Spatial transformation through the leveraging of the property and infrastructure portfolio.

Links to national and provincial priorities:

The Outcome responds to the MTSF 5: Spatial Integration, Human Settlements and Local Government, as well as VIP4: Mobility and Spatial Transformation.

The Department continues to partner with national government and municipalities to identify suitable land and properties for land reform and restitution. Apart from land that is identified for development by the private sector, the DTPW has also made land available to the provincial Department of Human Settlements for the purposes of affordable housing in the DTPW's ongoing efforts to address spatial inequality.

Progress is being made in the development of mixed-use, mixed-income neighbourhoods through our strategic land release and partnership flagship project known as the Conradie Better Living Model Exemplar Project. The Conradie Park project will optimise urban land use and has already created a safe and vibrant live-work-play-learn environment for families close to schools, commercial spaces, parks and recreation facilities, public transport, and sustainable work opportunities.

Work continues on other projects aimed to promote densification. This includes the Artscape/ Founders' Garden Precinct development project, which received the support of the Provincial Cabinet for a mixed-use, residentially led development that maximises social housing opportunities in the Cape Town CBD, the Oude Molen development, the Vredenburg Urban Revitalisation project, and the Helderberg precinct development.

The key projects focusing on Outcome 4 include the Southern Growth Corridor and the Northern Growth Corridor. The projects focus on new road links and the construction, expansion and reconfiguration of various interchanges which aim to improve safety and capacity, improve road-based private and public transport access, and unlock development in various adjacent business and residential developments.

4. Programme performance information

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.

Programme contribution to specific Outcomes, Outputs, Output Indicators and Targets

- Outcome 1: A provincial infrastructure core that performs at prescribed service delivery standards, together with the requisite competence to deliver on this outcome;
- Outcome 2: Activated technology and innovation to effect road safety improvements;
- Outcome 3: Improved public transport services; and
- Outcome 4: Spatial transformation through the leveraging of the property and infrastructure portfolio.

The DTPW embarked on a process to update the current Western Cape Infrastructure Framework in line with the Triple Helix methodology. The DTPW views this assignment as a building block towards the broader 20-year vision that aims to shape a different future to the current trajectory through realising systemic spatial transformation using infrastructure as a core lever.

Nominated stakeholders from all infrastructure sectors across the Western Cape, including Infrastructure South Africa (ISA), DPWI, Eskom, SANRAL, CoCT, districts and relevant provincial departments, were invited to actively participate in an imagining the future workshop to begin the WCIF Reboot (WCIF-R) process with the aim of co-creating a common purpose and direction with the citizen at the centre. The stakeholders were exposed to some of the concepts underpinning the science of systems and futures thinking to begin a journey of discovery into doing government differently by exploring innovative ways of working, collaborating and ideating. All of this was conducted in a deliberately designed emerging and organic event, facilitating divergent and convergent conversations to co-create "new knowledge" focused on building enabled communities leading dignified lives.

The Department continued to develop a Climate Change Transport Response Strategy as part of its review of the Provincial Land Transport Framework. The revised PLTF will contain

a climate change response chapter, highlighting opportunities for climate change adaptation and mitigation.

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.

The DTPW Employment Equity Plan 2017–2022 expired on 31 March 2022 and had to be reviewed. The Employment Equity Act, 1998, requires employers to do an analysis of their workforce profile and as part of the revision process. All permanent and contract employees of the Department (excluding interns) were required to complete a declaration form to check the accuracy of information regarding employee demographics such as race, gender, and disability status. As a result of this verification process, the Department's disability figures increased from 28 to 39 persons with disabilities (PWDs) (1.6 per cent). The Department's new Employment Equity (EE) plan for the period 1 April 2022 to 31 March 2027 was signed on 31 March 2022. The EE Plan reflects affirmative action targets which guide the recruitment and selection process when advertised posts are filled.

The DTPW worked hard to address employment equity targets to attain representivity in its workforce. Achieving employment equity requires systematic attention and is an ongoing process. The Department continues to strive towards achieving a demographically representative and equitable workforce and a workplace culture that demonstrates respect for human dignity.

The Department continued with improvements to SCM, given that over 60 per cent of its budget is spent through supply chain processes.

As a supply chain-intensive Department, continual changes in the legislative and policy environment and the ongoing impact of the COVID-19 pandemic may undermine the ability of the system to deliver optimally in terms of the budget, resourcing, and infrastructure.

To improve turnaround times, maintain fit-for-purpose procurement strategies, accelerate the delivery of infrastructure, and improve efficiencies, the Department consistently monitors its SCM system, regularly engages with the industry, and regularly scans the legislative environment.

In addition, the DTPW invests in annual training and development of staff involved in the Department's supply chain. Ethics and risk management training was provided to 671 officials.

The Department will continue to leverage its SCM system and the Contractor Development Programme to diligently work towards protecting the small, medium and micro-enterprise (SMME) sector. Given declining infrastructure budgets, this requires a new level of partnership (a compact) between the Department and its key interlocutors.

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 CDP's construction information sessions, as well as supplier development sessions (in collaboration with DEDAT

and various municipalities). Mini workshops were conducted with suppliers where registration documents were scrutinised for completeness and follow-ups were undertaken on the status of submitted registration documents.

SCM played a critical role in the procurement response to COVID-19 in that it provided for the necessary flexibility, agility and partnerships required for quick and effective procurement decisions.

The impacts of COVID-19 are still being assessed. Interruptions to manufacturing capacity and disruption of trading routes have been felt on the supply and demand for goods and services.

A total of 36 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 strong SCM nucleus provides the DTPW with a competitive edge because the interplay between the various programmes maximises benefit realisation. A complete understanding of the interconnectedness and interdependency of the component parts of the entire departmental system provides the benefit of agility, innovation and capability to deliver at scale.

The Programme's Outcomes, Outputs, Output Indicators, Targets and Actual Achievements are presented in Table 19.

Table 19: Programme 1 Administration: Performance information prior to in-year changes

No	Outcomes	Outputs	Output Indicators	Audited Actual Performance 2019/20	Audited Actual Performance 2020/21	Planned Annual Target 2021/22	Actual Achievement 2021/22 until date of re-tabling	Deviation from planned target to Actual Achievement 2021/21	Reasons for deviations	Reasons for revisions to the Annual Targets
Sub-programme 1.4: Departmental Strategy										
1.4.1	3	Integrated transport plan (ITP) and Provincial Land Transport Framework (PLTF) documents.	Number of transport integrated processes assessed.	20	0	6	0	(6)	-	Budget adjustment

Table 20: Programme 1: Administration: Performance information including in-year amendments

No	Outcomes	Outputs	Output Indicators	Audited Actual Performance 2019/20	Audited Actual Performance 2020/21	Planned Annual Target 2021/22	Actual Achievement 2021/22	Deviation from Planned Target to Actual Achievement 2021/22	Reasons for deviations
Sub-programme 1.3: Corporate Support									
1.3.1	1	Participants in the Professional Development Programme (PDP).	Number of signed commitments.	35	10	12	12	0	-
Sub-programme 1.4: Departmental Strategy									
1.4.1	3	Integrated transport plan (ITP) and Provincial Land Transport Framework (PLTF) documents.	Number of transport integrated processes assessed.	20	0	1	0	(1)	The planned on-board surveys could not take place because the B97 MBT route was closed by the Provincial Minister.
1.4.2	1	Policy or strategic documents	Number of policy and strategic reports compiled	2	2	3	3	0	-

Strategies to overcome areas of under-performance

Redefine the assistance that is provided to municipalities pertaining to overall transport planning. This will be realised through interactions with municipalities to consider current resource constraints and to further understand challenges. The Department is engaging with relevant stakeholders to address ongoing minibus taxi violence and route invasions.

Changes to planned targets

Changes to planned targets are reflected in Table 21.

Linking performance to budgets

Sub-Programme expenditure

Table 21: Programme 1: Administration: Sub-programme expenditure

Sub-Programme		2021/22			2020/21		
		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	10 836	10 772	64	8 426	8 269	157
1.2	Management of the Department	5 445	5 419	26	5 092	4 846	246
1.3	Corporate Support	178 516	176 324	2 192	313 516	309 075	4 441
1.4	Departmental Strategy	40 151	39 129	1 022	39 373	38 997	376
Total		234 948	231 644	3 304	366 407	361 187	5 220

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.

Programme contribution to specific Outcomes, Outputs, Output Indicators and Targets

Departmental Outcomes 1: A provincial infrastructure core that performs at prescribed service delivery standards, together with the requisite competence to deliver on this outcome, and Outcome 4: Spatial transformation through the leveraging of the property and infrastructure portfolio.

The DTPW has over the past several years warned that the construction industry is in crisis. The previous issues of economic decline, policy uncertainty and corruption were exacerbated by COVID-19. The loss of CIDB Grade 9 companies is likely to continue as noted before, 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.

The Programme's Strategic Objectives, Performance Indicators, Planned Targets and Actual Achievements are presented in the tables below.

Table 22: Programme 2: Public Works Infrastructure: Performance information prior to in-year changes

No	Out-come	Output	Output Indicator	Audited Actual Performance 2019/20	Audited Actual Performance 2020/21	Planned Annual Target 2021/22	Actual Achievement 2021/22 <u>until date of re-tabling</u>	Deviation from Planned Target to Actual Achievement 2021/22	Reasons for deviations	Reason for revisions to the Annual Targets
2.7.1	1;4	Buildings condition assessed.	Number of condition assessments conducted on state-owned buildings.	330	326	704	0	(704)	-	Target corrections
			Education Infrastructure.	52	91	375	0	(375)	-	Misalignment between annual and quarterly tables
			Health Infrastructure.	120	-	134	0	(134)	-	
			General Infrastructure.	158	235	195	0	(195)	-	

Table 23: Programme 2: Public Works Infrastructure: Performance information inclusive of in-year changes

No	Out-come	Output	Output Indicator	Audited Actual Performance 2019/20	Audited Actual Performance 2020/21	Planned Annual Target 2021/22	Actual Achievement 2021/22	Deviation from Planned Target to Actual Achievement 2021/22	Reasons for deviations
2.2.1	1	Surveys/questionnaires/reports.	Number of user satisfaction surveys conducted to assess quality of services provided to users (secondary users) **	n/a	n/a	1	1	0	-
2.2.2	1	Work opportunities	Number of work opportunities created by Provincial Public Works.	n/a	1 175	690	618	(72)	Project delays. Additionally, funding for the BFMP†† was depleted in December 2021. Additional funding was only obtained in February 2022, resulting in a loss of more than a month.
2.3.1	1;4	Infrastructure designs ready for tender.	Number of infrastructure designs ready for tender.	25	17	29	33	4	Note: The reasons for the consolidated variance of the indicator are provided below.
			Education Infrastructure.	4	6	8	14	6	Additional results due to bringing forward (acceleration) of projects.
			Health Infrastructure.	9	3	16	13	(3)	Target not achieved due to projects placed on hold, rezoning approval delays and community engagement delays.

No	Out- come	Output	Output Indicator	Audited Actual Per- formance 2019/20	Audited Actual Per- formance 2020/21	Planned Annual Target 2021/22	Actual Achieve- ment 2021/22	Deviation from Planned Target to Actual Achieve- ment 2021/22	Reasons for deviations
			General Infrastructure.	12	8	5	6	1	Original project split into two phases - more cost effective with specialist work being done as a separate project.
2.4.1	1;4	Provincial infrastructure completed.	Number of new facilities completed**	n/a	n/a	9	9	0	Note: The reasons for the consolidated variance of the indicator are provided below.
			Education Infrastructure.	n/a	n/a	3	5	2	Additional results due to late delivery of projects intended for completion in previous financial year due to underperformance by one contractor (business rescue) and failure of one other contractor (insolvency). Works were completed by others.
			Health Infrastructure.	n/a	n/a	2	4	2	Projects completed earlier than planned.

No	Out- come	Output	Output Indicator	Audited Actual Per- formance 2019/20	Audited Actual Per- formance 2020/21	Planned Annual Target 2021/22	Actual Achieve- ment 2021/22	Deviation from Planned Target to Actual Achieve- ment 2021/22	Reasons for deviations
			General Infrastructure.	n/a	n/a	4	0	(4)	Project delays due to COVID-19 pandemic; subcontractor issues; and material supply shortages, especially steel. Delay due to issues with municipal approvals, CapeNature external implementing agent, penguin breeding season.
2.4.2	1;4		Number of facilities renovated**	n/a	n/a	14	15	1	Note: The reasons for the consolidated variance of the indicator are provided below.
			Education Infrastructure	n/a	n/a	4	4	0	-
			Health Infrastructure.	n/a	n/a	5	5	0	-
			General Infrastructure.	n/a	n/a	5	6	1	A main project was split into three; and one project reached completion earlier than expected.
2.5.1	1;4	Maintenance projects awarded.	Number of planned maintenance projects awarded.	187	153	79*	73	(6)	Note: The reasons for the consolidated variance of the indicator are provided below.
			Education Infrastructure.	111	87	50	26	(24)	Procurement challenges due to delayed award of framework contract.

No	Out- come	Output	Output Indicator	Audited Actual Perfor- mance 2019/20	Audited Actual Perfor- mance 2020/21	Planned Annual Target 2021/22	Actual Achieve- ment 2021/22	Deviation from Planned Target to Actual Achieve- ment 2021/22	Reasons for deviations
			Health Infrastructure.	23	5	13	8	(5)	Planned maintenance project tenders have been placed on hold.
			General Infrastructure.	53	61	16	39	23	Task orders that were originally meant to be awarded during the 4th quarter of 2020/21 were awarded during the 1st Quarter. Change in the procurement method, The day- to -day maintenance framework agreement was utilised for the procurement of contractors which resulted in the increase/ over performance in this area.
2.5.2	1;4	Maintenance projects completed	Number of planned maintenance projects completed.	122	98	82*	112	30	Note: The reasons for the consolidated variance of the indicator are provided below.
			Education Infrastructure.	58	43	50	35	(15)	Deviation due to contractor underperformance. Contractors struggled to complete works timeously due to a variety of reasons: lack of liquidity given economic downturn and lack

No	Out- come	Output	Output Indicator	Audited Actual Perfor- mance 2019/20	Audited Actual Perfor- mance 2020/21	Planned Annual Target 2021/22	Actual Achieve- ment 2021/22	Deviation from Planned Target to Actual Achieve- ment 2021/22	Reasons for deviations
									of access to credit, as well as community interference.
			Health Infrastructure.	14	8	14	21	7	Projects completed earlier than planned.
			General Infrastructure.	50	47	18	56	38	Task orders were completed ahead of the original planned completion dates.
2.6.1	1;4	Facilities/ buildings provided.	Number of facilities/ buildings provided to users (fit for purpose) **	n/a	n/a	1 680	1 750	70	Updates to the IAR† that had an impact on the planned target were mostly due to: The outcomes of the IAR verification process which gaining momentum in the 2021/22 financial year given various initiatives such as the development of the e-Merge system, including migrating the asset register onto the system, building asset life cycle and portfolio models based on more recent and detailed asset information, and following up on feedback from users of the IAR.

No	Out-come	Output	Output Indicator	Audited Actual Performance 2019/20	Audited Actual Performance 2020/21	Planned Annual Target 2021/22	Actual Achievement 2021/22	Deviation from Planned Target to Actual Achievement 2021/22	Reasons for deviations
									- The movements (acquisitions, disposals, vestings and section 42 transfers) on the IAR. - The number of facilities also included leased-in premises.
			Education Infrastructure.	n/a	n/a	1 193	1 218	25	-
			Health Infrastructure.	n/a	n/a	262	214	(48)	-
			General Infrastructure.	n/a	n/a	225	318	93	-
2.6.2	1;4	Utilisation inspections conducted.	Number of utilisation inspections conducted for office accommodation.	150	40	40	37	(3)	3 planned utilisation inspections could not be conducted as the buildings are currently vacant. The vacant buildings are due to permanent/ temporary relocation of occupants.
2.6.3	1;4	Number of hectares of land released.	Number of hectares of land released for socio-economic purposes. **	n/a	n/a	199	198	(1)	Land allocated to Department of Human Settlements in the Parow area was returned to the DTPW during 2021/22.

No	Out- come	Output	Output Indicator	Audited Actual Per- formance 2019/20	Audited Actual Per- formance 2020/21	Planned Annual Target 2021/22	Actual Achieve- ment 2021/22	Deviation from Planned Target to Actual Achieve- ment 2021/22	Reasons for deviations
2.7.1	1;4	Buildings condition assessed.	Number of condition assessments conducted on state-owned buildings.	330	326	331*	448	117	Note: The reasons for the consolidated variance of the indicator are provided below.
			Education Infrastructure.	52	91	60*	86	26	The target was set in line with available budget. An additional 26 FCAs† were undertaken as a result of additional funding becoming available.
			Health Infrastructure.	120	-	134	204	70	Over-performance is due to catching up of 2020/21 backlog due to COVID-19 restricting access to facilities.
			General Infrastructure.	158	235	137*	158	21	More assessments conducted. CapeNature facilities were assessed during this period in order to ensure that information is obtained for planning future preventative maintenance.

* Target corrections made to quarterly breakdown

** This is a new output indicator for which there is no historical audited / actual performance.

† Facility condition assessments.

†† Building Facilities Maintenance Programme

‡ Immovable Asset Register.

Strategies to overcome areas of under-performance

A number of strategies are being implemented to improve performance:

- A priority list with “pipeline” projects is to be supplied by the client department so that, in instances where planned projects cannot proceed to tender, these can be replaced with other projects from the priority list.
- Identifying land-use management issues at project initiation.
- Establishing project scope, thoroughly interrogating it and reaching agreement with client departments before a decision is taken to proceed with implementation.
- Closely monitoring contractors to assist them to set up realistic programmes that avoid the risk of delayed completion.
- Continuing to use social facilitators on projects where community interference is anticipated.
- Improving planning and risk management.
- Capturing ongoing updates to asset information.
- Confirming and formalising the allocation of facilities and buildings to user departments.

Changes to planned targets

Changes to planned targets are reflected in Table 24.

Linking performance to budgets

Sub-Programme expenditure

Table 24: Programme 2: Public Works Infrastructure: Sub-programme

Sub-Programme		2021/22			2020/21		
		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	460 036	459 913	123	363 245	354 969	8 276
2.2	Planning	67 493	63 366	4 127	45 086	45 086	-
2.3	Construction	246 456	227 632	18 824	241 905	232 964	8 941
2.4	Maintenance	239 920	239 920	-	196 420	196 420	-
2.5	Immovable Asset Management	1 247 854	1 230 275	17 579	1 348 213	1 321 783	26 430
2.6	Facility Operations	168 306	168 306	-	158 224	158 224	-
Total		2 430 065	2 389 412	40 653	2 353 093	2 309 446	43 647

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.

Programme contribution to specific Outcomes, Outputs, Output Indicators, Targets and Actual Achievements

This Programme contributes to Departmental Outcome 1: A provincial infrastructure core that performs at prescribed service delivery standards, together with the requisite competence to deliver on this outcome and Outcome 4: Spatial transformation through the leveraging of the property and infrastructure portfolio.

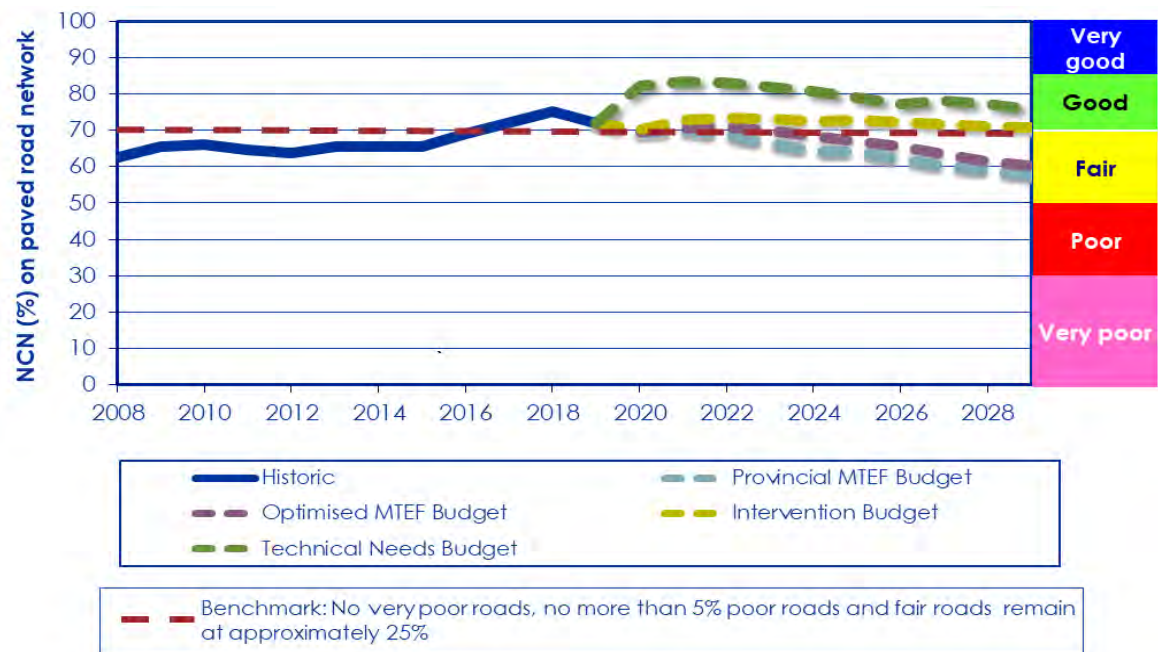
The Road Asset Management Plan (RAMP) 2022/23–2031/32 was completed and published during the year under review. The RAMP incorporates road pavement preservation information on the status of provincial roads and the effect of planned and current investment in roads on the future condition of the network.

In the absence of a fully optimised and integrated public transport and freight system, a well-maintained road network remains critical for supporting economic and social mobility and to link people with jobs, economic opportunities and education, health care and recreational facilities. 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 MTEF funding levels are insufficient to maintain these assets at the required standards. This 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).

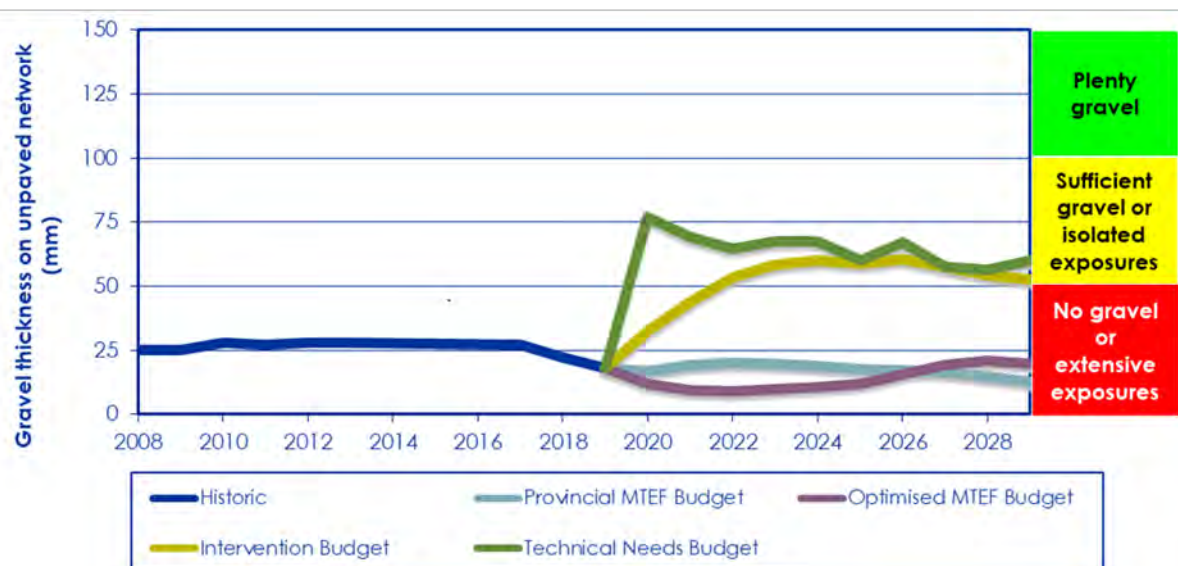
Figure 1: Network Condition Number on paved road network



Source: Road Asset Management Plan 2022/23–2031/32.

On the gravel network, the situation is even worse. The average thickness of the gravel has deteriorated to 25mm, far below the acceptable norm of 75mm (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: Road Asset Management Plan 2022/23–2031/32.

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, cuts across the MTEF have had significant implications. Projects have had to be pushed out, delayed or cancelled in order to balance the cash flow.

The RAMP 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 intended to be used by the DTPW as a strategic planning tool for new road-based investment.

The key projects listed below were completed in 2021/22 and have contributed towards the Roads Branch achieving its service delivery targets for the year under review.

Contract	Description
C1090.01	The periodic maintenance of TR11/1 (Route N7) between Bosmansdam (km 2.00) and Potsdam (km 9.50)
C1009	Rehabilitation of a section of Divisional Road 1111 between Main Road 217 and Kalbaskraal: km12.31 to km 23.50
C1097	Periodic maintenance on MR535 - Laaiplek km 24.00 to Elandsbaai km 65.37
C0818.01	Rehabilitation of TR31/2 - Ashton/Montagu
C1053.06	Flood damage repairs on MR309 in Seweweekspoort - Central Karoo/Laingsburg
C1100	Periodic Maintenance on TR1/2, TR1/3, TR44/1, TR88/1, DR1834, MR401 AND MR402 – Uniondale area.
C1095	Periodic maintenance on MR238 - Vredenburg to Saldanha
C1091.01	Replacement contract - Periodic maintenance on TR32/1, MR287 and MR288, Ashton to Swellendam - Jan Harmansgat to Bonnievale
C1093.01	Replacement contract - Periodic maintenance on TR30/1 Langhoogte to Villiersdorp, TR30/2 Villiersdorp to Worcester
C1025.04	Periodic maintenance of TR00901 (N1), including repair of failures, resurfacing and maintenance of ancillaries
C1094	Rehabilitation of MR531 km 76.0 to km 92.6 Elandsbaai and periodic maintenance of MR540 km 0.0 to km 12.4 Leipoldville
C1123	Periodic maintenance on TR35/1 km 2.59 to km 58.0 - Beaufort West to Aberdeen
C1082.01	Replacement contract - Periodic maintenance on TR24/1 - Malmesbury to Hermon
C1037.01	Construction of groynes in the Swart River adjacent to Bridge No. 2704 along TR34/1 between Prince Albert Road and Prince Albert
C1155.02	Emergency repair to Bosmansdam Bridge B4246 along TR01101 at km 1.27

The key projects listed below continued and have contributed towards the Roads Branch achieving its service delivery targets in 2021/22.

Contract	Description
C1000.01	Rehabilitation TR02802 between Hermanus and Stanford
C1102	Periodic maintenance on MR27 and MR201 - Windmeul to Wellington and Bainskloof Pass
C1047.02	The widening of Bridge No. 2221 over the Maalgate River at 15.1km on TR2/9
C1115	Periodic maintenance on TR2/1 km 30.92 to km 42.79 between Eerste River and Somerset West

New key projects that commenced during 2021/22 are listed below.

Contract	Description
C1124	Periodic maintenance on MR334, MR337, DR1532 and DR1525 - Herbertsdale/ Gouritsmond Area
C1103	Periodic maintenance on TR2/12 km 14.14 to km 37.25 from Kurland to Eastern Cape Border (Bloukrans Pass)
C1025.01	Upgrade of Refinery Interchange on TR11/1 (km 4.1)
C1183	Periodic maintenance of TR03305
C0838.06	Rehabilitation and resealing of various sections on MR269 between Hemel-en-Aarde and Sandbaai, and geometric improvements
C1144	Periodic maintenance of MR00227 - Riebeeck Wes to Moorreesburg
C1184	Periodic maintenance of TR00201
C1088.01	Periodic maintenance on MR267 - Stanford to (N2) Riviersonderend (km 0.34 to km 50.58)
C1149	Periodic maintenance of TR00202 - Somerset West
C1148	Periodic maintenance of TR00210 - Knysna
C1008	Upgrade concrete road DR01688 between Calitzdorp Spa turnoff and Oudtshoorn
C0914	Rehabilitation of MR168 between Annandale Road and Polkadraai

The Programme's Outcomes, Outputs, Output Indicators, Targets and Actual Achievements are presented in the tables below.

Table 25: Programme 3: Transport Infrastructure: Performance information for originally tabled APP

No	Out-comes	Outputs	Output Indicators	Audited Actual Performance 2019/20	Audited Actual Performance 2020/21	Planned Annual Target 2021/22	Actual Achievement 2021/22	Deviation from Planned Target to Actual Achievement 2021/22	Reasons for deviations
3.4.1	1	Construction and maintenance of sections of provincial paved and unpaved road network infrastructure.	Total number of road construction projects completed.	n/a	4	6	3	(3)	The Stanford – Hermanus, Ashton – Montagu and Bainskloof projects could not be completed as anticipated, due to environmental and contractor delays.
3.4.2	1	Utilisation of the immovable asset portfolio to support Government's socio-economic objectives.	Number of work opportunities created.	5 830	4 000	4 500	1 596	(2 904)	Lack of resources and COVID-19 delays had an impact on output performance.
3.4.3	1		Number of youth employed (18-35).	3 511	2 247	2 400	863	(1 537)	Lack of resources and COVID-19 delays had an impact on output performance.
3.4.4	1		Number of women employed.	1 705	1 114	1 200	464	(736)	Lack of resources and COVID-19 delays had an impact on output performance.
3.4.5			Number of persons with disabilities employed.	10	0	5	1	(4)	Lack of resources and COVID-19 delays had an impact on the output performance.

No	Out-comes	Outputs	Output Indicators	Audited Actual Performance 2019/20	Audited Actual Performance 2020/21	Planned Annual Target 2021/22	Actual Achievement 2021/22	Deviation from Planned Target to Actual Achievement 2021/22	Reasons for deviations
3.5.1	1	Construction and maintenance of sections of provincial paved and unpaved road network infrastructure.	Total number of road maintenance projects completed.	n/a	7	6	6	0	-

Strategies to overcome areas of under-performance

Several strategies are being implemented to improve performance:

- COVID-19 recovery will be achieved by implementing delayed projects and considering the impact of delays on final design and implementation.
- Continued implementation of the planned Road Branch organisational structure will reorganise programme functions and provide technical support, including environmental expertise. Filling these posts will mitigate some of the aspects that led to under-performance or under-reporting.

Changes to planned targets

There were no changes to planned targets

Linking performance to budgets

Sub-Programme expenditure

Table 26: Programme 3: Transport Infrastructure: Sub-programme expenditure

Sub-Programme		2021/22			2020/21		
		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	90 818	90 818	-	122 241	119 675	2 566
3.2	Infrastructure Planning	42 025	41 927	98	23 342	21 132	2 210
3.3	Infrastructure Design	257 203	256 869	334	227 817	220 466	7 351
3.4	Construction	895 687	865 394	30 293	1 094 374	1 071 564	22 810
3.5	Maintenance	2 158 782	2 154 318	4 464	1 663 711	1 638 313	25 398
Total		3 444 515	3 409 326	35 189	3 131 485	3 071 150	60 335

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.

Programme contribution to specific Outcomes, Outputs, Output Indicators and Targets

Outcome 3: Improved public transport services, focusing on bus, passenger rail and minibus taxi services.

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, safer and more reliable rail, provision for non-motorised transport, and the establishment of the institutional structures needed for province-wide public transport reform.

The Department is leading the implementation of the Blue Dot Taxi pilot project, managing and improving the GABS service, managing and expanding the GIPTN and implementing walking and cycling initiatives. These initiatives are described further in the Key Service Delivery Achievements section.

The Red Dot Taxi service, continued its work to provide safe transport for public sector healthcare workers, patients requiring transport to and from public Q&I facilities, as well as supporting the Department of Health and Wellness's vaccination efforts and the transport of discharged hospital patients. The Q&I service was vital for ensuring that infected and at-risk persons were transported to their destinations safely, freeing up emergency vehicles and reducing community transmission by temporarily removing these individuals from their communities. The service also assisted Emergency Medical Services (EMS) by providing a "hospital-to-home" service for discharged patients, allowing the EMS fleet to focus on emergency trips. During the financial year, more than 24 681 Red Dot trips (combined Q&I, healthcare worker, vaccination and hospital discharge services) were completed.

The Department began implementing the medium-term actions from the Western Cape Freight Strategy and Implementation Programme. This included conducting several

freight-related traffic law enforcement operations, aimed at improving freight-related road traffic safety. The Department has supported initiatives to improve efficiencies at the Port of Cape Town, working closely with DEDAT's Ease of Doing Business Committee. In addition, the Department developed a Western Cape Freight Data Bank, which includes interactive data from the Western Cape Freight Demand Model (WCFDM). Other areas of work included the development of a Western Cape view on the transportation of high cube containers, a draft concept study on potential locations of intermodal terminals in the province, and support for initiatives to resuscitate certain branch lines, working closely with Transnet Freight Rail, industry and local government.

The Department continues to support George Municipality in its role as joint contracting authority in the implementation of the George Integrated Public Transport Network. Of the planned six phases, phases 1 to 4B have successfully been implemented and the implementation of further phases is underway. Go George provides safe, affordable, reliable, scheduled and universally accessible mobility for residents of George using a seven-day-a-week scheduled bus services to access work, educational, social and recreational opportunities.

The Programme's Outcomes, Outputs, Output Indicators, Targets and Actual Achievements are presented in the tables below.

Table 27: Programme 4 Transport Operations: Performance information for originally tabled APP

No	Out-comes	Outputs	Output Indicators	Audited Actual Performance 2019/20	Audited Actual Performance 2020/21	Planned Annual Target 2021/22	Actual Achievement 2021/22	Deviation from Planned Target to Actual Achievement 2021/22	Reasons for deviations
SUB-PROGRAMME 4.2: PUBLIC TRANSPORT SERVICES									
Provincial Indicators									
4.2.1	3	Monitoring of subsidised bus services.	Number of routes subsidised.	2 420	2 329	2 587	2 112	(475)	Revision of routes to meet fluctuating passenger demand. The underperformance of the target is due to COVID-19 transport regulations and directions imposed under the National State of Disaster.
4.2.2	3		Number of kilometres subsidised.	36 432 637	34 982 437	37 266 118	37 327 770	61 652	The deviation is due to COVID-19 transport regulations imposed during the financial year.
4.2.3	3		Number of trips subsidised.	1 239 375	973 754	1 415 880	1 217 868	(198 012)	The deviation is due to COVID-19 transport regulations imposed during the financial year.

No	Out-comes	Outputs	Output Indicators	Audited Actual Performance 2019/20	Audited Actual Performance 2020/21	Planned Annual Target 2021/22	Actual Achievement 2021/22	Deviation from Planned Target to Actual Achievement 2021/22	Reasons for deviations
4.2.4	3	Establishment of subsidised public transport services.	Number of Integrated Public Transport Network (IPTN) phases supported.	n/a	4	4	4	0	-
SUB- PROGRAMME 4.4 TRANSPORT SYSTEMS									
Provincial Indicators									
4.4.1	2	Establishment of subsidised public transport services.	Number of transport management initiatives supported.	n/a	1	1	1	0	-
4.4.2	3	Establishment of subsidised public transport services.	Number of non-motorised transport initiatives supported.	n/a	1	1	2	1	A saving on the Hawston project allowed for the development of a second priority project in Masakhane.

Note: n/a – Not applicable as this was an output indicator

Strategies to overcome areas of under-performance

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

Changes to planned targets

There were no changes to planned targets.

Linking performance to budgets

Sub-Programme expenditure

Table 28: Programme 4: Transport Operations: Sub-programme expenditure

Sub-Programme		2021/22			2020/21		
		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	2 785	2 785	-	3 252	3 252	-
4.2	Public Transport Services	1 801 250	1 791 759	9 491	1 436 383	1 436 383	-
4.3	Transport Safety and Compliance	6 903	6 902	1	5 037	5 037	-
4.4	Transport Systems	246 830	225 705	21 125	261 582	259 581	2 001
Total		2 057 768	2 027 151	30 617	1 706 254	1 704 253	2 001

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 and the testing of motor vehicles; to promote safety through traffic law enforcement services; to 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.

Programme contribution to specific Outcomes, Outputs, Output Indicators and Targets

This Programme contributes to Departmental Outcome 2: Activated technology and innovation to effect road safety improvements in the mobility ecosystem.

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 in the year under review. 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 eNForce system features handheld and in-vehicle technology integrated with the National Traffic Information System (NaTIS). A total of 540 new advanced handheld devices were issued to all officers. This system continues to allow for the identification of infringements such as licence plate fraud, speeding, public transport operator route transgressions, fatigue management, and the ability to record 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 operational planning capability, officer duty roster as well as a communication tool which enables Provincial Traffic Management to obtain live information from handheld devices 24 hours a day, improving reporting and providing data for better operational planning.

The DTPW fitted 30 patrol vehicles with its in-vehicle ITH technology in the 2021/22 financial year.

The integration of the Provincial Transport Regulation System 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. There are many fraudulent operating licences circulating in the taxi industry and this is a significant contributor to taxi violence and the organised crime that pervades the industry. Insufficient funding undermines the progress of these initiatives and this will have a negative impact on the development of the PTRS and its integration into the ITH.

Further improvements in technology and systems have been identified to further improve the speed at which traffic law enforcement duties can be executed. Technological advances have enabled the Department to move towards a centralised and coordinated system that allows data to be captured and utilised intelligently. The system facilitates the enrichment of data by adding external information to enable better service delivery and a better-informed traffic entity. These technological initiatives enabled 367 arrests to be made for fraudulent documentation including fraudulent driver's licences, fraudulent vehicle licences, and fraudulent operating licences.

The development of a PTRS to replace the notoriously unstable and unreliable national systems that the Taxi Registrar and Provincial Regulatory Entity were previously required to use immediately opened up possibilities for integrating transport planning and regulation functions and laid the groundwork for the submission of web-based applications. During the year under review and in the context of COVID-19, the development team prioritised PTRS functionalities that allowed for remote adjudication and processing of applications, which had the positive result in the Western Cape PRE of being able to avert a backlog in applications.

The DTPW's PSTP 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.

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. These initiatives were picking up momentum towards the end of March 2022.

The Programme's Outputs, Output Indicators, Planned Targets, Audited and Actual Achievements are presented in the tables below.

Table 29: Programme 5: Transport Regulation: Performance information prior to in-year amendments

No	Out-comes	Outputs	Output Indicators	Audited Actual Performance 2019/20	Audited Actual Performance 2020/21	Planned Annual Target 2021/22	Actual Achievement 2021/22 <u>until date of re-tabling</u>	Deviation from Planned Target to Actual Achievement 2021/22	Reasons for deviations	Reasons for revision to the Annual Targets
5.2.1	2	Administration and monitoring of motor vehicle licensing, vehicle fitness testing and driver testing.	Number of compliance inspections conducted.	317	-	100	0	(100)	-	The various alert levels of the National State of Disaster and service backlogs restricted accessibility to licensing service centres and staff.

Table 30: Programme 5: Transport Regulation: Performance information inclusive of in-year amendments

No	Out-comes	Outputs	Output Indicators	Audited Actual Performance 2019/20	Audited Actual Performance 2020/21	Planned Annual Target 2021/22	Actual Achievement 2021/22	Deviation from Planned Target to Actual Achievement 2021/22	Reasons for deviations
5.2.1	2	Administration and monitoring of motor vehicle licensing, vehicle fitness testing and driver testing.	Number of compliance inspections conducted.	317	-	60	60	0	-

No	Out-comes	Outputs	Output Indicators	Audited Actual Performance 2019/20	Audited Actual Performance 2020/21	Planned Annual Target 2021/22	Actual Achievement 2021/22	Deviation from Planned Target to Actual Achievement 2021/22	Reasons for deviations
5.3.1	2	Administration of public transport operating licences.	Number of Provincial Regulatory Entity (PRE) hearings conducted.	121	60	80	85	5	The PRE adapted business processes to operator/ citizen service delivery needs during this pandemic period.
5.4.1	2	Provision of traffic law enforcement services.	Number of vehicles weighed	589 383	424 300	460 000	553 366	93 366	As the alert levels of the National State of Disaster were eased, there was an increase in the volumes of heavy motor vehicles.
5.4.2	2		Number of traffic law enforcement operations conducted	13 464	15 646	7 056	15 875	8 819	Special operations which focused specifically on the transportation of farm workers, ad hoc operations; in respect of public transport violence, freight awareness as well as illegal/ illicit goods contributed towards an increase in the number of operations conducted.
5.4.3	2		Number of vehicles stopped and checked.	1 453 298	515 420	1 200 000	1 372 997	172 997	During Quarter 4, all disaster restrictions were lifted and there was an increase in traffic movement and local holidaygoers which contributed towards an increase in their performance indicator.

No	Out-comes	Outputs	Output Indicators	Audited Actual Performance 2019/20	Audited Actual Performance 2020/21	Planned Annual Target 2021/22	Actual Achievement 2021/22	Deviation from Planned Target to Actual Achievement 2021/22	Reasons for deviations
5.4.4	2	Facilitation of road safety education communication and awareness.	Number of road safety awareness interventions implemented.	n/a	n/a	244*	481	237	The directorate intensified the Pedestrian Awareness Programme as pedestrians are vulnerable road users. A request from the RTMC to monitor provincially registered scholar patrols for insurance purposes and roadshows in collaboration with the Road Accident Fund (RAF) and Childsafe child restraint campaign were conducted in malls in three districts which extended opportunities to reach pedestrians.

* This is a new output indicator for which there is no historical audited / actual performance.

Strategies to overcome areas of under-performance

The Traffic Law Enforcement Directorate will revert to pre-COVID-19 target-setting (higher targets).

Changes to planned targets

Changes to planned targets are reflected in Table 31.

Linking performance to budgets

Sub-Programme expenditure

Table 31: Programme 5: Transport Regulation: Sub-programme expenditure

Sub-Programme		2021/22			2020/21		
		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	4 949	4 672	277	5 587	4 359	1 228
5.2	Transport Administration and Licensing	438 179	438 028	151	426 665	425 280	1 385
5.3	Operator Licence and Permits	69 219	69 219	-	63 679	61 755	1 924
5.4	Law Enforcement	434 948	434 835	113	466 412	454 249	12 163
Total		947 295	946 754	541	962 343	945 643	16 700

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.

Programme contribution to specific Outcomes, Outputs, Output Indicators and Targets

This Programme contributes to Departmental Outcome 1: A provincial infrastructure core that performs at prescribed service delivery standards, together with the requisite competence to deliver on this outcome.

The worsening economic situation, together with the disastrous impact of the COVID-19 pandemic, continued to exacerbate the socio-economic crisis in South Africa. The Department continues to intervene to support the poor and the unemployed, with a focus on the youth and on vulnerable sections of society.

The Contractor Development Programme continued to play an important role in efforts to assist contractors 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 includes tendering and costing support. The aim was to help participating enterprises to become meaningful participants in the construction industry that are able to create job opportunities for others.

Skills development programmes in the year under review focused on artisan development, apprenticeship and construction-related skills development programmes that form part of the National Youth Service programme. These youths were placed on a 12-month programme where they acquired skills in various disciplines in the construction industry that enhanced their ability to access economic opportunities. Skills development programmes included training such as in plumbing, electrical, welding and landscaping.

The Department continued to implement EMPIAs on departmental projects worth in excess of R10m. Work opportunities were created through the construction and maintenance programmes of the Department.

The DTPW continues to coordinate the EPWP and provide support to implementing bodies in the Western Cape to increase the total number of work opportunities created across all spheres of government and specifically targeting women participants, the youth and persons with disabilities. This support includes the provision of technical support to improve

the quality of EPWP data management and processing of EPWP performance data on the EPWP Reporting System by 12 institutional forums and approximately 39 public bodies. The Programme's Outcomes, Outputs, Output Indicators, Targets and Actual Achievements are presented in the tables below.

Table 32: Programme 6: Community-Based Programmes: Performance information for originally tabled APP

No	Outcomes	Outputs	Output Indicators	Audited Actual Performance 2019/20	Audited Actual Performance 2020/21	Planned Annual target 2021/22	Actual achievement 2021/22	Deviation from planned target to actual achievement 2021/22	Reasons for deviations
SUB-PROGRAMME 6.2: INNOVATION AND EMPOWERMENT									
Provincial Indicators									
6.2.1	1	Training opportunities.	Number of beneficiary empowerment interventions.	3	3	3	3	0	-
6.2.2		Contractor Development Programme participants.	Number of beneficiaries participating in the Contractor Development Programme*	n/a	n/a	96	93	(3)	Certain beneficiaries did not complete the programmes.
SUB-PROGRAMME 6.3: COORDINATION AND COMPLIANCE MONITORING									
Provincial Indicators									
6.3.1	1	Work opportunities.	Number of public bodies reporting on EPWP targets within the province.	40	40	39	39	0	-

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.

* This is a new output indicator for which there is no historical audited/ actual performance.

Strategy to overcome areas of under-performance

Regional based training will be offered to minimise the dropout rate.

Changes to planned targets

There were no changes to planned targets.

Linking performance to budgets

Sub-Programme expenditure

Table 33: Programme 6: Community-Based Programmes: Sub-programme expenditure

Sub-Programme Name		2021/22			2020/21		
		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	2 318	2 219	99	2 301	2 136	165
6.2	Innovation and Empowerment	38 883	38 006	877	39 737	37 127	2 610
6.3	EPWP Coordination and Compliance Monitoring	13 718	13 307	411	13 514	12 255	1 259
Total		54 919	53 532	1 387	55 552	51 518	4 034

5. Transfer payments

5.1 Transfer payments to public entities

No transfer payments were made to public entities.

5.2 Transfer payments to all organisations other than public entities

The tables below reflect the transfer payments made for the period 1 April 2021 to 31 March 2022 per Programme.

Programme 1: Administration

Table 34: Programme 1: Transfer payments

Name of transferee	Type of organisation	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	District municipality	To review and update municipal ITPs in terms of the NLTA.	Complied	900	188	The funding allocated for 2021/22 has not been utilised yet because the municipality is still spending funding from 2020/21 that was approved for roll over. The municipality has until 30 June 2022 to spend the grant funding. Once the previous year funding is exhausted, the funding for 2021/22 will be utilised. At this time, the municipality has utilised R812 096 of the roll over funding of R900 000 for 2020/21, and another invoice is expected in June 2022 of approximately R315 583 according to the District project plan.
Garden Route	District municipality		Complied	900	636	The municipality has been unresponsive and will be requested to refund unspent money.
George	Local municipality		Complied	600	600	-
Total				2 400	1 424	

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 35: Programme 2: Transfer payments in respect of property rates

Name of recipient	Amount transferred (R'000)
Beaufort West Local Municipality	3 299
Berg River Local Municipality	1 645
Bitou Local Municipality	1 654
Breedde Valley Local Municipality	13 610
Cape Agulhas Local Municipality	1 696
City of Cape Town	526 069
Cederberg Local Municipality	2 721
Drakenstein Local Municipality	18 669
George Local Municipality	13 685
Hessequa Local Municipality	1 775
Kannaland Local Municipality	4 023
Knysna Local Municipality	3 411
Laingsburg Local Municipality	620
Langeberg Local Municipality	3 442
Matzikama Local Municipality	2 466
Mossel Bay Local Municipality	554
Oudtshoorn Local Municipality	8 271
Overstrand Local Municipality	2 461
Prince Albert Local Municipality	127
Saldanha Bay Local Municipality	6 416
Stellenbosch Local Municipality	10 210
Swartland Local Municipality	3 284
Swellendam Local Municipality	1 738
Theewaterskloof Local Municipality	6 070
Witzenberg Local Municipality	5 297
Total	643 213

Table 36: Programme 2: 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
Saldanha Bay Local Municipality	Provision for the design and construction of the access road linking the Louwville community to the Community Day Centre in Saldanha.	Complied	5 725	-	Contractor not yet appointed
Total			5 725	-	-

Programme 3: Transport Infrastructure

Table 37: 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
Bergrivier Local Municipality	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	110	110	-
Bitou Local Municipality		Complied	230	230	-
Breedee Valley Local Municipality		Complied	90	90	-
Drakenstein Local Municipality		Complied	31 686	31 686	-
George Local Municipality		Complied	8 460	8 460	-
Hessequa Local Municipality		Complied	120	120	-
Knysna Local Municipality		Complied	110	110	-
Laingsburg Local Municipality		Complied	49	49	-
Mossel Bay Local Municipality		Complied	5 754	5 754	-
Oudtshoorn Local Municipality		Complied	125	125	-
Overstrand Local Municipality		Complied	145	145	-
Swartland Local Municipality		Complied	175	175	-
Theewaterskloof Local Municipality Municipality		Complied	130	130	-
Witzenberg Local Municipality		Complied	4 448	4 448	-
Total			51 632	51 632	-

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 2021 to 31 March 2022 by Programme 4: Transport Operations.

Table 38: 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
City of Cape Town	To sustain the movement of people in the public transport system with a focus on persons with special needs.	Complied	10 000	10 000	-
George Local Municipality	- To enable George Local Municipality to implement a public transport service as contemplated in the George Integrated Public Transport Network. - To provide supplementary funding towards public transport services provided by the George Municipality. - To provide supplementary funding to cover the shortfall in operational costs. - To provide for the additional operational support to underwrite the consequences of significantly impaired operating conditions and magnified transformation obligations.	Complied	217 587	121 658	The funds will be spent by the George Municipality on the George Integrated Public Transport Network by the end of the municipal financial year.
Swartland Local Municipality	To provide NMT infrastructure in the Swartland Local Municipality as part of the Provincial Sustainable Transport Programme.	Complied	1 282	1 282	-
Total			228 869	132 940	

The table below shows transfers to private enterprises.

Table 39: 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 enterprise	GABS	PTOG Subsidy to the bus operator.	Complied	1 132 644	1 132 644	-
Total transfer to private enterprises:				1 132 644	1 132 644	-

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 2021 to 31 March 2022, but where no payments were made.

Programme 3: Transport Infrastructure

Table 40: Programme 3: Transfer payments budgeted

Name of recipient	Type of organisation	Purpose for which the funds were to be used	Amount budgeted for (R'000)	Amount transferred (R'000)	Reasons why funds were not transferred
Cape Agulhas Local Municipality	Municipality	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).	90	-	Subsidies are paid if proof of actual expenditure on subsidised road maintenance work can be provided to the DTPW.
Cederberg Local Municipality	Municipality		70	-	
Kannaland Local Municipality	Municipality		50	-	
Langeberg Local Municipality	Municipality		294	-	
Matzikama Local Municipality	Municipality		90	-	
Prince Albert Local Municipality	Municipality		50	-	
Saldanha Bay Local Municipality	Municipality		135	-	

Name of recipient	Type of organisation	Purpose for which the funds were to be used	Amount budgeted for (R'000)	Amount transferred (R'000)	Reasons why funds were not transferred
Stellenbosch Local Municipality	Municipality		4 950	-	
Swellendam Local Municipality	Municipality		50	-	
Total			5 779	-	

Table 41: Programme 4: Transfer payment budget

Name of recipient/transferee	Type of organisation	Purpose for which the funds were to be used	Amount budgeted for (R'000)	Amount transferred (R'000)	Reasons why funds were not transferred
City of Cape Town	Municipality	To develop a collective government-funded venture between the Western Cape Department of Transport and Public Works, the City of Cape Town and other key public transport stakeholders to address asset protection, commuter security, and other identified safety initiatives on the rail and bus networks.	21 000	-	The agreement between the parties could not be finalised in time. A revised agreement will be drafted for public transport safety.
Total			21 000	-	

6. Conditional grants

6.1 Conditional grants and earmarked funds paid

No Conditional Grants or earmarked funds are 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 and Infrastructure
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: • Road maintenance and the maintenance of buildings; • Low traffic volume roads and rural roads; • Other economic and social infrastructure; • Tourism and cultural industries; • Sustainable land-based livelihoods; and • Waste management.
Expected outputs of the grant	• Number of people employed and receiving income through the EPWP. • Increased average duration of the work opportunities created.
Actual outputs achieved	• 2 212 work opportunities created. • 555 full-time equivalents (FTEs).
Amount per amended DORA (R'000)	13 855
Amount received (R'000)	13 855
Reasons if amount as per DORA was not received	n/a
Amount spent by the Department (R'000)	13 855
Reasons for the funds unspent by the entity	n/a
Reasons for deviations on performance	n/a
Measures taken to improve performance	n/a
Monitoring mechanism by the receiving Department	EPWP reporting through EPWP online reporting system. Monthly report through In-Year Monitoring (IYM) 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	- To supplement provincial investments for road infrastructure maintenance (routine, periodic and special maintenance). - To ensure that all roads are classified as per the Road Infrastructure Strategic Framework for South Africa and the Technical Recommendations for Highways (TRH), and the Road Classification and Access Management (RCAM) guidelines. - To implement and maintain road asset management systems. - To supplement provincial projects for the repair of roads and bridges damaged by unforeseen incidents including natural disasters. - To improve road safety with a special focus on pedestrian safety in rural areas.
Expected outputs of the grant	- Final road asset management plan and tabled project list for the 2022 Medium Term Expenditure Framework in a table B5 format finalised by 31 March 2021. - Network condition assessment and determination of priority projects list from the road asset management systems. - The following actual delivery related measures against 2021/22 targets defined in the final road asset management plan and Annual Performance Plan for each province: - number of m² of surfaced roads rehabilitated (quarterly) - number of m² of surfaced roads resurfaced (overlay or reseal) - number of m² of blacktop patching (including pothole repairs) - number of kilometres of gravel roads re-gravelled - number of kilometres of gravel roads bladed - number of kilometres of gravel roads upgraded (funded from provincial equitable share) - The following performance, based on national job creation indicators: - number of jobs created - number of full-time equivalents created - number of youths employed (age 18 – 35) - number of women employed - number of people living with disabilities employed - Number of small, medium micro enterprises contracted on the provinces' contractor development programme. - Updated road condition data (paved and unpaved) including instrumental/automated road survey data, traffic data, safety audit report and bridge conditions.
Actual outputs achieved	All roads are classified as per RISFSA and RCAM guidelines. Roads are being reclassified as they are constructed or upgraded. The Road Asset Management System (RAMS) is fully functional and complies with minimum requirements. 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. Visual condition assessments were completed for the managed road network.

	Indicator	Target value	Achieved value
	Kilometres of gravel roads upgraded.	3	9
	Square metres of surfaced roads rehabilitated.	760 160	624 676
	Square metres of surfaced roads resealed.	2 628 810	2 769 740
	Kilometres of gravel roads re-gravelled.	120	89
	Square metres of blacktop patching.	24 000	23 859
	Kilometres bladed.	31 600	49 305
	Number of jobs created.	5 000	1 596
	Number of FTEs created.	2 800	320
	Number of youths employed (18-35).	3 000	863
	Number of women employed.	1 500	464
	Number of people living with disabilities.	5	1
Amount per amended DORA (R'000)	1 142 442		
Amount received (R'000)	1 142 442		
Reasons if amount as per DORA was not received	n/a		
Amount spent by the Department (R'000)	1 142 442		
Reasons for the funds unspent by the entity	n/a		
Reasons for deviations on performance	National State of Disaster COVID-19 construction regulations have affected construction production rates as contractors and implementing agents had to adapt to unexpected changes and reduced efficiency at times.		
Measures taken to improve performance	Plan for contracts to make provision for the COVID-19 construction regulations and ongoing monitoring on performance.		
Monitoring mechanism by the receiving Department	Road Network Information System (RNIS), Basic Accounting System (BAS), Infrastructure Reporting Model (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	• Number of vehicles subsidised. • Number of cumulative annual vehicles subsidised. • Number of scheduled trips. • Number of trips operated. • Number of passengers. • Number of kilometres. • Number of employees.	
Actual outputs achieved	Subsidy per trip operated.	R914.84
	Subsidy per km operated.	R30.34
	Subsidy per passenger.	R26.76
	Subsidy per vehicle.	R99 081.00
	Number of vehicles subsidised.	1 021
	Number of cumulative annual vehicles subsidised.	12 254
	Number of scheduled trips.	1 333 352
	Number of trips operated.	1 321 500
	Passengers per kilometres operated.	1.12
	Passengers per trip operated.	34.44
	Employees per vehicle.	1.4
Amount per amended DORA (R'000)	1 132 644	
Amount received (R'000)	1 132 644	
Reasons if amount as per DORA was not received	n/a	
Amount spent by the Department (R'000)	1 132 644	
Reasons for the funds unspent by the entity	n/a	
Reasons for deviations on performance	The underperformance is due to National State of Disaster COVID-19 transport regulations and directions that restricted public transport operations.	
Measures taken to improve performance	The Interim Contract makes provision for allowable kilometres operated to be capped and therefore the available PTOG will not be exceeded in any given financial year.	
Monitoring mechanism by the receiving Department	Between 80% and 85% of subsidised kilometres operated in terms of the approved timetable were verified through the Electronic Monitoring System. Golden Arrow Bus Services automatic fare collection (AFC) data yields an additional 14% verification of claims. An effective and efficient monitoring, reporting and evaluation regime for subsidised transport services ensures value for money and a reliable public transport system.	

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 42: Capital investment

Infrastructure projects	2021/2022			2020/2021		
	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	154 057	154 057	-	6 198	6 198	-
Existing infrastructure assets	3 569 020	3 550 196	18 824	3 310 018	3 268 921	41 097
Upgrades and additions	283 964	283 964	-	250 934	250 572	362
Rehabilitation, renovations and refurbishments	2 041 663	2 022 839	18 824	1 856 682	1 818 102	38 580
Maintenance and repairs	1 243 393	1 243 393	-	1 202 402	1 200 247	2 155
Infrastructure transfer	86 389	51 570	34 819	102 591	79 973	22 618
Current	4 000	1 731	2 269	4 000	2 657	1 343
Capital	82 389	49 839	32 550	98 591	77 316	21 275
Total	3 809 466	3 755 823	53 643	3 418 807	3 355 092	63 715

DTPW spent 98.6 per cent of its annual allocation for infrastructure. The ratio of capital to current expenditure increased over the two financial years with current expenditure shifting from 35.7 per cent to 33.1 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 43: Programme 2: Capital investment, maintenance and asset management

Infrastructure projects	2021/22			2020/21		
	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	649 884	631 060	18 824	601 926	582 740	19 186
Upgrades and additions	-	-	-	-	-	-
Rehabilitation, renovations and refurbishments	241 658	222 834	18 824	247 282	228 096	19 186
Maintenance and repairs	408 226	408 226	-	354 644	354 644	-
Infrastructure transfer	-	-	-	-	-	-
Current	-	-	-	-	-	-
Capital	-	-	-	-	-	-
Total	649 884	631 060	18 824	601 926	582 740	19 186

Public Works Infrastructure spent 97.1 per cent of its infrastructure budget after final budget shifts.

In 2021/22, 19 new additions were made to the Provincial Immovable Asset Register (IAR), which included nine acquisitions via purchase, six transfers and two section 42 transfers as well as two additions as a result of subdivisions.

A total of 18 deemed provincially owned properties were added as owned in terms of section 28(1) of the Constitution and section 55(1) of the South African Schools Act 84 of 1996 vesting processes.

A total of 26 land parcels were removed from the IAR. Fifteen land parcels were removed due to disposals and 11 land parcels were removed because of consolidations that took place over the year.

The above movements on the IAR reflect ownership as confirmed by title deeds issued and portfolios of evidence were compiled to capture and verify data to ensure that updates G1 were accurate and complete. In order to ensure the integrity of the data, and to identify any potential duplicates and/ or discrepancies, comparisons with other data sources was also undertaken. These include the Deedsweb, the Department of Agriculture, Rural Development and Land Reform's LAW system, the Department of Human Settlements' Immovable Asset Register, the Asset Register of the Roads Branch of DTPW, as well as the IAR of the national Department of Public Works and Infrastructure.

The Department adopted a more strategic approach to the management of its assets across their life cycles, which is in line with the requirements of the Government Immovable Asset Management Act, 2007. This includes a structured review of asset management (AM) practice within the Department, as part of the e-Merge Programme. The AM practice assessment showed the priority focus area was to build the foundation for improved AM through systematically improving the quality of asset/ infrastructure data and establishing structured facility condition assessment models, lifecycle models and portfolio assessment models. The improved model uses weighted portfolio Condition Grade Index (CGI) figures which are based on the current replacement cost of the infrastructure, thereby giving greater emphasis to large infrastructure (e.g., some of the very large hospitals in the health portfolio). In other words, the model calculates the CGI based on weighted (replacement) value, rather than a simple numerical average, so it is a more accurate reflection of the portfolio as a whole.

The AM improvement initiative is a medium-term initiative and will be implemented over several years. The model is a work in progress, and will continually be refined, calibrated, and integrated with other applicable models. Based on the improvements made during 2021/22, the summary below provides an overview of the current performance of the three infrastructure portfolios.

The overall ratings per portfolio in terms of the GIAMA performance standard index which ranges from 1 (very poor) to 5 (very good) are as follows:

- Health Infrastructure – 2.7 (poor) - a substantial reduction from 3.7 (fair) in the 2020/21 financial year, mostly due to the improved model described above.
- General Infrastructure – 3.5 (fair), previously 3.9 (fair) – some deterioration.
- Education Infrastructure – 3.4 (fair), previously 3.5 (fair) – slight deterioration.
- 68 per cent of General Building facilities are either in a poor or very poor condition, while 60 per cent of Health facilities and 21 per cent of Education facilities are in a poor or very poor condition.
- A total of 32 per cent of General Building facilities are currently in a fair to very good condition, while 40 per cent of Health facilities and 79 per cent of Education facilities are in a fair to very good condition.

Referring to the overall asset management plan, the capital and maintenance expenditure during 2021/22 was focused towards improving the condition of facilities in poor and very poor condition. Generally, there has been a move towards focusing on addressing the maintenance backlog at facilities in the worst condition and, where possible, to focus on the elements within those facilities that are most critical. The aim is to put the benefits of limited funding to the best possible use.

Table 44: Programme 2: Capital projects currently under construction

Capital projects in progress				
Region/ District	Municipality	Project name	Project description	Expected completion date
CoCT	CoCT	CYCC – Horizon	Upgrades, additions and new facilities at a child and youth care centre.	2023-01-25
Eden	George	CYCC – George Outeniqua	Upgrades, additions and a new wing at a child and youth care centre.	2022-04-15
CoCT	CoCT	GMT Rusper Street Phase 2	Building of a new office accommodation for Government Motor Transport.	2022-05-31
CoCT	CoCT	Solar PV – CBD Rooftop	Various solar panel interventions.	2024-03-31
CoCT	CoCT	Alfred Street – Block B - 2nd Floor – WCED registry	Creation of office accommodation and a registry facility for WCED.	2022-02-28
CoCT	CoCT	27 Wale Street Ground Floor and enablement	Modernisation of floor area and office accommodation.	2021-06-04
CoCT	CoCT	9 Dorp Street 7th Floor	Modernisation of floor area and office accommodation.	2022-07-13
Cape Winelands	Stellenbosch	Elsenburg Main Building Modernisation Phase 2 (Labs)	Modernisation of floor area and research laboratories.	2023-05-23

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 45: Programme 3: Capital investment, maintenance and asset management

Infrastructure projects	2021/22			2020/2021		
	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	154 057	154 057	-	6 198	6 198	
Existing infrastructure assets	2 919 136	2 919 136	-	2 708 092	2 686 181	21 911
Upgrades and additions	283 964	283 964	-	250 934	250 572	362
Rehabilitation, renovations and refurbishments	1 800 005	1 800 005	-	1 609 400	1 590 006	19 394
Maintenance and repairs	835 167	835 167	-	847 758	845 603	2 155
Infrastructure transfer	86 389	51 570	34 819	102 591	79 973	22 618
Current	4 000	1 731	2 269	4 000	2 657	1 343
Capital	82 389	49 839	32 550	98 591	77 316	21 275
Total	3 159 582	3 124 763	34 819	2 816 881	2 772 352	44 529

Transport Infrastructure spent 98.9 per cent of its infrastructure budget.

The underspending on infrastructure as indicated in the table above were mainly due to several municipalities not having finalised their infrastructure projects as planned and therefore not being able to claim their subsidies for the construction and maintenance of transport infrastructure during the 2021/22 financial year.

The Department has adopted an asset management approach for the management of road infrastructure assets within the Western Cape, which is in line with international standards.

The strategic framework for road investments in the year under review focused on maximising the preservation of assets while minimising total transportation costs for road users. This approach prioritised the roads carrying the larger traffic volumes, thereby supporting economic and social development.

In respect of the overall asset management plan, capital and maintenance expenditure during 2021/22 was focused on improving the condition of road infrastructure and contributing to reducing the infrastructure maintenance backlog.

The infrastructure maintenance backlog reduction plan is based on an intervention budget scenario, which indicates that an additional R2.17bn 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 kilometres 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 R26.5bn (2020/21 calculations).

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 roads.

Table 46: Programme 3: Capital projects currently under construction

District	Local municipality	Project name	Detailed description	Commencement date	Estimated completion date	Project cost (R'000)
Cape Winelands	Drakenstein	C1102: Periodic maintenance on MR27 and MR201 - Windmeul to Wellington and Bainskloof Pass	Rehabilitation of TR03102+ from km 26.5 to km 42,70; Periodic maintenance of MR00027 from km 66.95 to km 75.20; Periodic maintenance of TR02501 from km 3.98 to km 9.30.	2020/09/02	2022/04/14	264 436
Garden Route	George	C1047.02: The widening of Bridge No. 2221 over the Maalgate River at 15.1km on TR2/9	Widening of bridge No. 2221 over the Maalgate River at km 15.1 on TR00209.	2021/02/08	2022/08/05	46 500
Overberg	Overstrand	C1000.01: Rehab TR02802 between Hermanus & Stanford	Rehabilitation of TR02802+ from km 6.2 to km 24.00.	2019/01/25	2022/04/12	363 000
Overberg	Overstrand	C0838.06: Rehab & Reseal of various sections on MR269 between Hemel-en-Aarde and Sandbaai, and Geometric improvements	Rehabilitation and resealing of various sections of MR269 between Hemel-en-Aarde and Sandbaai, and geometric improvements	2021-09-08	2022-12-08	123 733
CoCT	CoCT	C1025.01: Upgrade of Refinery Interchange on TR11/1 (km 4.1)	Upgrade of Refinery Interchange on TR11/1 (km 4.1)	2021-07-30	2024-01-29	260 300
Garden Route	Bitou	C1103: Periodic Maintenance on TR2/12 km 14.14 to km 37.25 from Kurland to Eastern Cape Border (Bloukrans Pass)	Periodic maintenance on TR2/12 km 14.14 to km 37.25 from Kurland to Eastern Cape border (Bloukrans Pass)	2021-07-26	2023-02-17	98 500
West Coast	Swartland	C1144: Periodic Maintenance of MR00227 - Riebeeck Wes to Moorreesburg	Periodic maintenance of MR00227 - Riebeeck West to Moorreesburg	2021-09-21	2022-09-22	38 540
Garden Route	Knysna	C1148: Periodic Maintenance of TR00210 - Knysna	Periodic maintenance of TR00210 - Knysna	2021-11-08	2022-11-07	77 470
CoCT	CoCT	C1149: Periodic Maintenance of TR00202 - Somerset West	Periodic maintenance of TR00202 - Somerset West	2021-10-20	2022-06-21	63 275

District	Local municipality	Project name	Detailed description	Commencement date	Estimated completion date	Project cost (R'000)
Central Karoo	Beaufort West	C1183: Periodic Maintenance of TR03305	Periodic maintenance of TR03305	2021-09-07	2023-03-06	254 500
Garden Route	Kannaland	C1008: Upgrade concrete road DR01688 between Calitzdorp Spa turnoff and Oudtshoorn	Upgrade concrete road DR01688 between Calitzdorp Spa turnoff and Oudtshoorn	2021-11-08	2024-05-07	178 940
Overberg	Theewaterskloof	C1088.01: Periodic Maintenance on MR267 - Stanford to (N2) Riviersonderend (km 0.34 to km 50.58)	Periodic Maintenance on MR267 - Stanford to (N2) Riviersonderend (km 0.34 to km 50.58)	2021-10-19	2023-05-19	136 944
CoCT	CoCT	C1184: Periodic maintenance of TR00201	Periodic maintenance of Trunk Road 201	2021-09-29	2022-10-11	147 150
Cape Winelands	Stellenbosch	C0914: Rehabilitation of MR168 between Annandale Road and Polkadraai	Rehabilitation of MR168 between Annandale Road and Polkadraai	2022-01-24	2024-01-23	249 508
Overberg	Theewaterskloof	C1158.01: Emergency Flood Damage Repairs on MR282 and DR01306 near Tributaries of the Riviersonderend	Emergency flood damage repairs on MR282 and DR01306 near tributaries of the Riviersonderend	2021-10-20	2022-09-20	36 348
Garden Route	Mossel Bay	C1155.03: Emergency Flood Damage Repairs on MR282, MR288 and MR289 near tributaries of the Bree River	Emergency flood damage repairs on MR282, MR288 and MR289 near tributaries of the Bree River	2021-10-13	2022-06-13	19 748

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". Promoting a strong governance environment gives effect to this value.

2. Risk management

The Accounting Officer 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 provides a centralised strategic support service to the DTPW. The Department established an Ethics and Enterprise Risk Management Committee (ERMCO) to assist the AO in executing her responsibilities relating to risk management.

Ethics and Enterprise Risk Management Committee Report

The Department of Transport and Public Works is proud to present its Annual Ethics and Enterprise Risk Management Report for the financial year ended 31 March 2022.

1. Ethics and Enterprise Risk Management Committee responsibility

The ERMCO 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, Parts 1, 2 and 3. The ERMCO has adopted appropriate formal Terms of Reference (TOR) and regulated its affairs in compliance with this TOR, and has discharged all its responsibilities as contained therein.

2. Ethics and Enterprise Risk Management Committee members

The ERMCO comprises of selected members of the DTPW's and DoTP's executive and senior management teams. As per its TOR, the ERMCO met 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
Adv C Smith	DDG: Finance – (CFO)	4	4	07/04/2021
Mr G van Schalkwyk	CD: Policy and Strategy Integration	4	*3	07/04/2021

Member	Position	Scheduled meetings	Attended	Date appointed
Mr R Maharaj	CD: Strategic Management and Operational Support	4	4	07/04/2021
Adv G Kode	DDG: Provincial Public Works	4	4	07/04/2021
Mr L Fourie	DDG: Roads	4	4	07/04/2021
Adv K Reinecke	DDG: Transport Management	4	4	07/04/2021
Ms H Robson	DDG: Corporate Assurance (DotP)	4	2	07/04/2021
Adv R Janse van Rensburg	CD: Provincial Forensic Services (DotP)	4	4	07/04/2021
Mr A Fakir	Service Manager: Centre for e-Innovation	4	4	07/04/2021
Ms A Haq	Director: Enterprise Risk Management (DotP)	4	4	07/04/2021
Ms P van der Merwe	Director: Governance and Demand – SCM (Ethics Officer)	4	4	07/04/2021
Ms S Andrews	Chief Director: Financial Management	4	*1	24/01/2022
Mr Y Ahmed	CD: Government Motor Transport	4	4	07/04/2021
Mr G van Schalkwyk	DDG: Strategy, Planning and Coordination	4	1*	07/04/2021

* Newly appointed.

The details of other officials who attended ERMCO meetings during the year under review are tabulated below.

Other attendees	Position	Scheduled meetings	Attended
Mr B Rahim	Director: Financial Governance (Fraud Champion)	4	3
Ms W Hansby	Director: Provincial Forensic Services (DotP)	4	2
Mr X Khanyile	Risk Advisor: Enterprise Risk Management (DotP)	4	1
Mr D Micketts	Chief Risk Advisor: ERM (DotP)	4	3
Mr S Martin	Director: Internal Audit (DotP)	4	3
Ms B Beukes	Deputy Director: Internal Audit (DotP) secundus to Mr S Martin)		1
Ms S Hanekom	Deputy Director: Financial Governance (secundus to Mr B Rahim)		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 ERM Strategy and Implementation Plan before recommendation by the Audit Committee and approval by the Accounting Officer;
- Monitored and reviewed risks in set grouped categories of appetite ranges, reviewed and applied appropriate risk appetite and tolerances guided by the PERMPS adopted by Provincial Top Management;

- Reported to the AO any material changes to the risk profile of the Department;
- Confirmed the Department's citizen-centric strategic risks. This illustrates the Department's efforts to address the contributing factors and impacts that relate directly to the citizen;
- Received and considered risk intelligence and trend reports;
- Identified emerging risks;
- Reviewed risks that are outside the tolerance levels for further action/ attention;
- Monitored the implementation of the Fraud and Corruption Prevention Implementation Plan;
- Monitored the implementation of the departmental ERM Policy, Strategy and Implementation Plan;
- Evaluated the effectiveness and mitigating strategies to address the material, ethics and economic crime risks;
- Provided oversight on ethics management in the Department; and
- Considered reports on security and loss control matters.

3. Key strategic risks considered and addressed during the year

Cognisance is borne that the risk management process is an iterative one and that certain risk response decisions are available to management. Much attention is continually spent on the top risks which are listed below and are driven by, inter alia, Principle 7 of the Corporate Governance Framework for the Western Cape, 2018: "Management must instil and inculcate a culture of risk and opportunity management at all levels across the Department that supports defining core functions and to set and achieve strategic objectives".

- Largely due to external factors, the risk Impact of threats and work environment on the safety and well-being of transport operation officials and stakeholders remains high. The Department continues collaboration efforts amongst government spheres to promote integrated planning.
- Safety and security threats to DTPW officials, assets and property are constantly on the radar. Contributing factors to the risk have much to do with people's behaviour and perceptions and the Department has little control over these matters. Camera monitoring and engagements with authorities responsible for community safety continue to underpin a collective approach to constrain the risk.
- Further public transport violence and criminal acts are often a result of the deteriorating economic environment which places huge pressure on taxi drivers. Operating licences incorporate a requirement to comply with labour legislation and the Blue Dot taxi pilot project was implemented, amongst other things, to improve driver behaviour.
- The lack of capacity and expertise in the development of integrated and sustainable transport systems may result in Unsustainable provincial transport system. A leadership development programme was initiated to upskill existing staff.
- Community action fuelled by construction-related expectations places additional strain on financial resources and expertise of contractors and consultants. The appointment of community liaison officers on all projects plays a notable role in reducing the impact and likelihood of the risk.

These risks are long term in nature and shall remain on the Department's radar for the upcoming years. Although mitigation actions have been implemented to address each of these risks, the residual rating has not reduced significantly. This is a result of the challenges faced by the Department in managing the root causes of the risks that reside outside the DTPW's control. Many of these risks are above tolerance level and the ERM Strategy is flexible in so far as permitting the risk owners to change their risk response decisions at any stage in the risk's life.

5. Management of risks

Regular strategic and programme risk assessments are conducted to determine the effectiveness of the Department's risk management strategy and to identify new and emerging risks because of changes in the internal and/or external environment. Each programme's risks were deliberated on and debated during the year and presented at the quarterly ERMCO meetings. Senior managers were 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 referred risks back to the responsible programmes in order for these risks to be analysed more extensively and recommended additional mitigation actions to manage these risks. Management takes ownership of risks and often discusses risk matters in various platforms as part of its organisational culture in an effort to manage risks in a collaborative and innovative way. The Department's ERM Policy and Strategy are circulated to all officials on an annual basis for all levels of staff to stay abreast of enhancements that have been effected, and as a means of embedding risk management throughout the Department. Bespoke and generic risk awareness sessions were conducted to share benchmarking elements so that risk management can mature in the Department. Activities detailed in the Implementation Plan are continually monitored and periodically reported on, in the same way that APP deliverables are monitored, to detect potential risks and deviations from indicators and the achievement of outcomes and non-adherence to legislative and policy mandates.

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.

6. Key emerging risks for the following financial year

The following two emerging risk will be considered in the new financial year:

- The Refresh Project implementation process was identified as an emerging risk. The risk management process will consider the threats and opportunities associated with the implementation of Refresh as well as the potential impact for the organisation and its ongoing stability for delivery. During the first phase, the risk will be determined at a strategic level together with contributing factors and impacts linked to it.
- The negative impact of geopolitical risks on the procurement of commodities for the Department is another emerging risk. Current geo-political tensions such as the

war in Ukraine have been identified as possibly having negative impacts on the Department's supply chain system and business. The Department will be conducting an analysis on the potential impact of fuel shortages and the mitigation strategies that can be developed.

7. 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: 24 August 2022

3. Fraud and corruption

Fraud and corruption represent significant potential risks to the Department's assets and can have a negative impact on service delivery efficiency and the Department'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 Department is committed to zero tolerance of corrupt, fraudulent or any other criminal activities, whether internal or external, and it vigorously pursues and prosecutes by all legal means available any parties who engage in such practices or attempt to do so.

The Department has an approved Fraud and Corruption Prevention Plan and an Implementation Plan that 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 component of DotP is recorded in a Case Management System which is used as a management tool to report on progress made with cases relating to the Department and to generate statistics for the WCG and the DTPW.

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., the disclosure meets the statutory requirements of the Protected Disclosures Act, 2000 (Act 26 of 2000), that is to

say it 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 person 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 investigation, fraud, theft or corruption is confirmed, the employee who participated in such acts is subjected to a disciplinary hearing. 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 Department noting the following:

Cases	Number of cases
Open cases as at 1 April 2021	2
New cases (2021/22)	5
Closed cases (2021/22)	(3)
Open cases as at 31 March 2022	4

The following table further analyses the closed cases indicated above:

Nature and investigation outcomes of 3 cases closed
In 3 cases the investigations were 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, 2016 (PSR).
- Communicating the content of the PSR, 2016, issued by the Minister for Public Service and Administration to officials where possible non-compliance has been identified.
- Implementing the e-disclosure as prescribed by DPSA in the DTPW Supply Chain, as well as for all designated employees as prescribed by the Minister for Public Service and Administration.
- 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 from accepting gratifications, hospitality and gifts.
- Implementing bidder/ employee profile verification processes which entail a quarterly comparison of employee information on the Personnel and Salary 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:
 - o Verification with the Companies and Intellectual Property Commission (CIPC) for company registration and ownership information.
 - o A sworn declaration by all prospective bidders on the WCBD 4 form.
 - o Submission of a BB-BEE 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:
 - o Business registration, including details of directorship and membership;
 - o Bank account holder information;
 - o "In the service of the State" status;
 - o Tax compliance status;
 - o Identity number;
 - o BB-BEE status level;
 - o Tender defaulting and restriction status; and
 - o Identification and verification of potential conflict of interest of employees through the Provincial Treasury's Compliance Report.
- Conducting annual training and formal workshops on ethics.

5. Code of Conduct

The Department fully supports the Public Sector Code of Conduct included in the Public Service Regulations, 2016, and all employees are expected to comply with its standards. The Public Sector Code of Conduct addresses employee behaviour in the workplace and contributes to the Department's drive to maintain the highest levels of ethics, the eradication of incidents of corruption, and the promotion of good governance. During their induction, new employees are made aware of the Code of Conduct, and they receive a copy of the Code. All new employees are furthermore informed in their letters of appointment that the Code of Conduct is available on the WCG website.

It is noted that the primary purpose of the Code of Conduct is a positive one, namely, to promote exemplary conduct. Notwithstanding this, an employee shall be guilty of misconduct and may be subject to disciplinary action if he or she contravenes any provision of the Code of Conduct.

There are a number of "profession-specific" codes of conduct, including the Code of Conduct for Supply Chain Management Practitioners and the relevant practitioners/professionals are required to acknowledge that they will abide by these codes.

Various codes of conduct (e.g., the Code of Conduct for the Public Service, the Code of Conduct for Supply Chain Practitioners) determine norms and standards to promote integrity and guide employees as to what is required of them in their conduct.

6. Health, safety and environmental issues

The Occupational Health and Safety Act, 1993, 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 contractors and their 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 also be conducted.

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

In support of effective emergency evacuation, 13 approved evacuation plans were reviewed in the 2021/22 financial year. Eleven evacuation plans could not be reviewed due to most of the staff being out of office during the various alert levels of the National State of Disaster. Due to the limitation of interaction with staff, no evacuation exercises were conducted during the high alert level phases of the National State of Disaster. No changes were made to the DTPW's Business Continuity Plan or the Water BCP.

7. Standing and Ad hoc Committees 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 April 2021 and the DTPW's response are tabulated below.

Papers, reports, and information requested by the Committee	DTPW's response
In its letter dated 26 April 2021, the Committee invited the DTPW to brief the Committee on the recent developments to improve commuter safety and the partnership between GABS, the Province, and the City of Cape Town to ensure stability and safety on the bus service highlighting the role, functions, responsibilities and challenges of the various role players in the partnership. The City of Cape Town and GABS were also invited to the meeting.	The DTPW attended the Standing Committee's virtual meeting held on 11 May 2021. The Department's presentation covered the following: • Definition of the GABS problem; • The problem statement; • The impact of the attacks and damages; • Clear patterns emerging – specific routes; • Clear patterns emerging – afternoon peak periods; • An analysis of the problem; • Stakeholder consultations; • Designing the solution – overall strategy; • Designing the Solution - Typical Counter Measure Focus Areas; • Challenges to consider; • 5 initial entry points identified as "Projects": 1. Public Transport Enforcement Unit (Bus) 2. Bus technology 3. Joint Communications and Media Campaign 4. Fare box Security Enhancement 5. Project still to be determined • Project summary
Subsequent to the Committee meeting on 11 May 2021 the Committee in its letter 11/4/1/2/7 dated 13 September 2021 requested that the Department provide it with the following: 1. A breakdown of the cost of the Bus Safety Project in relation to each of the five projects namely: Public Transport Enforcement, Bus Technology, Joint Communications and Media Campaign, Fare-box Security Enhancement and the projects that still need to be determined;	The DTPW responded to the Committee's request for information in its letter of 14 October 2021 with reference 11/1/2/2/Standing Committee on Transport and Public Works. The responses included: 1. A detailed cost breakdown of the five (5) projects was provided. 2. The public transport challenges facing the province go much broader than the bus safety project. An improved rail service would be of great

Papers, reports, and information requested by the Committee	DTPW's response
- An update on its discussions with the national Transport Authority on the challenges of public transport in the Western Cape; - An indication whether there is a structure in the Department to interact with commuters as stakeholders on transport matters, and if not, whether the Department envisages establishing such a structure; - A breakdown of the cost of the legal vetting of the draft business plan and the motion of understanding between GABS, the Department and the City of Cape Town; and - A breakdown of the money paid over to GABS in respect of the Bus Safety Project and for what purpose.	benefit to the citizens and the economy by providing reliable, safe, climate friendly access to socio-economic opportunities and helping to overcome enduring spatial barriers to inclusion. This will restore dignity to our citizens. However, our commuter rail system is in crisis and on the brink of collapse. While National Government is responsible for rail, the DTPW has continually offered to work with stakeholders (National, PRASA, City of Cape Town) to fix it. The DTPW will continue to cooperate with National Government, PRASA and the City of Cape Town, offering support to address the issues. - The DTPW has a representative attending the GABS passenger forum meeting held on a monthly basis. The department also makes use of social media platforms, and the commuter can access information and interact with the department. - Legal vetting is carried out by the Department of the Premier's Legal Services Directorate and they don't charge the client (WCG) departments for the services rendered by legal services to client departments. - No funding is being paid directly to GABS on any of the bus safety projects.

7.1.2 The Standing Committee's letter referenced 11/4/1/2/7 of 22 July 2021 and the DTPW's response are tabulated below.

Papers, reports, and information requested by the Committee	DTPW's response
In its letter dated 22 July 2021, the Committee requested the Department to brief it on the current state of taxi violence in the Western Cape and the mechanisms put in place by the Department to assist relevant role players to find a solution.	The DTPW attended the Standing Committee's hybrid meeting held on 29 July 2021 and presented the following: - Current conflict – parties and trigger events. - Parties to the conflict - Trigger events and hotspots - Minibus taxi ranks and interchanges - Statistics on taxi related crimes - Trend analysis - Interventions - Enforcement and intelligence coordination - Integrated interventions - Peace pledge - Interventions by regulatory authorities

Papers, reports, and information requested by the Committee	DTPW's response
	- Section 91 notice and regulation - Transport contingency plan - Access control • The bigger context – evolution of extortion in the taxi industry and take over by organised crime - Recent case: staff transport contracts – Laingsburg - Very few criminal cases opened - Institutionalised extortion – community notice - Institutionalised extortion – safe passage - Openly enforcing their own regulations - EWN article 26 April 2021 - Actions becoming more brazen - Positive steps - Integrated response - Lessons and way forward

7.1.3 The Standing Committee's letter referenced 11/4/1/2/7 of 3 August 2021 and the DTPW's response are tabulated below.

Papers, reports, and information requested by the Committee	DTPW's response
Flowing from the Committee's meeting held on 29 July 2021 the Committee invited the Department to provide it with a presentation on the Blue Dot and Red Dot Initiatives and the status of the Memorandum of Agreement signed by the Taxi Associations. The Committee also requested to be briefed on the Provincial Property Committee's Annual Report for 2019 and the Premier's Annual Report for 2019 relating to provincial state land.	The DTPW attended the Standing Committee's hybrid meeting held on 10 August 2021 and briefed the Committee on: • Blue Dot Taxis - Overview of the services - Objectives of the Blue Dot - The Blue Dot Taxi pilot - Key features of the Blue Dot Taxi services - Progress and key achievements to date - Implementation challenges • Red Dot Taxis - Update on the fleet - Introduction of additional services - COVID-19 cases vs Q&I and red dot lite • Provincial Property Committee's Annual Report - Constitution and role of the Provincial Property Committee (PPC) - Immovable Asset Management Portfolio - Disposals - Acquisitions - Focus on Land Restitution Claims - Focus on Human Settlements

7.1.4 The Standing Committee's letter referenced 11/4/1/2/7 of 16 August 2021 and the DTPW's response are tabulated below.

Papers, reports, and information requested by the Committee	DTPW's response
In its letter dated 16 August 2021 the Committee invited the DTPW to brief the Committee on the aims and principles of the Western Cape Provincial Transport Infrastructure Bill that was published in the Provincial Gazette (closing date for public comment is 18 August 2021).	The DTPW attended the Committee's virtual meeting held on 24 August 2021. The presentation to the Committee by DTPW's Roads Branch included the following: • Context of the Bill within transport-related legislation • Process to enact the Bill and Regulations • Background to drafting of Bill - Legislation currently in place to administer provincial roads

Papers, reports, and information requested by the Committee	DTPW's response
	- Western Cape Transport Infrastructure Act, 2013 (Act 1 of 2013) - Outcome of comments on the Amendment Bill, 2017 - Advertising of the Draft Bill, 2021 and consultations held - Further consultations after the period of advertising closed - Further amendments made after the period of advertising • Content of the Bill - Scope of the Bill beyond roads - Chapters of the Bill - Significant principle included in the Bill – roads of joint significance - Implications of roads of joint significance - Significant principle – Joint assessment process (section 11) - Significant principle – service infrastructure • Regulations and standard draft bylaws - Process of making Regulations • Personnel and financial implications

7.1.5 The Standing Committee's letter referenced 11/4/1/2/7 of 13 September 2021 and the DTPW's responses are tabulated below.

Papers, reports, and information requested by the Committee	DTPW's response
1. Subsequent to the Committee meeting on 10 August 2021, the Committee in its letter dated 13 September 2021 requested the following from the department: 2. Feasibility study and assessment of the Blue Dot and Red Dot Initiative; 3. The maximum and mean average monthly amounts paid to operators that have signed up for the Red Dot and Blue Dot Initiatives;	The DTPW responded to the Committees request for information in its letter of 20 October 2021 with reference 11/1/2/2/Standing Committee on Transport and Public Works. The responses included: 1. An explanation of the feasibility of the blue dot pilot, including the preparation of a business case and financial estimates. The red dot project was implemented as an emergency response to the worsening Covid-19 pandemic. Therefore, a full feasibility study and assessment was not prepared. 2. The specific maximum and mean average amounts paid to operators of the blue and red dot taxi services were provided in the response.

Papers, reports, and information requested by the Committee	DTPW's response
- The installation and branding costs per vehicle for the Blue Dot and Red Dot Initiatives; - The lessons learned thus far during the pilot projects and whether the criteria for the allocation of points was adjusted and if so, what adjustments were made and what the current criteria for the earning of points are; - A report on how the Department will ensure a fair distribution of opportunities amongst taxi operators that wants to take part in the Blue Dot Initiative; - The reasons that led to the decision to rescind the closure of certain lanes at taxi ranks shortly after the original decision to close such lanes was taken during the unrest experienced at the end of July 2021; - A clear copy of the 2019 Provincial Property Committee Report; - The Immovable Asset Management Plan for the Province;	- The costs to install a tracker on the red dot and blue dot vehicles was provided as well as the branding costs. - An explanation on how participating operators earn stars based on eligibility requirements, training and the installation of a tracker and branding. In addition, vehicles must travel a minimum number of kilometres per day on their licenced routes with a registered and trained blue dot driver. Stars are earned on performance against performance standards stipulated in the project's terms and conditions. - The pilot has a broad base of participation. Given that this was a pilot of limited scale, it was not possible to include all operators. Based on the outcomes and access to funding, the department hopes to continue and expand the project to include a large number of operators in the future. - Besides route B97, CATA and CODETA routes were not closed for taxi operations.
- The number of provincial properties that were sold to private individuals (such as the beneficiaries of low-cost housing) for which the registration of title deeds in the names of beneficiaries are still outstanding; and - The number of provincial properties that have been abandoned or handed back to the Department by provincial departments during the 2020/21 financial year.	- A copy of the 2019 Provincial Property Report was submitted to the Committee. - A copy of the Custodian Immovable Asset Plan is available for viewing upon appointment at the office of the Provincial Minister. - There are currently four (4) properties that are in the process of being sold to private individuals at market value for which the registration of title deeds in the name of the beneficiaries are still outstanding. - There are five (5) provincial properties that have been handed back to the department by provincial departments during the 2020/21 financial year.

7.1.6 The Standing Committee's letter referenced 11/4/1/2/7 of 29 September 2021 and the DTPW's response are tabulated below.

Papers, reports, and information requested by the Committee	DTPW's response
In its letter dated 29 September 2021, the Committee requested the department to provide regular updates on public transport and commuter related matters and the situation in the taxi industry.	The DTPW acknowledged the Committee's request for information and has committed to providing regular updates on public transport, commuter related matters and the taxi industry situation when such information is available.

7.1.7 The Standing Committee's letter referenced 11/4/1/2/7 of 19 November 2021 and the DTPW's response are tabulated below.

Papers, reports, and information requested by the Committee	DTPW's response
In its letter dated 19 November 2021, the Committee invited the Department to brief it on Vote 10: Transport and Public Works, in the Schedule to the Western Cape Adjustments Appropriation Bill (2020/21 financial year), 2021.	The DTPW attended the Committee's virtual meeting held on 7 December 2021 and briefed the Committee on Vote 10: Adjustments Appropriation Bill for the 2020/21 financial year.

7.1.8 The Standing Committee's letter referenced 11/4/1/2/7 of 17 January 2022 and the DTPW's response are tabulated below.

Papers, reports, and information requested by the Committee	DTPW's response
In its letter dated 17 January 2022, the Committee invited the department, as part of the Cluster B Committees, to attend a visit to the West Coast District from 8 – 11 February 2022. This included a visit to the Vredenburg Urban Renewal project and an integrated traffic operation on the R27. The purpose of the visit is to obtain an understanding of the scope of the project and the partnership with the municipality. The Cluster Visit Week is a key mechanism established by the Western Cape Provincial Parliament (WCPP) to achieve its Constitutional oversight mandate within the province. It also affords the Cluster the opportunity to undertake oversight visits and interact with communities and institutions in order to assess the needs and challenges they experience.	The DTPW attended the West Coast District Cluster Visit Week on 10 February 2022 as per the programme. In preparation for the visit, the department together with the Saldanha Bay Municipality prepared a presentation on the Vredenburg Urban Renewal Project. The presentation included the following: • An overview of the Vredenburg Urban • Revitalisation Project; • Project background • Project status • Project phases • New Municipal Complex • Human Settlement Plan • Way forward

7.1.9 The Standing Committee's email of 17 February 2022 and the DTPW's response are tabulated below.

Papers, reports, and information requested by the Committee	DTPW's response
In its email of 17 February 2022, the Committee invited the department to a meeting. The agenda included the following matters: • Election of Chairperson; • Update by PRASA on the rail service and turnaround strategy in the Western Cape; • Consideration and adoption of Draft Committee Minutes of 7 December 2021; and • Resolutions/ Actions.	The DTPW attended the Committee's virtual meeting held on 23 February 2022 and noted the presentation given by PRASA.

7.2 Standing Committee on Education

The Standing Committee on Education's letter referenced 11/4/1/2/10 of 30 August 2021 and DTPW's response are tabulated below.

Papers, reports and information requested by the Committee	DTPW's response
In its letter dated 30 August 2021 the Standing Committee on Education invited the Department of Transport and Public Works to its intended oversight visit to the Crestway Secondary School in Retreat. Following the Standing Committee on Education's oversight visit to the school on 08 June 2021, the Committee noted many structural concerns which were raised and observed. The Committee, therefore, resolved to conduct a joint oversight visit with the Standing Committee on Transport and Public Works to the Crestway High School. The purpose of the visit is to inspect the quality of work done by the contractor. Subsequent to the letter above, in its email dated 31 August 2021, the Committee informed the DPTW that the Chairperson had postponed the oversight visit and an alternative date will be confirmed.	The oversight visit was postponed. The DTPW awaits the new date.

8. Standing Committee on Public Accounts (SCOPA) Resolutions

8.1 Response to the report of the Public Accounts Committee (PAC) on the 2020/21 Annual Report dated 28 March 2022

"The Committee noted the audit opinion of the Auditor-General regarding the Annual Financial Statements of the Department for the 2020/21 financial year, having obtained a clean audit report with no findings. The audit opinion remains unchanged from the 2019/20 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

For the 2020/21 financial year, the Department spent R8,443 billion of an appropriated budget of R8,575 billion, which resulted in an under-expenditure of R131,937 million (98,5% spend). At the end of the 2019/20 financial year, the Department reported that it spent R8,547 billion of an appropriated budget of R8,557 billion, which resulted in an under-expenditure of R10,469 million (99,8% budget spend).

In addition, the total estimated departmental revenue budget of R1,896 billion was over-collected by R109,297 million, which resulted in a departmental receipt of R2,006 billion.

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

- Motor vehicle licenses (R77,872 million);
- Sale of goods and services other than capital assets (R2,735 million);
- Interest, dividends and rent on land (R541 000);
- Fines, penalties and forfeits (R1,063 million);
- Sale of the Departmental capital assets (R15,255 million); and
- Financial transactions in assets and liabilities (R11,831 million).

The Department incurred irregular expenditure of R8,032 million which was a culmination of expenditure of prior financial years (R5,174 million) and current year (R2,858 million). The expenditure occurred due to non-compliance to supply chain management delegations and value added tax that was removed from calculations of the preference points to make a bid more comparable (94 incidents). Progressive disciplinary steps have been implemented by the Department for the prior financial year expenditure, while it is yet to institute disciplinary steps against the Departmental officials as it's yet to conclude on a determination on the value added tax that was removed from bid applications. In addition, the once case of irregular expenditure was condoned by Provincial Treasury for a case of non-compliance to public private partnership (local content), which amounted to R118 000.

The Department did incur one incident of unauthorised, fruitless and wasteful expenditure during the 2020/21 financial year for the theft of diesel, which amounted to R15 000.

However, the official who was implicated in the theft is no longer in the employ of the Department. The amount was recovered by the Department, and the matter was reported to the South African Police Services for further action.”

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 80 (Integrated Financial Management System (IFMS) Piloting in the Western Cape)	That the department of the Premier, as well as Provincial Treasury, brief the Committee on the status of the implementation of the IFMS in the Western Cape.	Noted. A letter in this regard was sent to the Deputy Director-General: Finance and the Chief Director: Government Motor Transport on 30 March 2022.	Yes.
4.2	Paragraph 4 Transversal departmental resolutions – Page 80 (Red Ants Security Relocation and Eviction Services (Pty) Ltd)	That Provincial Treasury brief the Committee on the Red Ants Security Relocation and Eviction Services (Pty) Ltd matter, including the general sourcing and implementation of transversal departmental contracts which are utilized by the WCG (e.g., transversal cleaning contracts) and how these differ from the Red Ants sourcing matter.	Noted. A letter in this regard was sent to the Deputy Director-General: Finance on 30 March 2022.	Yes.
4.3	Paragraph 4 Transversal departmental resolutions – Page 80 (National instruction notes)	That Provincial Treasury brief the Committee on the instruction notes that were issued by National Treasury for the 2019/20 and 2020/21 financial years, including whether there were any departments and entities which deviated from the instruction notes. If such deviations occurred, the respective department/s should indicate the remedies that were introduced to mitigate future instances of deviations from instruction notes.	Noted. A letter in this regard was sent to the Deputy Director-General: Finance on 30 March 2022.	Yes

8.2 List of information required

That the DTPW provides the Committee with the following:

A report which highlights a breakdown of the expenditure against the line items "consultants and business advisory services", as reflected on page 246 (R117,333 million) and page 260 (R188,370 million) of the Annual Report of the Department. (The information was provided to the Committee Coordinator)

9. Prior modifications to Audit Reports

There were no modifications to the Audit Reports.

10. Internal Control units

10.1 Chief Directorate: Financial Management, Directorate: 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 documents: • The Draft WCG Disciplinary Guide on Financial Misconduct. • The terms of reference Provincial Budget Governance Engagement. • The review of the WCG Audit Committee terms of reference and Internal Audit Charter.
Financial delegations	PFMA Accounting Officer's Delegations were reviewed in totality during the 2021-22 financial year. Consultation in this regard is underway.
The development, review, and amendment of standard operating procedures (SOPs) and policies to enhance financial governance	1. ERMCO Terms of Reference 2021-2022 – Finance Instruction 03 of 2021. 2. Annual revision of subsistence and camping allowances - Finance Instruction 05 of 2019 (amendment 01 of 2021). 3. 2020/2021 Regularity Audit by the AGSA – Finance Instruction 03 of 2021. 4. Catering Expenditure – Finance Instruction 06 of 2021. 5. Entertainment Allowances – Finance Instruction 07 of 2021. 6. Distribution of Management Report – Finance Instruction 08 of 2021 7. Amended WCG Whistle Blowing Policy – Finance Instruction 03 of 2022. 8. Distribution of: 8.1. Anti-fraud and Corruption Posters 8.2. 2022/2023 Enterprise Risk Management Strategy & Implementation Plan 8.3. Enterprise Risk Management Policy
PFS reports	Attended to investigation requests of the 3 reports received. The outcome of all 3 reports were investigations with no adverse findings.
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 January 2022.

Issues	Work performed
Internal audit process	As at 31 March 2022, 7 new as well as 13 follow-up reports were received. Implementation of the recommendations is managed through the Departmental Corporate Governance Improvement Plan (DCGIP).
Retention of financial information	During the 2021–2022 financial year, 32 929 BAS payment vouchers, 5 574 BAS journals and 19 064 receipts were verified against the monthly document control reports to ensure completeness and safeguarding of financial information.
Reporting	
• PAC (Resolutions)	Annually
• Public Service Commission (Financial Misconduct)	Quarterly and annually
• Department of Public Service and Administration (Corruption and Fraud)	Quarterly
• Top Management (DCGIP)	Monthly
• Audit Committee (DCGIP)	Quarterly
• Top Management (Irregular, fruitless and wasteful expenditure)	Monthly
• Audit Committee (Irregular, fruitless and wasteful expenditure)	Quarterly
• ERMCO (Fraud Prevention Strategy Implementation Plan & Fraud Risk Registers)	Quarterly
• IYM (Irregular, fruitless and wasteful expenditure)	Monthly
DCGIP	The DCGIP is updated with findings from the AGSA Management reports, Internal Audit reports, Provincial Treasury gap analysis, PFS reports and PAC resolutions. At year-end, 13 projects were monitored in this regard.
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: 11 7 408 BAS payment vouchers were post audited. As part of the Inspectorate's Operational Plan, the accruals for the financial year are verified for <u>validity, accuracy and completeness</u> prior to submission into the AFS by inspection of all Logistical Information System (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 of moveable assets	Opening balance 1 April 2021 (565) New cases registered (339) Cases closed 31 March 2022 (276) Balance as at 31 March 2022 (628)
Irregular, fruitless and wasteful case files	Opening balance 1 April 2021 (2) New cases registered (5) Total cases investigated (7) Cases closed (0) Balance as at 31 March 2022 (7)

10.2 Chief Directorate: Supply Chain Management, Directorate: Governance and Demand Management

The mandate of the Directorate: Governance and Demand Management is to render a service in respect of 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): • Draft National Treasury Instruction – Implementation of Contract Management Framework. • Draft Provincial Treasury Circular – E-Procurement Solution Implementation. • Draft PFMA SCM Instruction - Application of cession and assignment of contracts resulting from procurement. • Draft PFMA SCM Instruction – Prevention and combating abuse in the Supply Chain Management System. • Draft National Treasury Preferential Procurement Regulations 2022.
Public Accounts Committee:	• The Supply Chain Management Unit managed and performed preparation work to respond to request by the Standing Committee.
The issuance, development, review, and amendment of SOPs and policies to enhance SCM:	• SCM Instruction 1 of 2021/22: Issuance of revised Western Cape Bidding Document (WCBD) 6.1 and Utilisation of the correct version of the Western Cape Bidding Document (WCBD) 4. • SCM Instruction 2 of 2021/22: Publication of bid advertisements, cancellations, and awards on the Western Cape Government website. • SCM Instruction 3 of 2021/22: Accounting officer SCM delegations: Delegation Framework 2021. • SCM Instruction 4 of 2021/22: Procurement Thresholds and Processes. • SCM Instruction 5 of 2021/22: Issuance of the revised transaction checklists for purchases between R2 001 and R1 000 000. • SCM Instruction 6 of 2021/22: LOGIS Procurement Report. • SCM Instruction 7 of 2021/22: EPS Implementation: Change Management Strategy. • SCM Instruction 8 of 2021/22: Issuance of the revised template TPW FIN 056 Application for Limited Bids. • SCM Instruction 9 of 2021/22: Application of Formulae in terms of PPPFA* Regulation in respect of the disposal and leasing of state assets and other income-generated procurement. • SCM Instruction 10 of 2021/22: Distribution of the Blue Dot Policy Statement. • SCM Instruction 11 of 2021/22: End of financial closure interim financial statements Quarter 2 of 2021/2022 compilation of LOGIS reports for the compilation of the inputs for the disclosure notice 39 interim financial statements for the period ending 30 September 2021. • SCM Instruction 12 of 2021/22: E-Procurement Solution Implementation. • SCM Instruction 13 of 2021/22: Local Content Cement Designation. • SCM Instruction 14 of 2021/22: Closing dates for end of year advertising. • SCM Instruction 15 of 2021/22: Revised Western Cape Bidding Document (WCDB4). • SCM Instruction 16 of 2021/22: Decommissioning of the Integrated Procurement Solution.

Issues	Work performed
	- SCM Instruction 17 of 2021/22: Local content steel products and components for construction designation. - SCM Instruction 19 of 2021/22: Procurement Plan for 2022/23 financial year in respect of the procurement of goods and services in excess of R100 000 and all capital and maintenance work in excess of R500 000 (all applicable taxes included). - SCM Instruction 20 of 2021/22: Interim arrangements for the Western Cape Government as it relates to Preferential Procurement Post the Constitutional Court Judgment declaring the Preferential Procurement Regulations, 2017, invalid - SCM Instruction 21 of 2021/22: Annual Financial Statements for the year ended 2021/2022: Moveable Assets all LOGIS sites - The compilation of the disclosure note 39 to the annual financial statement for the period ending 31 March 2022.

* Preferential Procurement Policy Framework Act, 2000.

Capacity and skills programme implemented

The following training interventions were attended during the year:

Date	Description	Type of training	No. of attendees
14 - 15 April 2021	Ethics and Risk Management	External	14
15 April 2021	POPI & PAIA	Virtual/ Internal Services	20
21 – 23 April 2021	Public Sector Infrastructure Delivery Management Programme	Virtual/ External	48
5 May 2021	Ethics and Risk Management	Virtual/ External	10
5 – 6 May 2021	Ethics and Risk Management (George)	External	17
12 - 13 May 2021	Ethics and Risk Management (George)	External	17
19 - 20 May 2021	Ethics and Risk Management (George)	External	18
26 – 27 May 2021	Ethics and Risk Management (George)	External	14
31 May – 1 June 2021	Ethics and Risk Management	External	15
2 – 3 June 2021	Ethics and Risk Management	External	17
7 - 8 June 2021	Ethics and Risk Management	External	17
14 – 15 June 2021	Ethics and Risk Management	External	16
21 – 22 June 2021	Ethics and Risk Management (Worcester Traffic)	External	7

Date	Description	Type of training	No. of attendees
22 June 2021	POPI & PAIA	Virtual/ Internal	15
23 – 24 June 2021	Ethics and Risk Management	External	21
2 August 2021	Litigation Awareness	Virtual/ Internal	7
5 - 6 August 2021	Ethics and Risk Management (Laingsburg Traffic)	External	9
12 - 13 August 2021	Ethics and Risk Management (Vredendal Traffic)	External	13
16 - 17 August 2021	Ethics and Risk Management (Vredenburg Traffic)	External	13
16 - 17 August 2021	Ethics and Risk Management	External	13
18 - 19 August 2021	Ethics and Risk Management	External	10
23 - 24 August 2021	Ethics and Risk Management	External	14
25 - 26 August 2021	Ethics and Risk Management (Worcester Traffic)	External	10
30 - 31 August 2021	Ethics and Risk Management	External	10
1 – 2 September 2021	Ethics and Risk Management	External	12
6 - 7 September 2021	Ethics and Risk Management	External	14
7 September 2021	Plain Language	Virtual/Internal	4
8 - 9 September 2021	Ethics and Risk Management	External	11
13 -14 September 2021	Ethics and Risk Management	External	13
13 -15 September 2021	14th Annual ACFE* Summit	Virtual/ External	6
14 September 2021	PAJA Workshop	Virtual	5
15 - 16 September 2021	Ethics and Risk Management	External	12
15 - 16 September 2021	Ethics and Risk Management (Swellendam Traffic)	External	7
20 - 21 September 2021	Ethics and Risk Management	External	15
5 October 2021	Specification Drafting	Virtual/ Internal	5
6 October 2021	Specification Drafting	Virtual/ Internal	5
7 October 2021	Litigation Awareness	Virtual/ Internal	20
12 - 13 October 2021	Ethics and Risk Management	Virtual/ External	25
14 - 15 October 2021	Ethics and Risk Management	External	16

Date	Description	Type of training	No. of attendees
19 - 20 October 2021	Ethics and Risk Management (Bellville)	External	10
21 - 22 October 2021	Ethics and Risk Management	External	15
26 - 27 October 2021	Ethics and Risk Management	Virtual/ External	25
28 - 29 October 2021	Ethics and Risk Management	External	18
3 - 4 November 2021	Ethics and Risk Management (Robertson)	External	24
11 -12 November 2021	Ethics and Risk Management	External	14
15 -16 November 2021	Ethics and Risk Management (Robertson)	External	26
16 November 2021	SPW** Value for Money Workshop	Virtual/ External	6
17 November 2021	SPW Post COVID-19 Supplier Performance Management	Virtual/ External	10
17 - 18 November 2021	Ethics and Risk Management	Virtual/ External	10
22 - 23 November 2021	Ethics and Risk Management	Virtual/ External	9
24 November 2021	SPW King IV Procurement Checkpoint	Virtual/ External	15
24 - 25 November 2021	Ethics and Risk Management	Virtual/ External	15
25 November 2021	SPW Supply Chain Management	Virtual/ External	22
29 November 2021	SPW Agile Procurement	Virtual/ External	5
29 - 30 November 2021	Ethics and Risk Management	External	17
2 - 3 December 2021	Ethics and Risk Management	External	18
6 - 7 December 2021	Ethics and Risk Management	External	30
28 January 2022	Local Content (Steel and Cement)	Virtual/ Internal	15
10 February 2022	Local Content (Steel and Cement)	Virtual/ Internal	4
10 - 11 February 2022	Ethics and Risk Management	External	22
21 - 22 February 2022	Ethics and Risk Management	External	18

* Association of Certified Fraud Examiners.

** Smart Procurement World.

Issues	Work performed						
Collaboration initiatives with line function	Bi-weekly engagements with the line function on the implementation of the Accounting Officer's Supply Chain Management System. Bi-weekly engagements with the line function regarding Supply Chain Management Programme Delivery.						
Reporting							
- Procurement Statistics - Head of Department - Chief Financial Officer - Provincial Treasury - National Treasury - Auditor-General	Monthly Monthly Monthly Monthly Monthly						
Monitoring of the Procurement Plan	Quarterly						
- Awarded contracts - CIDB register of contracts (I-Tender)	Monthly						
Departmental Corporate Governance Improvement Plan	Monthly						
Top Management	Monthly						
Infrastructure Delivery Management Committee	Monthly						
Public Accounts Committee	As required						
Audit committee	As required						
Standing Committee on Transport and Public Works	As required						
Ethics	Quarterly						
Procurement through bidding processes	Formal bids: <table border="1"> <thead> <tr> <th colspan="2">2021-2022 financial year</th></tr> </thead> <tbody> <tr> <td>Number of contracts awarded</td><td>1 693</td></tr> <tr> <td>Value of contracts awarded</td><td>4,048,890,746.26</td></tr> </tbody> </table> Including framework packages in the main focused on construction procurement.	2021-2022 financial year		Number of contracts awarded	1 693	Value of contracts awarded	4,048,890,746.26
2021-2022 financial year							
Number of contracts awarded	1 693						
Value of contracts awarded	4,048,890,746.26						

Issues	Work performed																																							
	Value per BB-BEE Level contributor: <table><tr><th>BB-BEE Level contributor</th><th>Contract value</th><th>Number of records</th></tr><tr><td>0</td><td>218,914,402.28</td><td>269</td></tr><tr><td>1</td><td>3,243,489,724.77</td><td>920</td></tr><tr><td>2</td><td>303,044,017.65</td><td>235</td></tr><tr><td>3</td><td>177,092,417.13</td><td>48</td></tr><tr><td>4</td><td>83,605,716.81</td><td>193</td></tr><tr><td>5</td><td>11,940,796.28</td><td>6</td></tr><tr><td>6</td><td>0.00</td><td>0</td></tr><tr><td>7</td><td>0.00</td><td>0</td></tr><tr><td>8</td><td>10,803,671.34</td><td>22</td></tr><tr><td>Total</td><td>4,048,890,746.26</td><td>1 693</td></tr></table> Informal bids: <table><tr><th colspan="2">2021-2022 financial year</th></tr><tr><td>Number of contracts awarded</td><td>490</td></tr><tr><td>Value of contracts awarded</td><td>82,769,659.01</td></tr></table>	BB-BEE Level contributor	Contract value	Number of records	0	218,914,402.28	269	1	3,243,489,724.77	920	2	303,044,017.65	235	3	177,092,417.13	48	4	83,605,716.81	193	5	11,940,796.28	6	6	0.00	0	7	0.00	0	8	10,803,671.34	22	Total	4,048,890,746.26	1 693	2021-2022 financial year		Number of contracts awarded	490	Value of contracts awarded	82,769,659.01
BB-BEE Level contributor	Contract value	Number of records																																						
0	218,914,402.28	269																																						
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SCM Compliance Assessments	Compliance inspections with the aim of improving compliance and assisting with the implementation of the SCM Accounting Officer's System and its accompanying delegations: (5 Compliance Assessments were performed for the year under review) Formal assessment with defined methodology. • Plan • Engage • Prepare • Assess • Report • Monitoring and evaluation																																							

Issues	Work performed
	• Identify weakness • Mutual agreement to address weaknesses • Continuous one-on-one guidance • Asset Verification
Supply Chain Management Complaints Mechanism	Investigate complaints and report all instances where the possibility of fraud, corruption, bid-rigging is evident (46 incidents investigated)
Bidder and Staff Verification	• Quarterly Compliance Report obtained from Provincial Treasury to identify and verify the potential conflict of interest of employees. • SCM Instruction 5 of 2013/14 – Bidder and staff verification standard operating procedure which facilitates the profiling of potential and current service providers as well as SCM practitioners in relation to private interest and the potential of conflict of interest between private interest and their obligation by public office. • WCBD4 – combined SBD 4, 8 and 9 – Declaration of interest, bidder's past SCM practices and independent bid determination is applied. • Declaration of interest by SCM practitioners is adhered to and the SCM Code of Conduct is applied. • Declaration of interest of bid committee members.
Compulsory registration on the National Treasury Central Supplier Database, as well as the WCSEB – which serves as a central depository of all governance documents for the Western Cape Government, as well as registration on the National Treasury Central Supplier Database.	• Ongoing facilitation of registering suppliers on the Western Cape Supplier Evidence Bank and Central Supplier Database by participating in the 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. • Monitoring the WCSEB and CSD to ensure that suppliers are still active and compliant. • Checklists that inform and enforce compliance with compulsory registration.
Departmental Corporate Governance Improvement Plan	Redress any findings emanating from the AGSA Management report, Internal Audit reports, Provincial Treasury Insights Report and Standing Committee on Public Accounts resolutions in respect of SCM to close control gaps, review inefficiencies in the process, provide for skills transfers where necessary or any other relevant consequence management.

11. Internal Audit and Audit Committees

Internal Audit provides management with independent, objective assurance and consulting services designed to add value and to continuously improve the operations of the Department. It assists the Department 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 department's objectives;
- Evaluate the adequacy and effectiveness and contribute to the improvement of the risk management process;
- 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 six assurance engagements and eight follow ups. 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 Department, which includes oversight and responsibilities relating to:

- Internal Audit function;
- External Audit function (Auditor General of South Africa - AGSA);
- Departmental Accounting and Reporting;
- Departmental Accounting Policies;
- Review of AGSA Management and Audit Report;
- Review of Departmental In Year Monitoring;
- Departmental Risk Management;
- Internal Control;
- Pre-Determined Objectives;
- Ethics;
- Forensic Investigations.

The table below discloses relevant 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 (Chair person)	BCompt; CRMA; CIA; AGA; Masters in Cost Accounting;	External	N/A	01 January 2016 2 nd term (as chair)	31 December 2021	5

Name	Qualifications	Internal or external	If internal, position in the Department	Date appointed	Date resigned	No. of meetings attended
Mr Mervyn Burton (Chair person)	B Compt; B Compt; (Hons); CA(SA)	External	N/A	01 January 2021 (2 nd term)	N/A	7
Mr Ebrahim Abrahams	BCom (Accounting)	External	N/A	01 January 2022 (2 nd Term)	N/A	6
Mr Tsepo Lesihla	ND IT and Master of Technology in IT	External	N/A	01 January 2021 (1 st Term)	N/A	6
Ms Louise Stevens	ND: Fin Info Systems CIA, CCSA, CRMA, PEQA	External	N/A	01 January 2022 (1 st Term)	N/A	2

12. Audit Committees

12.1 Audit Committee Report

We are pleased to present our report for the financial year ended 31 March 2022.

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 (PFMA) and National Treasury Regulations 3.1.13. The Audit Committee also reports that it has adopted an appropriate formal Terms of Reference, has regulated its affairs in compliance with these Terms and has discharged all its responsibilities as contained therein.

The Effectiveness of Internal Control

The Department is required to develop and maintain systems of internal control that would improve the likelihood of achieving its objectives, to adapt to changes in the environment it operates in and to promote efficiency and effectiveness of operations, supports reliable reporting and compliance with laws and regulations. The WCG adopted a Combined Assurance Framework which identifies and integrates assurance providers. The first level of assurance is management assurance, requiring of line management to maintain effective internal controls and execute those procedures on a day-to-day basis by means of supervisory controls and taking remedial action where required. The second level of assurance is internal assurance provided by functions separate from direct line management, entrusted with assessing adherence to policies, procedures, norms, standards and frameworks. The third level of assurance is independent assurance providers that are guided by professional standards requiring the highest levels of independence.

A risk-based Combined Assurance Plan was developed for the Department, facilitated by Internal Audit, who is also an independent assurance provider. 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 the internal audit during the year under review:

Assurance Engagements

- Asset Information Management System – Facility Condition Assessment
- Asset Information Management System – Fixed Asset Register (FAR)
- Asset Information Management System – Space Management
- Transport Management – Blue Dot Services
- Transport Management – Intelligent Transport Information Hub
- Transfer Payments – Drakenstein Municipality
- Water Risk: Water Security Governance (Transversal Project)

The internal audit plan was completed for the year. The areas for improvements, as noted by internal audit during performance of their work, were agreed to by management. The Audit Committee continues to monitor the 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 response thereto;
- reviewed changes to accounting policies and practices as reported in the Annual Financial Statements;
- reviewed material adjustments resulting from the audit of the Department, where applicable.

Compliance

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

Performance Information

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

Report of the Auditor-General South Africa

The Audit Committee:

- Reviewed the AGSA's Management Report and Management's responses thereto;
- Met with the AGSA to discuss 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.



Mr Mervyn Burton

Chairperson of the Audit Committee

Department of Transport and Public Works

Date: 24 August 2022

13. BB-BEE compliance performance information

The following table has been completed to comply with the BB-BEE requirements of the BB-BEE Act of 2013 and requirements determined by the Department of Trade, Industry and Competition.

Has the Department/ public entity applied any relevant Code of Good Practice (BB-BEE Certificate Levels 1 – 8) with regards to the following:		
Criteria	Response Yes/ No	Discussion <i>(include a discussion on your response and indicate what measures have been taken to comply)</i>
Determining qualification criteria for the issuing of licences, concessions or other authorisations in respect of economic activity in terms of any law?	n/a	The Department has no licences, concessions or other authorisations in respect of economic activity.
Developing and implementing a preferential procurement policy?	Yes	- 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 "premium" increase for preferencing; 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 where it speaks to "if feasible [own emphasis] to sub-contract for a contract above R30 million, an organ of state <i>must</i> [own emphasis] apply subcontracting to advance designated group" and local production and content challenges. - Cabinet approved the strategy for WCG: - The issuance of an interim strategy to deal with the requirements of the PPRs, as well as supply chain management governance requirements. - The development and implementation of an Economic Procurement Policy, in partnership with the Department of Economic Development and Tourism and the Department of the Premier. - The development and implementation of a broader economic transformation policy. - Specific commodity focused strategies that target economic transformation. - Leveraging the economies of scale principle by packaging projects into longer term contracts. - 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 10.2 (Supply Chain Management: Governance) of the Annual Report for the value and number of contracts awarded per BB-BEE level contributor for formal bids.

Has the Department/ public entity applied any relevant Code of Good Practice (BB-BEE Certificate Levels 1 – 8) with regards to the following:		
Criteria	Response Yes/ No	Discussion <i>(include a discussion on your response and indicate what measures have been taken to comply)</i>
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 33 for supplier and enterprise development.

Socio economic development element

Refer to Part B: Performance information, Table 26 – Sub-programmes 3.4 Construction: Utilisation of the immovable asset portfolio to support Government's socio-economic objectives.

D Human Resource Management



Part D: Human Resource Management

1. Introduction

We acknowledge the persistent, and often selfless, efforts of the people within the DTPW. Our contribution to the work of the WCG is as a result of these 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 among a range of competing variables.

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

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

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

2. Status of people management at the Department

2.1 Departmental workforce planning

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

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

The Workforce Plan 2020–2025, is therefore aligned to the vision and mission of the DTPW's Strategic Plan.

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:

- Leaders that are exemplars of the behaviours associated with the organisation's values;
- Highly engaged people;
- A performance culture;
- Competent people in the right numbers at the right place at the right time with the right attitude;
- Youth who were exposed to first work experience and who are enabled to compete in the job market;
- Innovative people practices;
- Improved employee value proposition;
- Talent management value chain excellence;
- Creation of a talent pool for critical and scarce occupations;
- Talent pool developed and utilised;
- Sustained progress towards meeting EE goals; and
- An optimised and aligned departmental design.

The Workforce Plan was reviewed to ensure that the workforce strategies and key activities remained valid and appropriate for the 2021/22 financial year.

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 a mid-year review and an annual assessment to be conducted, and 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 Department of the Premier (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, and advocacy).

A quarterly report is prepared by the Directorate: Organisational Behaviour within the Department of the Premier 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 Department of the Premier, 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 Department of the Premier 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, disciplinary 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, 2021/22

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	231 644	146 688	10 302	37 006	63.3	537	291
2	2 389 412	269 659	-	1 151 387	11.3	541	555
3	3 409 326	246 581	151	751 431	7.2	323	818
4	2 027 151	24 882	-	594 196	1.2	592	45
5	946 754	340 111	-	560 666	35.9	401	884
6	53 532	33 525	8 434	10 632	62.6	599	61
Total	9 057 819	1 061 446	18 887	3 105 318	11.7	428	2 654

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, 2021/22

Salary bands	Personnel expenditure (R'000)	% of total personnel expenditure	Average personnel expenditure per employee (R'000)	Number of employees
Interns	179	0,0	30	6
Lower skilled (Levels 1-2)	25 358	2,4	170	149
Skilled (Levels 3-5)	190 430	17,9	221	862
Highly skilled production (Levels 6-8)	443 068	41,8	402	1 101
Highly skilled supervision (Levels 9-12)	336 860	31,7	695	485
Senior management (Levels 13-16)	65 180	6,1	1 278	51
Total	1 061 075	100,0	400	2 654

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, 2021/22

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	100 156	9,4	329	0,0	3 460	0,3	7 637	0,7
2	184 136	17,4	798	0,1	5 360	0,5	10 279	1,0
3	157 362	14,8	1 448	0,1	10 435	1,0	18 597	1,8
4	16 754	1,6	1 013	0,1	380	0,0	929	0,1
5	218 557	20,6	11 722	1,1	10 370	1,0	22 492	2,1
6	20 282	1,9	-	-	725	0,1	1 577	0,1
Total	697 248	65,7	15 309	1,4	30 730	2,9	61 512	5,8

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, 2021/22

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	177	0,0	-	-	-	-	-	-
Lower skilled (Levels 1-2)	14 637	1,4	464	0,0	1 973	0,2	3 110	0,3
Skilled (Levels 3-5)	118 484	11,2	1 790	0,2	10 831	1,0	20 185	1,9
Highly skilled production (Levels 6-8)	292 438	27,6	12 206	1,2	14 323	1,3	30 133	2,8
Highly skilled supervision (Levels 9-12)	228 461	21,5	849	0,1	3 401	0,3	7 635	0,7
Senior management (Levels 13-16)	43 050	4,1	-	-	202	0,0	448	0,0
Total	697 248	65,7	15 309	1,4	30 730	2,9	61 512	5,8

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 Provincial 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 2022

Programme	Number of funded posts	Number of posts filled	Vacancy rate %
1	285	272	4,6
2	513	496	3,3
3	779	763	2,1
4	44	42	4,5
5	850	848	0,2
6	57	56	1,8
Total	2 528	2 477	2,0

Table 3.2.2: Employment and vacancies by salary band, as at 31 March 2022

Salary Band	Number of funded posts	Number of posts filled	Vacancy rate %
Lower skilled (Levels 1-2)	96	96	-
Skilled (Levels 3-5)	783	774	1,1
Highly skilled production (Levels 6-8)	1 143	1 129	1,2
Highly skilled supervision (Levels 9-12)	455	429	5,7
Senior management (Levels 13-16)	51	49	3,9
Total	2 528	2 477	2,0

Table 3.2.3: Employment and vacancies by critical occupation, as at 31 March 2022

Critical occupation	Number of funded posts	Number of posts filled	Vacancy rate %
Architect	43	39	9,3
Architectural Technician	4	4	-
Architectural Technologist	13	13	-
Construction Project Manager	3	3	-
Engineer	72	66	8,3
Engineering Technician	29	27	6,9
Engineering Technologist	9	8	11,1
GISc Technician	1	1	-
GISc Technologist	2	2	-
Quantity Surveyor	29	26	10,3
Survey Technician	4	4	-
Town and Regional Planner	1	1	-
Total	210	194	7,6

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 reviews 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 2021 to 31 March 2022

Salary Band	Total number of funded posts as at 31 March 2022	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)	96	-	-	-	-	-	-
Skilled (Levels 3-5)	783	3	0,1	221	8,7	-	-
Highly skilled production (Levels 6-8)	1 143	16	0,6	-	-	-	-
Highly skilled supervision (Levels 9-12)	455	-	-	-	-	-	-
Senior Management Service Band A (Level 13)	33	-	-	-	-	-	-
Senior Management Service Band B (Level 14)	12	-	-	-	-	-	-
Senior Management Service Band C (Level 15)	5	-	-	-	-	-	-
Senior Management Service Band D (Level 16)	1	-	-	-	-	-	-
Total	2 528	19	0,8	221	8,7	-	-

Note: The "Number of posts evaluated" per Salary Band reflects the final approved post level after job evaluation. Posts may have been upgraded or downgraded in the current financial year as a result of job evaluations that took place in a previous financial year.

Table 3.3.2: Profile of employees whose salary positions were upgraded due to their posts being upgraded, 1 April 2021 to 31 March 2022

Beneficiaries	African	Indian	Coloured	White	Total
Female	29	35	-	-	64
Male	52	102	-	3	157
Total	81	137	0	3	221
Employees with a disability					-

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 2021 to 31 March 2022

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		10 notch increment	Retention
Assistant Director	1	9		6 notch increment	Retention
Total					2
Percentage of employment					0,08

Table 3.3.4: Profile of employees who have been granted higher salaries than those determined by job evaluation, 1 April 2021 to 31 March 2022

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

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 2021 to 31 March 2022

Salary Band	Number of employees as at 31 March 2021	Turnover rate 2020/21 %	Appointments into the Department	Transfers into the Department	Terminations out of the Department	Transfers out of the Department	Turnover rate 2021/22 %
Lower skilled) (Levels 1-2)	466	2,2	20		4	1	1,1
Skilled (Levels 3-5)	435	12,2	106	3	45	4	11,3
Highly skilled production (Levels 6-8)	1 062	5,1	66	1	69	4	6,9
Highly skilled supervision (Levels 9-12)	403	8,3	43	4	50	3	13,2
Senior Management Service Band A (Level 13)	35	5,0	-	-	2	-	5,7
Senior management Service Band B (Level 14)	11	20,0	-	-	1	-	9,1

Salary Band	Number of employees as at 31 March 2021	Turnover rate 2020/21 %	Appointments into the Department	Transfers into the Department	Terminations out of the Department	Transfers out of the Department	Turnover rate 2021/22 %
Senior management Service Band C (Level 15)	4	-	-	-	-	-	-
Senior management Service Band D (Level 16)	1	-	-	-	-	-	-
Total	2 417	6,4	235	8	171	12	7,6
			243		183		

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 2021).

Table 3.4.2: Annual turnover rates by critical occupation, 1 April 2021 to 31 March 2022

Critical Occupation	Number of employees as at 31 March 2021	Turnover rate 2020/21 %	Appointments into the Department	Transfers into the Department	Terminations out of the Department	Transfers out of the Department	Turnover rate 2021/22
Architect	41	11,4	4	1	6	-	14,6
Architectural Technician	4	-	-	-	-	-	-
Architectural Technologist	14	7,1	-	-	1	-	7,1
Construction Project Manager	2	-	1	-	-	-	-
Engineer	63	6,8	13	-	9	1	15,9
Engineering Technician	28	10,0	6	-	5	1	21,4
Engineering Technologist	3	0,0	7	-	2	-	66,7
GISc Technician	1	0,0	-	-	-	-	-
GISc Technologist	2	0,0	-	-	-	-	-
Quantity Surveyor	28	3,4	1	-	2	1	10,7
Survey Technician	3	0,0	1	-	-	-	-
Town and Regional Planner	1	0,0	-	-	-	-	-
Total	190	7,4	33	1	25	3	14,7
			34		28		

Note: The turnover rate is determined by calculating the total exits as a percentage of the baseline (Number of employees as at 31 March 2021).

Table 3.4.3: Staff leaving the employ of the DTPW, 1 April 2021 to 31 March 2022

Exit category	Number	% of total exits	Number of exits as a % of total number of employees as at 31 March 2021
Death	11	6,0	0,5
Resignation*	89	48,6	3,7

Exit category	Number	% of total exits	Number of exits as a % of total number of employees as at 31 March 2021
Expiry of contract	10	5,5	0,4
Dismissal – operational changes	-	-	-
Dismissal – misconduct**	5	2,7	0,2
Dismissal – inefficiency	-	-	-
Discharged due to ill-health	2	1,1	0,1
Retirement	54	29,5	2,2
Employee initiated severance package	-	-	-
Transfers to Statutory Body	-	-	-
Transfers to other Public Service departments	8	4,4	0,3
Promotion to another WCG Department	4	2,2	0,2
Total	183	100,0	7,6

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 4 desertion/ abscondments

Table 3.4.4: Reasons why staff resigned, 1 April 2021 to 31 March 2022

Resignation reasons	Number	% of total resignations
Balance between work and life	1	1,1
Better Remuneration	1	1,1
Current Remuneration	7	7,9
Dissatisfaction with benefits	1	1,1
Family/ personal circumstances (e.g., Transfer of husband/wife/life partner)	7	7,9
Lack of promotional opportunities	3	3,4
Nature Of Work	1	1,1
Need for a career change	6	6,7
No reason provided	58	65,2
Other Occupation	2	2,2
Personal Health	1	1,1
Starting own business	1	1,1
Total	89	100,0

Table 3.4.5: Different age groups of staff who resigned, 1 April 2021 to 31 March 2022

Age group	Number	% of total resignations
Ages <19	-	-
Ages 20 to 24	1	1,1
Ages 25 to 29	22	24,7
Ages 30 to 34	15	16,9
Ages 35 to 39	22	24,7
Ages 40 to 44	14	15,7
Ages 45 to 49	4	4,5
Ages 50 to 54	5	5,6
Ages 55 to 59	5	5,6
Ages 60 to 64	1	1,1

Age group	Number	% of total resignations
Ages 65 >	-	-
Total	89	100,0

Table 3.4.6: Employee initiated severance packages

Total number of employee-initiated severance packages offered in 2021/ 2022	None

Table 3.4.7: Promotions by salary band, 1 April 2021 to 31 March 2022

Salary Band	Employees as at 31 March 2021	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)	466	-	-	-	-
Skilled (Levels 3-5)	435	4	0,9	2	0,5
Highly skilled production (Levels 6-8)	1 062	13	1,2	5	0,5
Highly skilled supervision (Levels 9-12)	403	26	6,5	-	-
Senior management (Levels 13-16)	51	3	5,9	-	-
Total	2 417	46	1,9	7	0,3

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 2021 to 31 March 2022

Critical occupation	Employees as at 31 March 2021	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	41	-	-	-	-
Architectural Technician	4	-	-	-	-
Architectural Technologist	14	-	-	-	-
Construction Project Manager	2	-	-	-	-
Engineer	63	1	1,6	-	-
Engineering Technician	28	2	7,1	-	-
Engineering Technologist	3	-	-	-	-
GISc Technician	1	-	-	-	-
GISc Technologist	2	-	-	-	-
Quantity Surveyor	28	2	7,1	-	-

Critical occupation	Employees as at 31 March 2021	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
Survey Technician	3	-	-	-	-
Town and Regional Planner	1	-	-	-	-
Total	190	5	2,6	-	-

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 2022

Occupational Levels	Male				Female				Foreign nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Top management (Levels 15-16)	-	1	-	3	-	1	-	1	-	-	6
Senior management (Levels 13-14)	2	16	3	6	3	5	-	8	-	-	43
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	28	127	16	94	40	72	10	43	3	5	438
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	148	335	4	65	152	286	3	54	2	1	1 050
Semi-skilled and discretionary decision making (Levels 3-5)	172	335	1	25	85	170		8	-	-	796
Unskilled and defined decision making (Levels 1-2)	37	52	-	1	32	21		1	-	-	144
Total	387	866	24	194	312	555	13	115	5	6	2 477
Temporary employees	-	-	-	-	-	-	-	-	-	-	-
Grand total	387	866	24	194	312	555	13	115	5	6	2 477

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 2022

Occupational Levels	Male				Female				Foreign Nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Top management (Levels 15-16)	-	-	-	-	-	-	-	-	-	-	-
Senior management (Levels 13-14)	-	-	-	-	-	-	-	-	-	-	-
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	-	2	-	2	-	2	-	-	-	-	6
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	1	4	-	4	-	2	-	1	-	-	12
Semi-skilled and discretionary decision making (Levels 3-5)	2	7	-	1	1	4	-	1	-	-	16
Unskilled and defined decision making (Levels 1-2)	-	2	-	1	-	1	-	1	-	-	5
Total	3	15	-	8	1	9	-	3	-	-	39
Temporary employees	-	-	-	-	-	-	-	-	-	-	-
Grand total	3	15	-	8	1	9	-	3	-	-	39

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 2021 to 31 March 2022

Occupational Levels	Male				Female				Foreign nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Top management (Levels 15-16)	-	-	-	-	-	-	-	-	-	-	-
Senior management (Levels 13-14)	-	-	-	-	-	-	-	-	-	-	-
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	3	6	2	16	1	7	5	6	-	1	47
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	7	16	1	6	17	17	-	3	-	-	67
Semi-skilled and discretionary decision making (Levels 3-5)	18	58	-	5	7	19	-	2	-	-	109
Unskilled and defined decision making (Levels 1-2)	-	16	-	-	-	4	-	-	-	-	20
Total	28	96	3	27	25	47	5	11	-	1	243
Temporary employees	-	-	-	-	-	-	-	-	-	-	-
Grand total	28	96	3	27	25	47	5	11	-	1	243

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 2021 to 31 March 2022

Occupational Levels	Male				Female				Foreign nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Top management (Levels 15-16)	-	-	-	1	-	-	-	-	-	-	1
Senior management (Levels 13-14)	-	-	-	1	-	1	-	-	-	-	2
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	2	7	1	2	4	8	1	1	-	-	26
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	2	7	-	-	1	2	-	1	-	-	13
Semi-skilled and discretionary decision making (Levels 3-5)	1	2	-	-	-	1	-	-	-	-	4
Unskilled and defined decision making (Levels 1-2)	-	-	-	-	-	-	-	-	-	-	-
Total	5	16	1	4	5	12	1	2	-	-	46
Temporary employees	-	-	-	-	-	-	-	-	-	-	-
Grand total	5	16	1	4	5	12	1	2	-	-	46

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 2021 to 31 March 2022

Occupational Levels	Male				Female				Foreign nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Top management (Levels 15-16)	-	-	-	-	-	-	-	-	-	-	-
Senior management (Levels 13-14)	-	-	-	3	-	-	-	-	-	-	3
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	3	17	-	15	-	8	1	7	1	1	53
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	13	23	-	10	9	10	-	8	-	-	73
Semi-skilled and discretionary decision making (Levels 3-5)	14	23	-	5	2	4	1	-	-	-	49
Unskilled and defined decision making (Levels 1-2)	1	3	-	-	-	1	-	-	-	-	5
Total	31	66	-	33	11	23	2	15	1	1	183
Temporary employees	-	-	-	-	-	-	-	-	-	-	-
Grand total	31	66	-	33	11	23	2	15	1	1	183

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 2021 to 31 March 2022

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	3	5	-	-	1	1	-	-	-	-	10
Desertion / Abscondment	2	1	-	-	-	-	-	1	-	-	4
Dismissal	-	1	-	-	-	-	-	-	-	-	1
Total	5	7	-	-	1	1	-	1	-	-	15
Temporary employees	-	-	-	-	-	-	-	-	-	-	-
Grand Total	5	7	-	-	1	1	-	1	-	-	15

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 2021 to 31 March 2022

Occupational Levels	Male				Female				Total
	A	C	I	W	A	C	I	W	
Top management (Levels 15-16)	-	-	-	-	-	-	-	1	1
Senior management (Levels 13-14)	-	-	1	2	1	3	-	6	13
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	13	58	10	50	11	27	3	28	200
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	37	44	3	15	35	49	1	14	198
Semi-skilled and discretionary decision making (Levels 3-5)	14	58	-	3	12	40	-	1	128
Unskilled and defined decision making (Levels 1-2)	27	53	-	3	8	8	-	-	99
Total	91	213	14	73	67	127	4	50	639
Temporary employees	-	-	-	-	-	-	-	-	-
Grand total	91	213	14	73	67	127	4	50	639

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 2021

SMS Level	Number of active SMS posts per level	Number of SMS members per level	Number of signed performance agreements per level	Signed performance agreements as % of SMS members per level
HOD	1	1	1	100,0
Salary Level 15	4	4	4	100,0
Salary Level 14	12	11	11	100,0

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
Salary Level 13	40	35	35	100,0
Total	57	51	51	100,0

Note: This table refers to employees who are appointed as SMS members only. Employees who are remunerated higher than 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 2021

Reasons for not concluding performance agreements with all SMS
None

Table 3.6.3: Disciplinary steps taken against SMS Members for not having concluded Performance Agreements on 31 May 2021

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 30 September 2021

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	-	-
Salary Level 15	4	4	100,0	-	-
Salary Level 14	11	10	90,9	1	9,1
Salary Level 13	37	36	97,3	1	2,7
Total	53	51	96,2	2	3,8

Table 3.7.2: SMS posts information, as at 31 March 2022

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	-	-
Salary Level 15	5	5	100,0	-	-
Salary Level 14	12	10	83,3	2	16,7
Salary Level 13	33	33	100,0	-	-
Total	51	49	96,1	2	3,9

Table 3.7.3: Advertising and filling of SMS posts, as at 31 March 2022

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	-	-	-
Salary Level 15	1	1	-

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
Salary Level 14	2	1	-
Salary Level 13	3	1	-
Total	6	3	-

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 2021 to 31 March 2022

Salary Band	Employees as at 31 March 2021	Progressions to another notch within a salary band	Notch progressions as a % of total employees within a salary band
Lower skilled (Levels 1-2)	466	-	-
Skilled (Levels 3-5)	435	2	0,5
Highly skilled production (Levels 6-8)	1 062	5	0,5
Highly skilled supervision (Levels 9-12)	403	-	-
Senior management (Levels 13-16)	51	-	-
Total	2 417	7	0,3

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

Table 3.8.2: Notch progressions by critical occupation, 1 April 2021 to 31 March 2022

Critical occupations	Employees as at 31 March 2021	Progressions to another notch within a critical occupation	Notch progressions as a % of total employees within a critical occupation
Architect	41	-	-
Architectural Technician	4	-	-
Architectural Technologist	14	-	-
Construction Project Manager	2	-	-
Engineer	63	-	-
Engineering Technician	28	-	-

Critical occupations	Employees as at 31 March 2021	Progressions to another notch within a critical occupation	Notch progressions as a % of total employees within a critical occupation
Engineering Technologist	3	-	-
GISc Technician	1	-	-
GISc Technologist	2	-	-
Quantity Surveyor	28	-	-
Survey Technician	3	-	-
Town and Regional Planner	1	-	-
Total	190	-	-

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

Table 3.8.3: Performance rewards by race, gender, and disability, 1 April 2021 to 31 March 2022

Race and gender	Beneficiary profile			Cost	
	Number of beneficiaries	Total number of employees in group as at 31 March 2021	% of total within group	Cost (R'000)	Average cost per beneficiary (R)
African	-	691	-	-	-
Male	-	389	-	-	-
Female	-	302	-	-	-
Coloured	-	1 354	-	-	-
Male	-	826	-	-	-
Female	-	528	-	-	-
Indian	-	31	-	-	-
Male	-	22	-	-	-
Female	-	9	-	-	-
White	-	315	-	-	-
Male	-	196	-	-	-
Female	-	119	-	-	-
Employees with a disability	-	26	-	-	-
Total	-	2 417	-	-	-

Table 3.8.4: Performance rewards (cash bonus), by salary bands for personnel below Senior Management Service level, 1 April 2021 to 31 March 2022

Salary Bands	Beneficiary profile			Cost		
	Number of beneficiaries	Total number of employees in group as at 31 March 2021	% 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)	-	466	-	-	-	-
Skilled (Levels 3-5)	-	435	-	-	-	-
Highly skilled production (Levels 6-8)	-	1 062	-	-	-	-

Salary Bands	Beneficiary profile			Cost		
	Number of beneficiaries	Total number of employees in group as at 31 March 2021	% of total within salary bands	Cost (R'000)	Average cost per beneficiary (R)	Cost as a % of the total personnel expenditure
Highly skilled supervision (Levels 9-12)	-	403	-	-	-	-
Total	-	2 366	-	-	-	-

Table 3.8.5: Performance rewards (cash bonus), by salary band, for Senior Management Service level, 1 April 2021 to 31 March 2022

Salary Bands	Beneficiary profile			Cost		
	Number of beneficiaries	Total number of employees in group as at 31 March 2021	% 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)	-	35	-	-	-	-
SMS Band B (Level 14)	-	11	-	-	-	-
SMS Band C (Level 15)	-	4	-	-	-	-
SMS Band D (Level 16)	-	1	-	-	-	-
Total	-	51	-	-	-	-

Table 3.8.6: Performance rewards (cash bonus) by critical occupation, 1 April 2021 to 31 March 2022

Critical occupation	Beneficiary profile			Cost		
	Number of beneficiaries	Total number of employees in group as at 31 March 2021	% of total within salary bands	Cost (R'000)	Average cost per beneficiary (R)	Cost as a % of total personnel expenditure
Architect	-	41	-	-	-	-
Architectural Technician	-	4	-	-	-	-
Architectural Technologist	-	14	-	-	-	-
Construction Project Manager	-	2	-	-	-	-
Engineer	-	63	-	-	-	-
Engineering Technician	-	28	-	-	-	-
Engineering Technologist	-	3	-	-	-	-
GISc Technician	-	1	-	-	-	-
GISc Technologist	-	2	-	-	-	-
Quantity Surveyor	-	28	-	-	-	-
Survey Technician	-	3	-	-	-	-

Critical occupation	Beneficiary profile			Cost		
	Number of beneficiaries	Total number of employees in group as at 31 March 2021	% of total within salary bands	Cost (R'000)	Average cost per beneficiary (R)	Cost as a % of total personnel expenditure
Town and Regional Planner	-	1	-	-	-	-
Total	-	190	-	-	-	-

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 2021 to 31 March 2022

Salary Band	1 April 2021		31 March 2022		Change	
	Number	% of total	Number	% of total	Number	% change
Lower skilled (Levels 1-2)	-	-	-	-	-	-
Skilled (Levels 3-5)	-	-	-	-	-	-
Highly skilled production (Levels 6-8)	3	25,0	3	27,3	-	-
Highly skilled supervision (Levels 9-12)	9	75,0	8	72,7	-1	-11,1
Senior management (Levels 13-16)	-	-	-	-	-	-
Total	12	100,0	11	100,0	-1	-8,3

Note: The table above includes non- citizens with permanent residence in the Republic of South Africa.

Table 3.9.2: Foreign workers by major occupation, 1 April 2021 to 31 March 2022

Major occupation	1 April 2021		31 March 2022		Change	
	Number	% of total	Number	% of total	Number	% change
Chief Architect	4	33,3	3	27,3	-1	-25,0
Architect (Production)	-	-	1	9,1	1	-
Architectural Technologist (Production)	1	8,3	1	9,1	-	-
Chief Works Inspector	1	8,3	1	9,1	-	-
Chief Engineer	1	8,3	1	9,1	-	-
Engineer (Production)	2	16,7	1	9,1	-1	-50,0
Personal Assistant	1	8,3	1	9,1	-	-
Chief Quantity Surveyor	1	8,3	1	9,1	-	-
Quantity Surveyor (Production)	1	8,3	1	9,1	-	-
Total	12	100,0	11	100,0	-1	-8,3

Note: The table above includes non- citizens with permanent residence in the Republic of South Africa.

3.10 Leave utilisation for the period 1 January 2021 to 31 December 2021

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 2021 to 31 December 2021

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	9	55,6	4	7	57,1	2	2
Lower skilled (Levels 1-2)	1 118	87,3	104	151	68,9	11	460
Skilled (Levels 3-5)	6 862	84,7	624	812	76,8	11	3 918
Highly skilled production (Levels 6-8)	6 359	78,1	717	1 079	66,5	9	6 803
Highly skilled supervision (Levels 9-12)	1 165	82,6	209	481	43,5	6	2 337
Senior management (Levels 13-16)	248	91,9	21	53	39,6	12	746
Total	15 761	82,2	1 679	2 583	65,0	9	14 266

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 2021 to 31 December 2021

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	-	-	-	7	-	-	-
Lower skilled (Levels 1-2)	538	100,0	11	151	7,3	49	235
Skilled (Levels 3-5)	1 528	100,0	67	812	8,3	23	794
Highly skilled production (Levels 6-8)	2 033	100,0	59	1 079	5,5	34	2 132
Highly skilled supervision (Levels 9-12)	210	100,0	8	481	1,7	26	378
Senior management (Levels 13-16)	94	100,0	2	53	3,8	47	287
Total	4 403	100,0	147	2 583	5,7	30	3 826

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 and Procedure 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 2021 to 31 December 2021

Salary Band	Total days taken	Total number employees using annual leave	Average number of days taken per employee
Interns	65	5	13
Lower skilled (Levels 1-2)	2 449	146	17
Skilled (Levels 3-5)	19 791	782	25
Highly skilled production (Levels 6-8)	23 930	1 029	23
Highly skilled supervision (Levels 9-12)	7 915	431	18
Senior management (Levels 13-16)	847	46	18
Total	54 997	2 439	23

Table 3.10.4: Capped leave, 1 January 2021 to 31 December 2021

Salary Band	Total capped leave available as at 31 Dec 2020	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 2021	Total capped leave available as at 31 Dec 2021
Lower skilled (Levels 1-2)	54	-	-	-	1	54
Skilled (Levels 3-5)	3 044	508	17	30	109	2 536
Highly skilled production (Levels 6-8)	4 814	474	14	34	142	4 340
Highly skilled supervision (Levels 9-12)	4 094	1 074	15	72	64	3 020
Senior management (Levels 13-16)	900	5	1	5	13	895
Total	12 905	2 061	47	44	329	10 844

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 2021 to 31 March 2022

Reason	Total Amount (R'000)	Number of incidents	Average payment per employee
Leave pay-outs during 2021/22 due to non-utilisation of leave for the previous cycle	-	-	-
Capped leave pay-outs on termination of service	2 622	35	74 911
Current leave pay-outs on termination of service	3 824	128	29 876

3.11 Health promotion programmes, including HIV and AIDS

Table 3.11.1: Health promotion programmes, including HIV and AIDS, 1 April 2021 to 31 March 2022

Units/categories of employees identified to be at high risk of contracting HIV & related diseases (if any)	Key steps taken to reduce the risk
The nature of the Department's work does not expose employees to increased risk of contracting HIV & AIDS. Despite the very low occupational risk, all employees have been targeted at all levels within the Department.	HIV and AIDS counselling and testing (HCT) and wellness screenings were conducted. Employee health and wellness services are rendered to all employees in need and include the following: • 24/7/365 Telephone counselling; • Face to face counselling (4-session model); • Trauma and critical incident counselling; • Advocacy on HIV and AIDS awareness, including online services; and • Training, coaching and targeted interventions where these were required.

Table 3.11.2: Details of health promotion including HIV and AIDS Programmes, 1 April 2021 to 31 March 2022

Question	Yes	No	Details, if yes
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.	√		Ms Letitia Isaacs, Acting Director: Organisational Behaviour (Department of the Premier)
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.	√		The Department of the Premier provides a transversal service to eleven (11) provincial departments, including the Department of Transport and Public Works. 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. The unit consists of a Deputy Director, three (3) Assistant Directors, and two (2) EHW Practitioners. Budget: R3.5m

Question	Yes	No	Details, if yes
3. Has the department introduced an Employee Assistance or Health Promotion Programme for employees? If so, indicate the key elements/services of this Programme.	√		The Department of the Premier has entered into a service level agreement with Metropolitan Health (external service provider) to render an Employee Health and Wellness Service to eleven (11) provincial departments. The following interventions were conducted: Impact of lockdown on mental health; positive thinking; coping during crisis; parenting during this time of crisis; mental health awareness; identifying employee in crisis; emotional intelligence; stress, burnout & depression; financial planning and preparing for retirement; transversal workplace functional assessment workshop; empowering women from within & career development; psychological impact of COVID-19; transversal webinar: Leading from a place of personal wellbeing creates a stronger sense of connectedness during times of crisis and confusion; workplace bullying; Department of the Premier (excluding Health and Education) youth webinar; stress, self-care & resilience; dealing with loss & tragedy; transversal webinar developing and managing my own personal brand; owning your own personal power; how to support and refer an employee to EHW. These interventions responded to the COVID-19 pandemic as well as trends reflected in the quarterly reports regarding employee or departmental needs. The targeted interventions for both employees and managers were aimed at personal development; promotion of healthy lifestyles; and improving coping skills. This involved presentations, workshops, group discussions to create awareness and encourage employees to have a proactive approach to limit the impact of these problems in the workplace. Targeted Interventions were also implemented to equip managers with tools to engage employees in the workplace. Information on how to access the Employee Health and Wellness (EHW) Programme was distributed online.
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.	√		The Provincial Employee Health and Wellness Steering Committee has been established with members nominated by each department. The Department of Transport and Public Works is represented by Carl Marx and Dean Killian.

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.	✓		The Transversal Management Framework for Employee Health and Wellness Programmes in the Western Cape Government is in effect and was adopted by the Coordinating Chamber of the PSCBC for the Western Cape Province in December 2016. 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. Under the EHW banner, four EHW Policies were approved which includes HIV & AIDS and TB Management that responds to the prevention of discrimination against employees affected and infected by HIV & AIDS and TB in the workplace. Further to this, the Department of Health, that is the lead department for HIV & AIDS, has approved the Transversal HIV and AIDS/STI Workplace Policy and Programme that is applicable to all departments of the Western Cape Government. The document is in line with the four pillars of the National EHW Strategic Framework 2018 as amended. During the reporting period, the transversal EHW policies including the HIV, AIDS and TB Management Policy have been reviewed against the DPSA policies as well as the National Strategic Plan for HIV, TB and STIs (2017-2022) which supports inclusivity and elimination of discrimination and stigma against employees with HIV.

Question	Yes	No	Details, if yes
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.	√		The Provincial Strategic Plan on HIV & AIDS, STIs and TB 2017-2022 has been implemented to mainstream HIV and TB and its gender and rights-based dimensions into the core mandates to reduce HIV-related stigma. The aim is to: • Reduce HIV and TB discrimination in the workplace. This included campaigns against unfair discrimination and in support of the empowerment of employees. • Reduce unfair discrimination in access to services. This included ensuring that the Directorate Employee Relations addresses complaints or grievances relating to unfair discrimination and provides training to employees. Due to the COVID-19 pandemic, the Department could not implement the planned measures to address the stigma and discrimination against those infected or perceived to be infective with HIV, which include the following: • Wellness Screenings (Blood pressure, Glucose, Cholesterol, TB, BMI) • HCT Screenings • TB Talks and Screenings • Distributing posters and pamphlets. • Condom distribution and spot talks; and • Commemoration of World AIDS Day and Wellness events.
7. Does the department encourage its employees to undergo HIV counselling and testing? If so, list the results that you have achieved.	√		HCT SESSIONS: The Department participated in two (2) HCT and wellness screening sessions in June 2021 and December 2021. 94 employees were tested in June 2021 and 19 employees in December and counselled for HIV, tuberculosis and sexually transmitted infections (STIs). There were no (0) clinical referrals for TB, HIV or STIs for further management.
8. Has the department developed measures/ indicators to monitor and evaluate the impact of its health promotion programme? If so, list these measures/ indicators.	√		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, number of cases. Themes and trends also provide a picture of the risks and impact the EHW issues have on individuals and the workplace.

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 2021 to 31 March 2022

Total collective agreements	None

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 2021 to 31 March 2022

Outcomes of disciplinary hearings	Number of cases finalised	% of total
Suspension without pay coupled with a Final Written Warning	10	66,7
Desertion / Abscondment	4	26,7
Dismissal	1	6,7
Total	15	100,0
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 2021 to 31 March 2022

Type of misconduct	Number	% of total
Abscondment	4	26,7
Absent From Work Without Reason or Permission	2	13,3
Damages and/or Causes Loss of State Property	1	6,7
Fails To Carry Out Order or Instruction	1	6,7
Possesses Or Wrongfully Uses Property of State	3	20,0
Prejudices Administration of Organisation or Dept	3	20,0
Steals Bribes or Commits Fraud	1	6,7
Total	15	100,0

Table 3.12.4: Grievances lodged, 1 April 2021 to 31 March 2022

Grievances lodged	Number	% of total
Number of grievances resolved	98	82,4
Number of grievances not resolved	21	17,6
Total number of grievances lodged	119	100,0

Note: Grievances lodged refer to cases that were finalised within the reporting period. Grievances not resolved refer to cases finalised, but where the outcome was not in favour of the aggrieved and found to be unsubstantiated.

Table 3.12.5: Disputes lodged with councils, 1 April 2021 to 31 March 2022

Disputes lodged with councils	Number	% of total
Number of disputes upheld	3	27,3
Number of disputes dismissed	8	72,7
Total number of disputes lodged	11	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 2021 to 31 March 2022

Strike actions	Number
Total number of persons working days lost	-
Total cost of working days lost	-
Amount recovered as a result of no work no pay	-

Table 3.12.7: Precautionary suspensions, 1 April 2021 to 31 March 2022

Precautionary suspensions	Number
Number of people suspended	-
Number of people whose suspension exceeded 30 days	-
Average number of days suspended	-
Cost of suspensions (R'000)	-

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 2021 to 31 March 2022

Occupational categories	Gender	Number of employees as at 01 April 2021	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	18	-	70	-	70
	Male	33	-	89	-	89
Professionals	Female	157	-	337	-	337
	Male	270	-	521	-	521
Technicians and associate professionals	Female	484	-	803	-	803
	Male	534	-	1 119	-	1 119
Clerks	Female	189	-	213	-	213
	Male	364	-	247	-	247
Elementary occupations	Female	115	-	37	-	37
	Male	237	-	159	-	159
Sub Total	Female	963	-	1 460	-	1 460
	Male	1 438	-	2 135	-	2 135
Total		2 401	-	3 595	-	3 595
Employees with disabilities	Female	7	-	10	-	10
	Male	19	-	6	-	6

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 2021 to 31 March 2022

Occupational categories	Gender	Number of employees as at 31 March 2022	Training provided during the reporting period			
			Learnerships	Skills programmes and other short courses	Other forms of training	Total
Legislators, senior officials and managers	Female	18	-	23	-	23
	Male	31	-	5	-	5
Professionals	Female	170	-	171	-	171
	Male	268	-	283	-	283
Technicians and associate professionals	Female	496	-	178	-	178
	Male	554	-	154	-	154
Clerks	Female	263	-	77	-	77
	Male	533	-	102	-	102
Elementary occupations	Female	54	-	28	-	28
	Male	90	-	118	-	118
Sub Total	Female	1 001	-	477	-	477
	Male	1 476	-	662	-	662
Total		2 477	-	1 139	-	1 139
Employees with disabilities	Female	13	-	10	-	10
	Male	26	-	6	-	6

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 2021 to 31 March 2022

Nature of injury on duty	Number	% of total
Required basic medical attention only	49	84,5
Temporary disablement	9	15,5
Permanent disablement	-	-
Fatal	-	-
Total	58	100,0
Percentage of total employment		2,2

3.15 Utilisation of consultants

Table 3.15.1 Reports on consultant appointments using appropriated funds for the period 1 April 2021 to 21 March 2022

Table 3.15.1: Utilisation of consultants

Appointment of consultants for the financial year 2021/22						
Programme	Directorate	Contract Number	Project Title	Total number of consultants that worked on the project	Duration (workdays)	Contract value in rands (R)
Programme 2	Public Private Partnership	L102/21	Professional Services for all processes required for obtaining Development Rights for an urgent housing project on ERF 17030, Belhar	1	18 months	2 032 826.25
		S005/21	The Provision of Professional Services for the compilation of a precinct plan with required specialist input & assessments and statutory approval for the Stikland North site, Erf 32103 and Erf 6300.	1	36 months	3 491 790.00
		L047/21	Professional Services for a Transport Impact Assessment for Erf 3154 and Erf 2142, the properties together known as "Leeuwenhof Estate", Gardens.	1	5 months	166 550.00
		L052/20	To procure ARG Design for the technical advisory to assist the Chief Directorate-Public Private Partnership, with the initial land enablement and planning work for the Leeuloop site.	1	36 months	1 000 000.00
		L094/20	Appointment of the financial and legal advisory services through the limited bid process to provide the required services and assist the Chief Directorate-Public Private Partnerships, with the initial land enablement and planning work for the Leeuloop site.	2	36 months	5 289 471.00

Appointment of consultants for the financial year 2021/22						
Programme	Directorate	Contract Number	Project Title	Total number of consultants that worked on the project	Duration (workdays)	Contract value in rands (R)
Programme 5	Transport Management	L021/21	Strategic Services for the provision of strategic, tactical and management services, and programme and project management services to assist the Western Cape Government Department of Transport and Public Works in terms of safely home and district safety plan programmes.	2	36 months	33 538 651.00
Programme 6	EPWP	L001/21	Consultant/professional to conduct Empowerment Targets Implementation Report (ETIR) for the construction project of Kwa-Faku Primary School in Philippi	1	4 months	54 297.10
		K012/21	Consultant/professional to conduct Empowerment Impact Assessment (EMPIA) and Empowerment Targets Implementation Report (ETIR) for a construction project: Dal Josaphat Primary School: Paarl, Cape Winelands	1	36 months	444 669.38
		K060/21	Consultant or Professional is required to conduct Empowerment Impact Assessment (EMPIA) and Empowerment Targets Implementation Report (ETIR): Stikland Hospital: Bellville	1	36 months	426 144.00
		K061/21	Consultant or professional is required to conduct Empowerment Impact assessment (EMPIA) and Empowerment Target Implementation Reports (ETIR): Kraaifontein CHC: Cape Metro	1	19 months	276 000.00
		K062/21	Consultant/professional to conduct EMPIA and ETIR: Hopefield Primary School: West Coast Region	1	18 months	305 808.00
		K063/21	Consultant/professional to conduct EMPIA and ETIR: St Helena Bay Intermediate school: West Coast Region	1	18 months	316 903.20
		K064/21	Consultant or Professional to conduct Empowerment Impact Assessment (EMPIA) and Empowerment Targets Implementation Report (ETIR): Hornlee Clinic: Knysna	1	18 months	323 756.28
		K113/21	Consultant to conduct EMPIA and ETIR, Founders Garden: Cape Metro Region	1	4 months	128 340.00

Appointment of consultants for the financial year 2021/22						
Programme	Directorate	Contract Number	Project Title	Total number of consultants that worked on the project	Duration (workdays)	Contract value in rands (R)
		K114/21	Consultant/professional to conduct Empowerment Impact Assessment (EMPIA): Oude Molen Precinct: Cape Metro Region	1	4 months	128 340.00
Programme 6	EPWP	K121/21	Consultant/professional to conduct Empowerment Impact Assessment (EMPIA) and Empowerment Target Implementation Report (ETIR): Hermanus Hospital: Overberg Region	1	14 months	205 344.00
		K123/21	Consultant/professional for EMPIA and ETIR: Beaufort West Hospital: Central Karoo	1	31 months	415 380.00
		K077/21	Consultant/professional to conduct Empowerment Impact Assessment (EMPIA) and Empowerment Targets Implementation Report (ETIR): Happy Valley Primary School: Blue Downs: Cape Metro	1	20 months	284 832.00
		L031/21	Consultant/professional to conduct Empowerment Targets Implementation Report (ETIR) for a building project located in Observatory, Cape Metro	1	3 months	28 750.00
		L032/21	Consultant/professional to conduct Empowerment Targets Implementation Report (ETIR) for a building project located in Heidelberg Hospital	1	2 months	34 500.00
		K031/21	Malmesbury: West Coast: Naphakade Primary School: consultant/professional to conduct Empowerment Impact Assessment (EMPIA) and Empowerment Target Implementation Report (ETIR)	1	21 months	318 725.54



Financial Information



Part E: Financial Information

1. Report of the Auditor-General

Report on the audit of the financial statements

Opinion

1. I have audited the financial statements of the Department of Transport and Public Works set out on pages 212 to 286, which comprise the appropriation statement, statement of financial position as at 31 March 2022, statement of financial performance, statement of changes in net assets and cash flow statement, as well as 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 2022, 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 1 of 1999 (PFMA) and the Division of the Revenue Act 4 of 2020 (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 my report.
4. I am independent of the department in accordance with the International Ethics Standards Board for Accountants' International code of ethics for professional accountants (including International Independence Standards) (IESBA code) as well as other ethical requirements that are relevant to my audit in South Africa. I have fulfilled my other ethical responsibilities in accordance with these requirements and the IESBA code.
5. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

Emphasis of matter

6. I draw attention to the matters below. My opinion is not modified in respect of these matters.

Uncertainty relating to the future outcome of litigation claims

7. With reference to note 16.1 to the financial statements, there were claims against the department for road accidents and damages. The ultimate outcome of these matters could not be determined and no provision for any liability that may result was made in the financial statements.

Non-adjusting events after reporting date

8. As disclosed in note 28 to the financial statements, the infrastructure components of the department will be merged with the Department of Human Settlements to form a new Department of Infrastructure, while the transport-related components of the department are being moved to the new Department of Mobility.

Other matter

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

Unaudited supplementary information

10. Supplementary information set out on pages 271 – 286 of the financial statements do not form part of the annual financial statements and is presented as additional information. I have not audited these schedules and, accordingly, I do 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 the MCS 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 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 department's approved performance planning documents. 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 do not extend to any disclosures or assertions relating to the extent of achievements in the current year or 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 department's annual performance report for the year ended 31 March 2022:

Programmes	Pages in the annual performance report
Programme 2 – public works infrastructure	86 – 95

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 matter

20. I draw attention to the matter below.

Achievement of planned targets

21. Refer to the annual performance report on pages 86 to 95 for information on the achievement of planned targets for the year and management's explanations provided for the under or overachievement 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 on it.
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. I have nothing to report in this regard.

Internal control deficiencies

28. I considered internal control relevant to my audit of the financial statements, reported performance information and compliance with applicable legislation; however, my objective was not to express any form of assurance on it. I did not identify any significant deficiencies in internal control.

Auditor - General

Cape Town
31 July 2022



AUDITOR - GENERAL
SOUTH AFRICA

Auditing to build public confidence

2. Annexure – Auditor-general's responsibility for the audit

1. As part of an audit in accordance with the ISAs, I exercise professional judgement and maintain professional scepticism throughout my audit of the financial statements and the procedures performed on reported performance information for the 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 department 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 the 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 provide the accounting officer with a statement that I have complied with relevant ethical requirements regarding independence, and communicate to them all relationships and other matters that may reasonably be thought to bear on my independence and, where applicable, actions taken to eliminate threats or safeguards applied.

3. Annual Financial Statements for the year ended 31 March 2022

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

**APPROPRIATION STATEMENT
for the year ended 31 March 2022**

Appropriation per programme									
2021/22								2020/21	
	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	253 259	-	(18 311)	234 948	231 644	3 304	98.6%	366 407	361 187
2. Public Works Infrastructure	2 412 025	-	18 040	2 430 065	2 389 412	40 653	98.3%	2 353 093	2 309 446
3. Transport Infrastructure	3 479 933	-	(35 418)	3 444 515	3 409 326	35 189	99.0%	3 131 485	3 071 150
4. Transport Operations	2 033 980	-	23 788	2 057 768	2 027 151	30 617	98.5%	1 706 254	1 704 253
5. Transport Regulation	932 691	-	14 604	947 295	946 754	541	99.9%	962 343	945 643
6. Community Based Programmes	57 622	-	(2 703)	54 919	53 532	1 387	97.5%	55 552	51 518
Total	9 169 510	-	-	9 169 510	9 057 819	111 691	98.8%	8 575 134	8 443 197
Reconciliation with statement of financial performance									
ADD									
Departmental receipts				97 263				109 297	
Actual amounts per statement of financial performance (total revenue)				9 266 773				8 684 431	
Actual amounts per statement of financial performance (total expenditure)					9 057 819				8 443 197

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

**APPROPRIATION STATEMENT
for the year ended 31 March 2022**

Appropriation per economic classification									
2021/22								2020/21	
	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	4 287 286	(53 525)	(11 915)	4 221 846	4 185 651	36 195	99.1%	4 130 570	4 070 458
Compensation of employees	1 063 480	-	-	1 063 480	1 061 446	2 034	99.8%	1 035 176	992 558
Goods and services	3 223 806	(53 525)	(11 915)	3 158 366	3 124 205	34 161	98.9%	3 095 394	3 077 900
Transfers and subsidies	2 153 026	3 822	-	2 156 848	2 101 003	55 845	97.4%	2 042 062	2 002 579
Provinces and municipalities	992 736	1 835	-	994 571	938 811	55 760	94.4%	951 584	912 439
Departmental agencies and accounts	260	(222)	-	38	29	9	76.3%	135	48
Public corporations and private enterprises	1 132 644	-	-	1 132 644	1 132 644	-	100.0%	1 073 596	1 073 596
Households	27 386	2 209	-	29 595	29 519	76	99.7%	16 747	16 496
Payments for capital assets	2 726 959	49 665	11 915	2 788 539	2 768 888	19 651	99.3%	2 399 787	2 367 449
Buildings and other fixed structures	2 497 709	21 658	5 604	2 524 971	2 506 147	18 824	99.3%	2 103 569	2 074 872
Machinery and equipment	164 444	(7 197)	-	157 247	156 420	827	99.5%	221 343	217 702
Land and subsoil assets	17 390	(6 877)	-	10 513	10 513	-	100.0%	6 085	6 085
Intangible assets	47 416	42 081	6 311	95 808	95 808	-	100.0%	68 790	68 790
Payments for financial assets	2 239	38	-	2 277	2 277	-	100.0%	2 715	2 711
Total	9 169 510	-	-	9 169 510	9 057 819	111 691	98.8%	8 575 134	8 443 197

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**APPROPRIATION STATEMENT
for the year ended 31 March 2022**

Programme 1: Administration									
2021/22								2020/21	
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	10 258	578	-	10 836	10 772	64	99.4%	8 426	8 269
2. Management of the Department	5 140	305	-	5 445	5 419	26	99.5%	5 092	4 846
3. Corporate Support	182 710	-	(4 194)	178 516	176 324	2 192	98.8%	313 516	309 075
4. Departmental Strategy	55 151	(883)	(14 117)	40 151	39 129	1 022	97.5%	39 373	38 997
Total for sub programmes	253 259	-	(18 311)	234 948	231 644	3 304	98.6%	366 407	361 187

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**APPROPRIATION STATEMENT
for the year ended 31 March 2022**

2021/22								2020/21	
	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	228 769	(14 127)	(17 345)	197 297	193 996	3 301	98.3%	344 981	340 877
Compensation of employees	147 614	-	-	147 614	146 688	926	99.4%	148 092	143 988
Goods and services	81 155	(14 127)	(17 345)	49 683	47 308	2 375	95.2%	196 889	196 889
Transfers and subsidies	18 426	1 000	-	19 426	19 423	3	100.0%	13 593	13 593
Provinces and municipalities	2 400	-	-	2 400	2 400	-	100.0%	3 000	3 000
Departmental agencies and accounts	19	(1)	-	18	17	1	94.4%	6	6
Households	16 007	1 001	-	17 008	17 006	2	100.0%	10 587	10 587
Payments for capital assets	4 064	13 266	-	17 330	17 330	-	100.0%	5 808	4 692
Machinery and equipment	4 064	(1 097)	-	2 967	2 967	-	100.0%	5 808	4 692
Intangible assets	-	14 363	-	14 363	14 363	-	100.0%	-	-
Payments for financial assets	2 000	(139)	(966)	895	895	-	100.0%	2 025	2 025
Total	253 259	-	(18 311)	234 948	231 644	3 304	98.6%	366 407	361 187

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**APPROPRIATION STATEMENT
for the year ended 31 March 2022**

Programme 2: Public Works Infrastructure									
2021/22								2020/21	
Sub programme	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
1. Programme Support	464 647	(18 541)	13 930	460 036	459 913	123	100.0%	363 245	354 969
2. Planning	53 055	14 438	-	67 493	63 366	4 127	93.9%	45 086	45 086
3. Construction	242 346	-	4 110	246 456	227 632	18 824	92.4%	241 905	232 964
4. Maintenance	239 615	305	-	239 920	239 920	-	100.0%	196 420	196 420
5. Immovable Asset Management	1 269 463	(21 609)	-	1 247 854	1 230 275	17 579	98.6%	1 348 213	1 321 783
6. Facility Operations	142 899	25 407	-	168 306	168 306	-	100.0%	158 224	158 224
Total for sub programmes	2 412 025	-	18 040	2 430 065	2 389 412	40 653	98.3%	2 353 093	2 309 446

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**APPROPRIATION STATEMENT
for the year ended 31 March 2022**

2021/22								2020/21	
	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	1 463 789	(9 777)	(11 183)	1 442 829	1 421 046	21 783	98.5%	1 459 468	1 437 567
Compensation of employees	272 722	-	(2 986)	269 736	269 659	77	100.0%	267 896	259 863
Goods and services	1 191 067	(9 777)	(8 197)	1 173 093	1 151 387	21 706	98.1%	1 191 572	1 177 704
Transfers and subsidies	655 449	(7)	(1 159)	654 283	654 237	46	100.0%	644 166	631 365
Provinces and municipalities	648 575	365	-	648 940	648 940	-	100.0%	642 386	629 824
Departmental agencies and accounts	3	(2)	-	1	-	1	-	3	-
Households	6 871	(370)	(1 159)	5 342	5 297	45	99.2%	1 777	1 541
Payments for capital assets	292 781	9 780	30 382	332 943	314 119	18 824	94.3%	249 451	240 510
Buildings and other fixed structures	272 854	8 487	5 604	286 945	268 121	18 824	93.4%	237 037	228 096
Machinery and equipment	11 187	(1 947)	-	9 240	9 240	-	100.0%	6 329	6 329
Land and subsoil assets	8 740	1 773	-	10 513	10 513	-	100.0%	6 085	6 085
Intangible assets	-	1 467	24 778	26 245	26 245	-	100.0%	-	-
Payments for financial assets	6	4	-	10	10	-	100.0%	8	4
Total	2 412 025	-	18 040	2 430 065	2 389 412	40 653	98.3%	2 353 093	2 309 446

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**APPROPRIATION STATEMENT
for the year ended 31 March 2022**

Programme 3: Transport Infrastructure									
2021/22								2020/21	
Sub programme	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
1. Programme Support Infrastructure	129 252	(7 524)	(30 910)	90 818	90 818	-	100.0%	122 241	119 675
2. Infrastructure Planning	48 696	(2 175)	(4 496)	42 025	41 927	98	99.8%	23 342	21 132
3. Infrastructure Design	176 262	82 122	(1 181)	257 203	256 869	334	99.9%	227 817	220 466
4. Construction	771 310	125 086	(709)	895 687	865 394	30 293	96.6%	1 094 374	1 071 564
5. Maintenance	2 354 413	(197 509)	1 878	2 158 782	2 154 318	4 464	99.8%	1 663 711	1 638 313
Total for sub programmes	3 479 933	-	(35 418)	3 444 515	3 409 326	35 189	99.0%	3 131 485	3 071 150

**WESTERN CAPE GOVERNMENT
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**APPROPRIATION STATEMENT
for the year ended 31 March 2022**

2021/22								2020/21	
Economic Classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	1 012 241	(7 051)	(7 027)	998 163	998 163	-	100.0%	1 021 759	1 007 975
Compensation of employees	243 595	-	2 986	246 581	246 581	-	100.0%	232 618	218 834
Goods and services	768 646	(7 051)	(10 013)	751 582	751 582	-	100.0%	789 141	789 141
Transfers and subsidies	94 453	2 829	1 115	98 397	63 640	34 757	64.7%	109 635	84 959
Provinces and municipalities	91 883	1 470	-	93 353	58 596	34 757	62.8%	106 947	82 364
Departmental agencies and accounts	230	(218)	-	12	12	-	100.0%	120	42
Households	2 340	1 577	1 115	5 032	5 032	-	100.0%	2 568	2 553
Payments for capital assets	2 373 006	4 053	(30 269)	2 346 790	2 346 358	432	100.0%	1 999 600	1 977 725
Buildings and other fixed structures	2 224 855	13 171	-	2 238 026	2 238 026	-	100.0%	1 866 532	1 846 776
Machinery and equipment	105 011	(468)	-	104 543	104 111	432	99.6%	121 593	119 474
Land and sub-soil assets	8 650	(8 650)	-	-	-	-	-	-	-
Intangible assets	34 490	-	(30 269)	4 221	4 221	-	100.0%	11 475	11 475
Payments for financial assets	233	169	763	1 165	1 165	-	100.0%	491	491
Total	3 479 933	-	(35 418)	3 444 515	3 409 326	35 189	99.0%	3 131 485	3 071 150

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**APPROPRIATION STATEMENT
for the year ended 31 March 2022**

Programme 4: Transport Operations									
2021/22							2020/21		
Sub programme	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
1. Programme Support Operations	2 959	(174)	-	2 785	2 785	-	100.0%	3 252	3 252
2. Public Transport Services	1 816 688	(27 424)	11 986	1 801 250	1 791 759	9 491	99.5%	1 436 383	1 436 383
3. Transport Safety and Compliance	7 402	(499)	-	6 903	6 902	1	100.0%	5 037	5 037
4. Transport Systems	206 931	28 097	11 802	246 830	225 705	21 125	91.4%	261 582	259 581
Total for sub programmes	2 033 980	-	23 788	2 057 768	2 027 151	30 617	98.5%	1 706 254	1 704 253

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**APPROPRIATION STATEMENT
for the year ended 31 March 2022**

2021/22								2020/21	
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	646 799	(30 090)	11 986	628 695	619 078	9 617	98.5%	381 500	381 500
Compensation of employees	25 008	-	-	25 008	24 882	126	99.5%	24 255	24 255
Goods and services	621 791	(30 090)	11 986	603 687	594 196	9 491	98.4%	357 245	357 245
Transfers and subsidies	1 382 623	-	-	1 382 623	1 361 623	21 000	98.5%	1 272 837	1 270 836
Provinces and municipalities	249 869	-	-	249 869	228 869	21 000	91.6%	199 240	197 240
Departmental agencies and accounts	1	(1)	-	-	-	-	-	1	-
Public corporations and private enterprises	1 132 644	-	-	1 132 644	1 132 644	-	100.0%	1 073 596	1 073 596
Households	109	1	-	110	110	-	100.0%	-	-
Payments for capital assets	4 558	30 086	11 802	46 446	46 446	-	100.0%	51 915	51 915
Machinery and equipment	558	(290)	-	268	268	-	100.0%	585	585
Intangible assets	4 000	30 376	11 802	46 178	46 178	-	100.0%	51 330	51 330
Payments for financial assets	-	4	-	4	4	-	100.0%	2	2
Total	2 033 980	-	23 788	2 057 768	2 027 151	30 617	98.5%	1 706 254	1 704 253

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**APPROPRIATION STATEMENT
for the year ended 31 March 2022**

Programme 5: Transport Regulation									
2021/22								2020/21	
	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	5 497	(548)	-	4 949	4 672	277	94.4%	5 587	4 359
2. Transport Administration and Licensing	425 867	8 565	3 747	438 179	438 028	151	100.0%	426 665	425 280
3. Operator Licence and Permits	71 130	(1 911)	-	69 219	69 219	-	100.0%	63 679	61 755
4. Law Enforcement	430 197	(6 106)	10 857	434 948	434 835	113	100.0%	466 412	454 249
Total for sub programmes	932 691	-	14 604	947 295	946 754	541	99.9%	962 343	945 643

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**APPROPRIATION STATEMENT
for the year ended 31 March 2022**

2021/22								2020/21	
	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	879 359	7 520	14 401	901 280	900 777	503	99.9%	868 552	851 856
Compensation of employees	340 614	-	-	340 614	340 111	503	99.9%	328 170	311 474
Goods and services	538 745	7 520	14 401	560 666	560 666	-	100.0%	540 382	540 382
Transfers and subsidies	1 960	-	-	1 960	1 922	38	98.1%	1 765	1 761
Provinces and municipalities	9	-	-	9	6	3	66.7%	11	11
Departmental agencies and accounts	6	-	-	6	-	6	-	4	-
Households	1 945	-	-	1 945	1 916	29	98.5%	1 750	1 750
Payments for capital assets	51 372	(7 520)	-	43 852	43 852	-	100.0%	91 837	91 837
Machinery and equipment	42 446	(3 395)	-	39 051	39 051	-	100.0%	85 852	85 852
Intangible assets	8 926	(4 125)	-	4 801	4 801	-	100.0%	5 985	5 985
Payments for financial assets	-	-	203	203	203	-	100.0%	189	189
Total	932 691	-	14 604	947 295	946 754	541	99.9%	962 343	945 643

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**APPROPRIATION STATEMENT
for the year ended 31 March 2022**

Programme 6: Community Based Programmes									
2021/22								2020/21	
Sub programme	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
1. Programme Support Community Based	2 298	20	-	2 318	2 219	99	95.7%	2 301	2 136
2. Innovation and Empowerment	41 604	(582)	(2 139)	38 883	38 006	877	97.7%	39 737	37 127
3. EPWP co-ordination and Compliance Monitoring	13 720	562	(564)	13 718	13 307	411	97.0%	13 514	12 255
Total for sub programmes	57 622	-	(2 703)	54 919	53 532	1 387	97.5%	55 552	51 518

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**APPROPRIATION STATEMENT
for the year ended 31 March 2022**

2021/22								2020/21	
	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	56 329	-	(2 747)	53 582	52 591	991	98.2%	54 310	50 683
Compensation of employees	33 927	-	-	33 927	33 525	402	98.8%	34 145	34 144
Goods and services	22 402	-	(2 747)	19 655	19 066	589	97.0%	20 165	16 539
Transfers and subsidies	115	-	44	159	158	1	99.4%	66	65
Departmental agencies and accounts	1	-	-	1	-	1	-	1	-
Households	114	-	44	158	158	-	100.0%	65	65
Payments for capital assets	1 178	-	-	1 178	783	395	66.5%	1 176	770
Machinery and equipment	1 178	-	-	1 178	783	395	66.5%	1 176	770
Total	57 622	-	(2 703)	54 919	53 532	1 387	97.5%	55 552	51 518

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**NOTES TO THE APPROPRIATION STATEMENT
for the year ended 31 March 2022**

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):

	Final Appropriation R'000	Actual Expenditure R'000	Variance R'000	Variance as a % of Final Appropriation %
4.1 Per programme				
Public Works Infrastructure	2 430 065	2 389 412	40 653	1.7%

Underspending: Slower than expected performance by the contractor at the Eerste River Bosasa Child and Youth Care Facility upgrade due to site constraints of an occupied facility; as well as reduced uptake of people at Quarantine and Isolation facilities.

Community Based Programmes	54 919	53 532	1 387	2.5%

Underspending: Skills Development Programmes – National Youth Services (NYS phase 13) and Contractor Development underspending mainly due challenges experienced with accredited service providers registering on the IPS System which caused delays in the commencement of the projects.

	Final Appropriation R'000	Actual Expenditure R'000	Variance R'000	Variance as a % of Final Appropriation %
4.2 Per economic classification				
Transfers and subsidies				
Provinces and municipalities	994 571	938 811	55 760	5.6%

Underspending: Transfers and Subsidies mainly due to a transfer payment to the City of Cape Town (CoCT) for the improvement of public transport safety not being finalized, and several 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 2021/22 financial year.

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**STATEMENT OF FINANCIAL PERFORMANCE
for the year ended 31 March 2022**

	Note	2021/22 R'000	2020/21 R'000
REVENUE			
Annual appropriation	1	9 169 510	8 575 134
Departmental revenue	2	97 263	109 297
TOTAL REVENUE		9 266 773	8 684 431
EXPENDITURE			
Current expenditure			
Compensation of employees	3	1 061 446	992 558
Goods and services	4	3 124 205	3 077 900
Total current expenditure		4 185 651	4 070 458
Transfers and subsidies			
Transfers and subsidies	6	2 101 003	2 002 579
Total transfers and subsidies		2 101 003	2 002 579
Expenditure for capital assets			
Tangible assets	7	2 673 080	2 298 659
Intangible assets	7	95 808	68 790
Total expenditure for capital assets		2 768 888	2 367 449
Payments for financial assets	5	2 277	2 711
TOTAL EXPENDITURE		9 057 819	8 443 197
SURPLUS FOR THE YEAR		208 954	241 234
Reconciliation of Net Surplus for the year			
Voted funds		111 691	131 937
Annual appropriation		111 691	131 937
Departmental revenue	12	97 263	109 297
SURPLUS FOR THE YEAR		208 954	241 234

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**STATEMENT OF FINANCIAL POSITION
as at 31 March 2022**

	Note	2021/22 R'000	2020/21 R'000
ASSETS			
Current assets		183 549	199 948
Cash and cash equivalents	8	150 798	97 780
Prepayments and advances	9	6 756	54 705
Receivables	10	25 995	47 463
Non-current assets		148	369
Receivables	10	148	369
TOTAL ASSETS		183 697	200 317
LIABILITIES			
Current liabilities		181 251	197 877
Voted funds to be surrendered to the Revenue Fund	11	111 691	131 937
Departmental revenue to be surrendered to the Revenue Fund	12	49 435	59 802
Payables	13	20 125	6 138
TOTAL LIABILITIES		181 251	197 877
NET ASSETS		2 446	2 440
Represented by:			
Recoverable revenue		2 446	2 440
TOTAL		2 446	2 440

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**STATEMENT OF CHANGES IN NET ASSETS
for the year ended 31 March 2022**

	Note	2021/22 R'000	2020/21 R'000
Recoverable revenue			
Opening balance		2 440	3 382
Transfers:		6	(942)
Irrecoverable amounts written off	5.2	(373)	(1 294)
Debts revised		(1 578)	(27)
Debts recovered (included in departmental receipts)		(1 124)	(517)
Debts raised		3 081	896
Closing balance		2 446	2 440
TOTAL		2 446	2 440

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**CASH FLOW STATEMENT
for the year ended 31 March 2022**

	Note	2021/22 R'000	2020/21 R'000
CASH FLOWS FROM OPERATING ACTIVITIES			
Receipts		11 235 797	10 566 046
Annual appropriated funds received	1.1	9 169 510	8 575 134
Departmental revenue received	2	2 061 670	1 990 371
Interest received	2.3	4 617	541
Net decrease/(increase) in working capital		83 404	(54 273)
Surrendered to Revenue Fund		(2 219 195)	(2 051 912)
Current payments		(4 185 651)	(4 070 458)
Payments for financial assets		(2 277)	(2 711)
Transfers and subsidies paid		(2 101 003)	(2 002 579)
Net cash flow available from operating activities	14	2 811 075	2 384 113
CASH FLOWS FROM INVESTING ACTIVITIES			
Payments for capital assets	7	(2 768 888)	(2 367 449)
Proceeds from sale of capital assets	2.4	10 604	15 255
Decrease/(increase) in non-current receivables		221	(46)
Net cash flows from investing activities		(2 758 063)	(2 352 240)
CASH FLOWS FROM FINANCING ACTIVITIES			
Increase/(decrease) in net assets		6	(942)
Net cash flows from financing activities		6	(942)
Net increase in cash and cash equivalents		53 018	30 931
Cash and cash equivalents at beginning of period		97 780	66 849
Cash and cash equivalents at end of period	15	150 798	97 780

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**NOTES TO THE ANNUAL FINANCIAL STATEMENTS
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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. Operating lease payments received are recognised as departmental revenue.

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. Finance lease payments received are

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recognised as departmental revenue.

The finance lease commitments are recorded in the notes to the financial statements and are not apportioned between the capital and interest portions.

Finance lease assets acquired at the end of the lease term are recorded and measured at the lower of:

- cost, being the fair value of the asset; or
- the sum of the minimum lease payments made, including any payments made to acquire ownership at the end of the lease term, excluding interest.

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 Financial assets

13.1 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.

13.2 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.

14 Payables

Payables recognised in the statement of financial position are recognised at cost.

15 Capital Assets

15.1 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.

15.2 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.

15.3 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.

15.4 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.

16 Provisions and Contingents

16.1 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.

16.2 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.

16.3 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.

16.4 Capital Commitments

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

17 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.

18 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 or written-off.

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.

19 Irregular expenditure

Irregular expenditure is recorded in the notes to the financial statements when confirmed after its assessment. 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 reduced 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.

20 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.

21 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.

22 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.

23 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.

24 Related party transactions

Related party transactions within the Minister/MEC's portfolio are recorded in the notes to the financial statements when the transaction is not at arm's length.

The number of individuals and the full compensation of key management personnel is recorded in the notes to the financial statements.

25 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.

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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.

26 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.

27 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:

	2021/22			2020/21		
	Final	Actual	Funds not	Final	Appropriation	Funds not
Programmes	Appropriation	Funds	requested/ received	Appropriation	Received	requested/ not received
	R'000	R'000	R'000	R'000	R'000	R'000
Administration	234 948	234 948	-	366 407	366 407	-
Public Works	2 430 065	2 430 065	-	2 353 093	2 353 093	-
Infrastructure						
Transport	3 444 515	3 444 515	-	3 131 485	3 131 485	-
Infrastructure						
Transport	2 057 768	2 057 768	-	1 706 254	1 706 254	-
Operations						
Transport	947 295	947 295	-	962 343	962 343	-
Regulation						
Community						
Based	54 919	54 919	-	55 552	55 552	-
Programmes						
Total	9 169 510	9 169 510	-	8 575 134	8 575 134	-

1.2 Conditional grants

	Note	2021/22	2020/21
		R'000	R'000
Total grants received	34	<u>2 288 941</u>	<u>2 050 610</u>

2. Departmental revenue

	Note	2021/22	2020/21
		R'000	R'000
Tax revenue		1 896 631	1 875 326
Sales of goods and services other than capital assets	2.1	146 941	101 440
Fines, penalties and forfeits	2.2	3 043	1 351
Interest, dividends and rent on land	2.3	4 617	541
Sales of capital assets	2.4	10 604	15 255
Transactions in financial assets and liabilities	2.5	15 055	12 254
Total revenue collected		2 076 891	2 006 167
Less: Own revenue included in appropriation	12	<u>(1 979 628)</u>	<u>(1 896 870)</u>
Departmental revenue collected		<u>97 263</u>	<u>109 297</u>

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2.1	Sales of goods and services other than capital assets			
		Note	2021/22	2020/21
		2	R'000	R'000
	Sales of goods and services produced by the department		146 798	101 419
	Sales by market establishment		109 782	63 785
	Administrative fees		35 599	36 370
	Other sales		1 417	1 264
	Sales of scrap, waste and other used current goods		143	21
	Total		146 941	101 440
2.2	Fines, penalties and forfeits			
		Note	2021/22	2020/21
		2	R'000	R'000
	Fines – Impound fees		3 043	1 351
	Total		3 043	1 351
2.3	Interest, dividends and rent on land			
		Note	2021/22	2020/21
		2	R'000	R'000
	Interest		4 617	541
	Total		4 617	541
2.4	Sale of capital assets			
		Note	2021/22	2020/21
		2	R'000	R'000
	Tangible assets			
	Machinery and equipment		-	7 822
	Land and subsoil assets		5 456	7 433
	Buildings and other fixed structures		5 148	-
	Total		10 604	15 255
2.5	Transactions in financial assets and liabilities			
		Note	2021/22	2020/21
		2	R'000	R'000
	Receivables		1 733	1 489
	Other Receipts including Recoverable Revenue		13 322	10 765
	Total		15 055	12 254

2.6 Donations received in kind (not included in the main note or sub note)

Donation in kind made by Old Mutual, being the use of the Mupine Building for the period of the National State of Disaster as a quarantine facility.

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3. Compensation of employees

3.1 Salaries and Wages

	2021/22	2020/21
	R'000	R'000
Basic salary	698 225	686 569
Performance award	52	63
Service Based	1 348	1 500
Compensative/circumstantial	36 703	29 395
Periodic payments	712	97
*Other non-pensionable allowances	176 060	133 332
Total	<u>913 100</u>	<u>850 956</u>

*Increase due to the a implementation of non-pensionable monthly cash allowance as per PSCBC Resolution 1 of 2021.

3.2 Social contributions

	2021/22	2020/21
	R'000	R'000
Employer contributions		
Pension	86 035	84 255
Medical	61 367	56 857
Bargaining council	261	248
Insurance	683	242
Total	<u>148 346</u>	<u>141 602</u>
Total compensation of employees	<u>1 061 446</u>	<u>992 558</u>
Average number of employees	<u>2 452</u>	<u>2 369</u>

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4. Goods and services

	Note	2021/22 R'000	2020/21 R'000
Administrative fees		391 315	380 878
Advertising		4 362	14 191
Minor assets	4.1	4 302	3 801
Bursaries (employees)		3 045	2 282
*Catering		14 061	25 834
Communication		6 857	6 486
**Computer services	4.2	225 939	124 280
Consultants: Business and advisory services		537 847	518 493
Infrastructure and planning services		69 110	81 623
Laboratory services		45	-
Legal services		20 531	17 450
Contractors		538 362	577 332
Agency and support / outsourced services		36 377	23 635
Entertainment		16	11
Audit cost – external	4.3	11 270	8 747
Fleet services		106 195	65 911
Inventory	4.4	1 198	21 365
*Consumables	4.5	50 955	112 924
Operating leases		225 008	274 630
Property payments	4.6	629 301	623 292
Rental and hiring		140	1 889
Transport provided as part of the departmental activities		185 867	79 405
Travel and subsistence	4.7	16 535	13 798
*Venues and facilities		27 114	86 703
Training and development		15 842	10 351
Other operating expenditure	4.8	2 611	2 589
Total		3 124 205	3 077 900

*Decrease in the current year expenditure mainly due to the decrease of the impact of Covid-19.

**The majority of the increase in the current year expenditure relates to the enhancement of the safety of commuters making use of public transport.

4.1 Minor assets

	Note	2021/22 R'000	2020/21 R'000
	4		
Tangible assets			
Machinery and equipment		4 302	3 801
Total		4 302	3 801

4.2 Computer services

	Note	2021/22 R'000	2020/21 R'000
	4		
SITA computer services		1 477	1 651
External computer service providers		224 462	122 629
Total		225 939	124 280

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4.3	Audit cost – External			
		Note	2021/22	2020/21
		4	R'000	R'000
	Regularity audits		10 713	8 491
	Computer audits		557	256
	Total		<u>11 270</u>	<u>8 747</u>
4.4	Inventory			
		Note	2021/22	2020/21
			R'000	R'000
	Other supplies	4.4.1	1 198	21 365
	Total		<u>1 198</u>	<u>21 365</u>
4.4.1	Other supplies			
		Note	2021/22	2020/21
		4.4	R'000	R'000
	Ammunition and security supplies		-	325
	Assets for distribution			
	Other assets for distribution		1 198	21 040
	Total		<u>1 198</u>	<u>21 365</u>
4.5	Consumables			
		Note	2021/22	2020/21
		4	R'000	R'000
	Consumable supplies		39 173	105 940
	Uniform and clothing		4 159	7 490
	Household supplies		1 489	16 209
	Building material and supplies		28 065	22 691
	Communication accessories		2 304	40
	IT consumables		557	99
	Other consumables		2 599	59 411
	Stationery, printing and office supplies		11 782	6 984
	Total		<u>50 955</u>	<u>112 924</u>
4.6	Property payments			
		Note	2021/22	2020/21
		4	R'000	R'000
	Municipal services		133 791	113 211
	Property management fees		17 194	8 607
	Property maintenance and repairs		273 296	288 573
	Other		205 020	212 901
	Total		<u>629 301</u>	<u>623 292</u>

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4.7	Travel and subsistence			
		Note	2021/22	2020/21
		4	R'000	R'000
	Local		16 535	13 766
	Foreign		-	32
	Total		<u>16 535</u>	<u>13 798</u>
4.8	Other operating expenditure			
		Note	2021/22	2020/21
		4	R'000	R'000
	Professional bodies, membership and subscription fees		303	228
	Resettlement costs		543	279
	Other		1 765	2 082
	Total		<u>2 611</u>	<u>2 589</u>
5.	Payments for financial assets			
		Note	2021/22	2020/21
			R'000	R'000
	Other material losses written off	5.1	1 389	687
	Debts written off	5.2	888	2 024
	Total		<u>2 277</u>	<u>2 711</u>
5.1	Other material losses written off			
		Note	2021/22	2020/21
		5	R'000	R'000
	Nature of losses			
	Damages and losses to Government Motor Transport Vehicles (31 cases)		222	63
	Damages and losses to Road Construction and Maintenance Plant Equipment (101 cases)		995	491
	Damages to rental vehicles (1 case)		4	2
	Other Losses (3 cases)		168	16
	Damages to GG vehicles and private vehicles		-	115
	Total		<u>1 389</u>	<u>687</u>

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5.2	Debts written off			
		Note	2021/22	2020/21
		5	R'000	R'000
	Nature of debts written off			
	Recoverable revenue written off			
	Debts - Ex-employees (17 cases)		48	65
	*Other Debts (114 cases)		139	335
	Debts - Bursaries (3 cases)		186	894
	Total		<u>373</u>	<u>1 294</u>
	Other debt written off			
	Debts - Ex Employees (41 cases)		215	343
	*Other debts (333 cases)		300	387
	Total		<u>515</u>	<u>730</u>
	Total debt written off		<u>888</u>	<u>2 024</u>
	*Other debts cases mainly relate to leave without pay debt.			
6.	Transfers and subsidies			
		Note	2021/22	2020/21
			R'000	R'000
	Provinces and municipalities	Annex 1A	938 811	912 439
	Departmental agencies and accounts	Annex 1B	29	48
	Public corporations and private enterprises	Annex 1C	1 132 644	1 073 596
	Households	Annex 1D	29 519	16 496
	Total		<u>2 101 003</u>	<u>2 002 579</u>
7.	Expenditure for capital assets			
		Note	2021/22	2020/21
			R'000	R'000
	Tangible assets		2 673 080	2 298 659
	Buildings and other fixed structures		2 506 147	2 074 872
	Machinery and equipment		156 420	217 702
	Land and subsoil assets		10 513	6 085
	Intangible assets		95 808	68 790
	Software		95 808	68 790
	Total		<u>2 768 888</u>	<u>2 367 449</u>

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7.1 Analysis of funds utilised to acquire capital assets – 2021/22

	Voted funds R'000	Aid assistance R'000	Total R'000
Tangible assets	2 673 080	-	2 673 080
Buildings and other fixed structures	2 506 147	-	2 506 147
Machinery and equipment	156 420	-	156 420
Land and subsoil assets	10 513	-	10 513
Intangible assets	95 808	-	95 808
Software	95 808	-	95 808
Total	2 768 888	-	2 768 888

7.2 Analysis of funds utilised to acquire capital assets – 2020/21

	Voted funds R'000	Aid assistance R'000	Total R'000
Tangible assets	2 298 659	-	2 298 659
Buildings and other fixed structures	2 074 872	-	2 074 872
Machinery and equipment	217 702	-	217 702
Land and subsoil assets	6 085	-	6 085
Intangible assets	68 790	-	68 790
Software	68 790	-	68 790
Total	2 367 449	-	2 367 449

7.3 Finance lease expenditure included in Expenditure for capital assets

	Note	2021/22 R'000	2020/21 R'000
Tangible assets			
Machinery and equipment		39 512	36 238
Total		39 512	36 238

8. Cash and cash equivalents

	Note	2021/22 R'000	2020/21 R'000
Consolidated Paymaster General Account		272 032	190 614
Disbursements		(121 239)	(92 839)
Cash on hand		5	5
Total		150 798	97 780

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9. Prepayments and advances

	Note	2021/22 R'000	2020/21 R'000
Travel and subsistence		90	31
Advances paid (Not expensed)	9.1	6 666	54 674
Total		6 756	54 705

9.1 Advances paid (Not expensed)

		Less: Amount expensed in current year	*Add or Less: Other	Add: Current Year advances	Balance as at 31 March 2022
Note	Balance as at 1 April 2021 R'000	R'000	R'000	R'000	R'000
District Municipalities	54 674	(48 133)	-	125	6 666
Total	54 674	(48 133)	-	125	6 666

		Less: Amount expensed in current year	Add or Less: Other	Add: Current Year advances	Balance as at 31 March 2021
Note	Balance as at 1 April 2020 R'000	R'000	R'000	R'000	R'000
District Municipalities	28 498	(18 467)	(2 596)	47 239	54 674
Total	28 498	(18 467)	(2 596)	47 239	54 674

10. Receivables

		2021/22			2020/21		
		Current	Non- current	Total	Current	Non- current	Total
Note		R'000	R'000	R'000	R'000	R'000	R'000
Claims recoverable	10.1	12 504	-	12 504	33 194	-	33 194
Recoverable expenditure	10.2	8 459	-	8 459	9 308	-	9 308
Staff debt	10.3	5 017	148	5 165	4 946	369	5 315
Fruitless and wasteful expenditure	10.4	15	-	15	15	-	15
Total		25 995	148	26 143	47 463	369	47 832

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10.1	Claims recoverable			
		Note	2021/22	2020/21
		10	R'000	R'000
	National departments		33	-
	Provincial departments	Annex 3	8 716	22 788
	Trading entity	Annex 3	3 752	3 842
	Households and non-profit institutions		3	169
	Local governments	Annex 3	-	6 395
	Total		12 504	33 194
10.2	Recoverable expenditure (disallowance accounts)			
		Note	2021/22	2020/21
		10	R'000	R'000
	Disallowance: Miscellaneous		450	1 201
	Disallowance: Damages and Losses		8 009	8 107
	Total		8 459	9 308
10.3	Staff Debt			
		Note	2021/22	2020/21
		10	R'000	R'000
	Staff Debt/Ex-employees/Bursary Debt		5 144	5 314
	Salary Reversal		18	-
	Salary Tax Debt		1	1
	Salary Pension		2	-
	Total		5 165	5 315
10.4	Fruitless and wasteful expenditure			
		Note	2021/22	2020/21
		10	R'000	R'000
	Opening balance		15	-
	Transfers from Note 24 Fruitless and wasteful expenditure		-	15
	Total		15	15
10.5	Impairment of receivables			
		Note	2021/22	2020/21
			R'000	R'000
	Estimate of impairment of receivables		1 443	1 855
	Total		1 443	1 855

The impairment is based on debtors that were handed over to the State Attorney and Legal Services for recovery.

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11.	Voted funds to be surrendered to the Revenue Fund			
		Note	2021/22	2020/21
			R'000	R'000
	Opening balance		131 937	10 469
	Transfer from statement of financial performance		111 691	131 937
	Paid during the year		(131 937)	(10 469)
	Closing balance		<u>111 691</u>	<u>131 937</u>
12.	Departmental revenue and PRF receipts to be surrendered to the Revenue Fund			
		Note	2021/22	2020/21
			R'000	R'000
	Opening balance		59 802	95 078
	Transfer from Statement of Financial Performance		97 263	109 297
	Own revenue included in appropriation		1 979 628	1 896 870
	Paid during the year		(2 087 258)	(2 041 443)
	Closing balance		<u>49 435</u>	<u>59 802</u>
13.	Payables – current			
		Note	2021/22	2020/21
			R'000	R'000
	Clearing accounts	13.1	644	440
	Other payables	13.2	19 481	5 698
	Total		<u>20 125</u>	<u>6 138</u>
13.1	Clearing accounts			
		Note	2021/22	2020/21
		13	R'000	R'000
	Salary: Government Employees Housing Scheme refunds		644	301
	Salary: Income Tax		-	133
	Salary: Pension Fund		-	6
	Total		<u>644</u>	<u>440</u>
13.2	Other payables			
		Note	2021/22	2020/21
		13	R'000	R'000
	Contractor Guarantees		15 728	2 751
	E- Natis (Administrative fees)		3 753	2 947
	Total		<u>19 481</u>	<u>5 698</u>

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14. Net cash flow available from operating activities

	Note	2021/22 R'000	2020/21 R'000
Net surplus as per Statement of Financial Performance		208 954	241 234
Add back non-cash/cash movements not deemed operating activities		2 602 121	2 142 879
Decrease/(increase) in receivables		21 468	(21 426)
Decrease/(increase) in prepayments and advances		47 949	(26 048)
Increase/(decrease) in payables – current		13 987	(6 799)
Proceeds from sale of capital assets		(10 604)	(15 255)
Expenditure on capital assets		2 768 888	2 367 449
Surrenders to Revenue Fund		(2 219 195)	(2 051 912)
Own revenue included in appropriation		1 979 628	1 896 870
Net cash flow generated by operating activities		<u>2 811 075</u>	<u>2 384 113</u>

15. Reconciliation of cash and cash equivalents for cash flow purposes

	Note	2021/22 R'000	2020/21 R'000
Consolidated Paymaster General account		272 032	190 614
Disbursements		(121 239)	(92 839)
Cash on hand		5	5
Total		<u>150 798</u>	<u>97 780</u>

16. Contingent liabilities and contingent assets

16.1 Contingent liabilities

		Note	2021/22 R'000	2020/21 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	103 272	114 181
***Various Departments	Intergovernmental payables (unconfirmed balances)	Annex 4	4 241	922
Total			<u>122 337</u>	<u>129 927</u>

*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.

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16.2 Contingent assets

There are 20 PILIR cases under investigation which were as yet not finalised by the Department of the Premier as at 31 March 2022.

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.

17. Capital Commitments

	Note	2021/22 R'000	2020/21 R'000
<u>Class of Capital Asset</u>			
Buildings & other fixed structures		2 120 211	1 292 258
Machinery & equipment		33 534	24 122
Total		<u>2 153 745</u>	<u>1 316 380</u>

18. Accruals and payables not recognised

18.1 Accruals

			2021/22 R'000	2020/21 R'000
Listed by economic classification				
	30 Days	30+ Days	Total	Total
Goods and services	57 734	-	57 734	61 218
Transfers and subsidies	1 111	-	1 111	565
Capital assets	41 764	-	41 764	26 475
Total	<u>100 609</u>	<u>-</u>	<u>100 609</u>	<u>88 258</u>
		Note	2021/22 R'000	2020/21 R'000
Listed by programme level				
Programme 1: Administration			2 814	1 507
Programme 2: Public Works Infrastructure			15 071	22 656
Programme 3: Transport Infrastructure			45 212	39 330
Programme 4: Transport Operations			5 106	2 540
Programme 5: Transport Regulation			32 197	22 002
Programme 6: Community Based Programmes			209	223
Total			<u>100 609</u>	<u>88 258</u>

The material accruals represent property payments, maintenance and repairs and capital project payments.

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18.2 Payables not recognised

			2021/22 R'000	2020/21 R'000
Listed by economic classification				
	30 Days	30+ Days	Total	Total
Goods and services	21 659	25	21 684	29 289
Transfers and subsidies	71	-	71	127
Capital assets	73 726	-	73 726	39 486
Total	95 456	25	95 481	68 902
	Note		2021/22 R'000	2020/21 R'000
Listed by programme level				
Programme 1: Administration			659	1 503
Programme 2: Public Works Infrastructure			8 906	15 092
Programme 3: Transport Infrastructure			82 208	49 630
Programme 4: Transport Operations			854	16
Programme 5: Transport Regulation			2 834	1 374
Programme 6: Community Based Programmes			20	1 287
Total			95 481	68 902

The material payables represent property payments, maintenance and repairs and capital project payments.

	Note	2021/22 R'000	2020/21 R'000
Included in the above totals are the following:			
Confirmed balances with other departments	Annex 4	-	2 168
Confirmed balances with other government entities	Annex 4	7 855	4 411
Total		7 855	6 579

19. Employee benefits

	Note	2021/22 R'000	2020/21 R'000
*Leave entitlement		54 260	56 937
Service bonus (Thirteenth cheque)		23 433	23 008
Capped leave		15 473	18 630
**Other		4 738	6 536
Total		97 904	105 111

*Negative leave amounts for 2021/22 of R0,794 million is 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: R0,970 million.

Accruals: Represents accruals in respect of compensation of employees R3,768 million.

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20. Lease commitments

20.1 Operating leases

	Buildings and other fixed structures	Machinery and equipment	Total
	R'000	R'000	R'000
2021/22			
Not later than 1 year	168 759	3 792	172 551
Later than 1 year and not later than 5 years	313 326	4 039	317 365
Later than five years	21 702	-	21 702
Total lease commitments	503 787	7 831	511 618
	Buildings and other fixed structures	Machinery and equipment	Total
	R'000	R'000	R'000
2020/21			
Not later than 1 year	216 028	1 666	217 694
Later than 1 year and not later than 5 years	279 682	625	280 307
Later than five years	31 144	-	31 144
Total lease commitments	526 854	2 291	529 145

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 162 facilities.

20.2 Finance leases

	Machinery and equipment	Total
	R'000	R'000
2021/22		
Not later than 1 year	42 808	42 808
Later than 1 year and not later than 5 years	68 503	68 503
Total lease commitments	111 311	111 311
	Machinery and equipment	Total
	R'000	R'000
2020/21		
Not later than 1 year	37 827	37 827
Later than 1 year and not later than 5 years	60 334	60 334
Total lease commitments	98 161	98 161

Machinery and equipment are in respect of finance leases transport assets. The department leased 509 vehicles from Government Motor Transport (GMT) as at 31 March 2022 (March 2021: 496 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.

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20.3 Operating lease future revenue

	Buildings and other fixed structures R'000	Total R'000
2021/22		
Not later than 1 year	33 785	33 785
Later than 1 year and not later than 5 years	118 216	118 216
Later than five years	112 208	112 208
Total operating lease revenue receivable	<u>264 209</u>	<u>264 209</u>

	Buildings and other fixed structures R'000	Total R'000
2020/21		
Not later than 1 year	35 340	35 340
Later than 1 year and not later than 5 years	143 627	143 627
Later than five years	120 089	120 089
Total operating lease revenue receivable	<u>299 056</u>	<u>299 056</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 33 leases. The leases have an annual escalation of between 0% and 9%.

21. Accrued departmental revenue

	Note	2021/22 R'000	2020/21 R'000
Tax revenue		62 495	44 671
Sales of goods and services other than capital assets		84 531	86 989
Total		<u>147 026</u>	<u>131 660</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 R2,418 million rental income per year. Credit balances to the value of R13,754 million were excluded when calculating the outstanding debt.

21.1 Analysis of accrued departmental revenue

	Note	2021/22 R'000	2020/21 R'000
Opening balance		131 660	117 763
Less: amounts received		(153 991)	(100 019)
Add: amounts recorded		169 357	113 916
Closing balance		<u>147 026</u>	<u>131 660</u>

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21.2	Impairment of accrued departmental revenue			
		Note	2021/22	2020/21
			R'000	R'000
	Estimate of impairment of accrued departmental revenue		43 392	44 703
	Total		<u>43 392</u>	<u>44 703</u>

The impairment is based on debtors handed over to the state attorney and legal services for recovery.

22.	Irregular expenditure			
22.1	Reconciliation of Irregular expenditure			
		Note	2021/22	2020/21
			R'000	R'000
	Opening balance		6 573	118
	Add: Irregular expenditure – relating to prior year	22.2	829	4 632
	Add: Irregular expenditure – relating to current year	22.2	629	1 941
	Less: Prior year amounts condoned		-	(118)
	Closing balance		<u>8 031</u>	<u>6 573</u>

	Analysis of closing balance			
	Current year		629	1 941
	Prior years		<u>7 402</u>	<u>4 632</u>
	Total		<u>8 031</u>	<u>6 573</u>

The amount of R6,556 million relating to the removal of VAT in the 2020/2021 financial year, is not yet finalised. The department is waiting on clarity from the Constitutional Court in terms of the effective date when the PPR's (2017) became unconstitutional.

22.2 Details of current and prior year irregular expenditure – added under current year (under determination and investigation)

Incident	Disciplinary steps taken/criminal proceedings	2021/22
		R'000
Bid awarded to supplier whose tax matters are not in order (1 case)		933
Conflict of interest (4 cases)		<u>525</u>
Total		<u>1 458</u>

Determination process not yet finalised.

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22.3 Prior period error

Relating to 2020/2021	2021/22 R'000
2019/20 -Determined amounts less than initially provided for in the VAT case	(542)
2020/21 -Determined amounts less than initially provided for in the VAT case	(917)
Total	<u>(1 459)</u>

Determined amounts less than initially provided for in Prior years AFS VAT cases.

23. Fruitless and wasteful expenditure

23.1 Reconciliation of fruitless and wasteful expenditure

	Note	2021/22 R'000	2020/21 R'000
Opening balance		-	-
Fruitless and wasteful expenditure – relating to prior year		-	6
Fruitless and wasteful expenditure – relating to current year		-	9
Less: Amounts recoverable	10.4	<u>-</u>	<u>(15)</u>
Closing balance		<u>-</u>	<u>-</u>

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 (Including the Children's Commissioner)
- Provincial Parliament
- Provincial Treasury
- Community Safety (including Police Ombudsman & Chrysalis Academy)
- Education (including the School Evaluation Authority)
- Health (including Hospital Facility Boards of Provincial Hospitals, National Health Laboratory Service, Red Cross Children's Trust and Cape Medical Depot)
- Social Development
- Local Government
- 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))

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- 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 Education 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 Department of Provincial Treasury.

The Department's Microsoft environment incorporates the data usage of GMT since 8 November 2020.

The Department received Security Advisory Services and Security Operations from Department of Community Safety in the Western Cape.

25. Key management personnel

	No. of Individuals	2021/22 R'000	2020/21 R'000
Political office bearers (MEC)	2	4 017	1 978
Officials:			
*Management	19	26 935	28 677
Total		<u>30 952</u>	<u>30 655</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.

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26. Public Private Partnership

	Note	2021/22 R'000	2020/21 R'000
Other			
Other obligations		28 657	42 145
Total		<u>28 657</u>	<u>42 145</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 Concessionary has been operational since 21 December 2003.

During 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 and there is a surplus available after expenses have been paid out of revenue.

The Province will have the first right of call to this surplus for the revenue support provided during the concession period and thereafter, any available surplus will be distributed on a 100:0 basis, wherein the Province will lay claim to 100% of the available surplus.

27. Provisions

	Note	2021/22 R'000	2020/21 R'000
Non-residential buildings		15 534	8 930
Other fixed structures		106 184	87 553
Total		<u>121 718</u>	<u>96 483</u>

These provisions relate to retentions which are part of Capital Projects.

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27.1 Reconciliation of movement in provisions – 2021/2022

	Non-residential buildings R'000	Other fixed Structures R'000	Total provisions R'000
Opening balance	8 930	87 553	96 483
Increase in Provision	11 265	53 130	64 395
Settlement of Provision	(4 661)	(34 499)	(39 160)
Total	15 534	106 184	121 718

Reconciliation of movement in provisions – 2020/2021

	Non-residential buildings R'000	Other fixed Structures R'000	Total provisions R'000
Opening balance	7 175	112 682	119 857
Increase in Provision	4 837	46 542	51 379
Settlement of Provision	(3 082)	(71 671)	(74 753)
Total	8 930	87 553	96 483

28. Non adjusting events after the reporting date

Transport and Public Works will have an Institutional reorganisation, as announced by the Premier, in the State of the Province Address, namely that:

- the infrastructure components of the Department of Transport and Public Works (DTPW) are being merged with the Department of Human Settlements to form a new Western Cape Department of Infrastructure; and
- the transport-related components of DTPW are being moved to a new Western Cape Department of Mobility.

On 22 April 2022, Premier Alan Winde named Tertuis Simmers as the Provincial Minister of Infrastructure, and Daylin Mitchell as the Provincial Minister of Mobility, with effect from 1 May 2022.

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29. Movable Tangible Capital Assets

MOVEMENT IN MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2022

	Opening balance R'000	Additions R'000	Disposals R'000	Closing Balance R'000
HERITAGE ASSETS	310	-	-	310
Heritage assets	310	-	-	310
 MACHINERY AND EQUIPMENT	 1 078 926	 130 628	 (6 821)	 1 202 733
Transport assets	396 113	45 984	(2 097)	440 000
Computer equipment	89 979	21 702	(3 836)	107 845
Furniture and office equipment	8 347	305	(230)	8 422
Other machinery and equipment	584 487	62 637	(658)	646 466
 TOTAL MOVABLE TANGIBLE CAPITAL ASSETS	 1 079 236	 130 628	 (6 821)	 1 203 043

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 R'000
Machinery and equipment	363	5 217

Financial Governance and Asset Management is currently investigating these items, which may have been lost or stolen.

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29.1 Movement 2020/2021

MOVEMENT IN MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2021

	Opening balance	Additions	Disposals	Closing Balance
	R'000	R'000	R'000	R'000
HERITAGE ASSETS	439	-	(129)	310
Heritage assets	439	-	(129)	310
 MACHINERY AND EQUIPMENT	 950 006	 149 537	 (20 617)	 1 078 926
Transport assets	345 919	61 305	(11 111)	396 113
Computer equipment	71 185	19 128	(334)	89 979
Furniture and office equipment	7 079	1 403	(135)	8 347
Other machinery and equipment	525 823	67 701	(9 037)	584 487
 TOTAL MOVABLE TANGIBLE CAPITAL ASSETS	 950 445	 149 537	 (20 746)	 1 079 236

29.2 Minor assets

MOVEMENT IN MINOR ASSETS PER THE ASSET REGISTER FOR THE YEAR ENDED AS AT 31 MARCH 2022

	Heritage assets	Machinery and equipment	Total
	R'000	R'000	R'000
Opening balance	149	44 250	44 399
Additions	-	4 315	4 315
Disposals	-	(1 678)	(1 678)
TOTAL MINOR ASSETS	149	46 887	47 036

	Heritage assets	Machinery and equipment	Total
Number of R1 minor assets	43	674	717
Number of minor assets at cost	119	25 030	25 149
TOTAL NUMBER OF MINOR ASSETS	162	25 704	25 866

Minor Capital Assets under investigation

Included in the above total of the minor capital assets per the asset register are assets that are under investigation:

	Number	Value
		R'000
Machinery and equipment	995	1 358

Financial Governance and Asset Management is currently investigating these items, which may have been lost or stolen.

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MOVEMENT IN MINOR ASSETS PER THE ASSET REGISTER FOR THE YEAR ENDED AS AT 31 MARCH 2021

	Heritage assets R'000	Machinery and equipment R'000	Total R'000
Opening balance	536	40 282	40 818
Additions	-	4 634	4 634
Disposals	(387)	(666)	(1 053)
TOTAL MINOR ASSETS	149	44 250	44 399

	Heritage assets	Machinery and equipment	Total
Number of R1 minor assets	43	721	764
Number of minor assets at cost	119	24 491	24 610
TOTAL NUMBER OF MINOR ASSETS	162	25 212	25 374

29.3 Moveable assets written off

MOVEABLE ASSETS WRITTEN OFF FOR THE PERIOD ENDING 31 MARCH 2022	Machinery and equipment R'000	Total R'000
Assets written off	166	166
TOTAL MOVABLE ASSETS WRITTEN OFF	166	166

MOVEABLE ASSETS WRITTEN OFF FOR THE PERIOD ENDING 31 MARCH 2021	Machinery and equipment R'000	Total R'000
Assets written off	256	256
TOTAL MOVABLE ASSETS WRITTEN OFF	256	256

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30. Intangible Capital Assets

MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2022

	Opening balance R'000	Additions R'000	Disposals R'000	Closing Balance R'000
SOFTWARE	374 526	95 808	-	470 334
TOTAL INTANGIBLE CAPITAL ASSETS	374 526	95 808	-	470 334

30.1 Movement for 2020/21

MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2021

	Opening balance R'000	Additions R'000	Disposals R'000	Closing Balance R'000
SOFTWARE	305 736	68 790	-	374 526
TOTAL INTANGIBLE CAPITAL ASSETS	305 736	68 790	-	374 526

31. Immovable Tangible Capital Assets

MOVEMENT IN IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2022

	Opening balance R'000	Additions R'000	Disposals R'000	Closing Balance R'000
BUILDINGS AND OTHER FIXED STRUCTURES	78 337 231	2 104 699	(35 592)	80 406 338
Non-residential buildings	38 514 099	172 803	(34 085)	38 652 817
Other fixed structures	39 823 132	1 931 896	(1 507)	41 753 521
HERITAGE ASSETS	570 134	-	(51)	570 083
Heritage assets	570 134	-	(51)	570 083
LAND AND SUBSOIL ASSETS	1 119 732	15 654	-	1 135 386
Land	1 119 732	15 654	-	1 135 386
TOTAL IMMOVABLE TANGIBLE CAPITAL ASSETS	80 027 097	2 120 353	(35 643)	82 111 807

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31.1 Movement for 2020/2021

MOVEMENT IN IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2021

	Opening balance R'000	Prior period error R'000	Additions R'000	Disposals R'000	Closing Balance R'000
BUILDINGS AND OTHER FIXED STRUCTURES	76 716 333	80 793	1 734 965	(194 860)	78 337 231
Non-residential buildings	38 229 511	80 793	233 220	(29 425)	38 514 099
Other fixed structures	38 486 822	-	1 501 745	(165 435)	39 823 132
HERITAGE ASSETS	569 931	-	203	-	570 134
Heritage assets	569 931	-	203	-	570 134
LAND AND SUBSOIL ASSETS	1 124 626	-	6 086	(10 980)	1 119 732
Land	1 124 626	-	6 086	(10 980)	1 119 732
TOTAL IMMOVABLE TANGIBLE CAPITAL ASSETS	78 410 890	80 793	1 741 254	(205 840)	80 027 097

31.1.1 Prior period error

Nature of prior period error	2021/22 R'000
Practical completion of projects in the prior year	80 793
Total	80 793

Movement of projects that reached practical completion in 2020/21 financial year not taken into account in the note.

31.2 Capital Work-in-progress

CAPITAL WORK-IN-PROGRESS AS AT 31 MARCH 2022

	Note	Opening balance 1 April 2021 R'000	Current Year WIP R'000	Ready for use (Assets to the AR) / Contracts terminated R'000	Closing balance 31 March 2022 R'000
Buildings and other fixed structures	Annex 6	4 555 117	2 506 147	(2 042 456)	5 018 808
Total		4 555 117	2 506 147	(2 042 456)	5 018 808

Payables not recognised relating to Capital WIP	2021/22 R'000	2020/21 R'000
Buildings and other fixed structures	73 532	38 932
Total	73 532	38 932

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CAPITAL WORK-IN-PROGRESS AS AT 31 MARCH 2021

		Opening balance 1 April 2020 R'000	Prior period error R'000	Current Year WIP R'000	Ready for use (Assets to the AR) / Contracts terminated R'000	Closing balance 31 March 2021 R'000
Buildings and other fixed structures	Annex 6	4 156 581	(80 793)	2 074 872	(1 595 543)	4 555 117
Machinery & equipment	Annex 6	7 750	-	710	(8 460)	-
Total		4 164 331	(80 793)	2 075 582	(1 604 003)	4 555 117

Movement of projects that reached practical completion in 202/021 financial year not taken into account in the note.

31.3 Immovable assets additional information

	Note	2021/22	2020/21
Properties deemed vested	Annexure 8	Number	Number
Land parcels		83	89
Facilities			
Schools		32	33
Clinics		1	1
Dwellings		1	1
Other		49	54

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32. Principal-agent arrangements

32.1 Department acting as the principal

	Fees paid	
	2021/22	2020/21
	R'000	R'000
Berg River Municipality	3 586	2 480
Cederberg Municipality	2 720	2 360
Matzikama Municipality	3 623	1 925
Saldanha Bay Municipality	8 419	6 346
Swartland Municipality	8 375	6 537
Breede Valley Municipality	9 722	10 187
Drakenstein Municipality	18 815	18 389
Langeberg Municipality	5 799	5 150
Stellenbosch Municipality	7 954	7 743
Witzenberg Municipality	4 639	5 033
Cape Agulhas Municipality	2 606	2 891
Overstrand Municipality	6 071	5 909
Swellendam Municipality	2 967	2 610
Theewaterskloof Municipality	5 498	5 172
Bitou Municipality	2 479	2 136
George Municipality	14 139	13 534
Hessequa Municipality	3 840	3 574
Kannaland Municipality	1 159	1 154
Knysna Municipality	4 390	4 023
Mossel Bay Municipality	8 444	7 450
Oudtshoorn Municipality	4 515	4 021
Beaufort West Municipality	67	959
Laingsburg Municipality	193	191
Prince Albert Municipality	273	327
City of Cape Town	258 694	259 984
Total	388 987	380 085

- 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

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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.

32.2 Department acting as the agent

Reconciliation of carrying amount of receivables and payables – 2021/22

Payables

Name of principal entity	Opening balance R'000	Revenue principal is entitled to R'000	Less: Settlements R'000	Closing Balance R'000
Road Traffic Management Corporation	2 947	149 470	(148 664)	3 753
Total	2 947	149 470	(148 664)	3 753

Reconciliation of carrying amount of receivables and payables – 2020/21

Payables

Name of principal entity	Opening balance R'000	Revenue principal is entitled to R'000	Less: Settlements R'000	Closing Balance R'000
Road Traffic Management Corporation	7 532	143 299	(147 884)	2 947
Total	7 532	143 299	(147 884)	2 947

- 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 and 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 Health and Education projects. Invoices for completed capital works and maintenance are issued in the name of the department.

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33. Prior period error

33.1 Correction of Prior period errors

	Note	Amount before correction R'000	2020/2021 Prior period error R'000	Restated amount R'000
Assets				
Movement of Immovable Capital assets				
Non-residential buildings		38 433 306	80 793	38 514 099
Capital Work in Progress	31	4 635 910	(80 793)	4 555 117
Net effect		<u>43 069 216</u>	<u>-</u>	<u>43 069 216</u>

Projects that reached practical completion in 2020/21 financial year not taken into account. Asset register opening balance understated and the work in progress closing balance overstated .

	Note	Amount before correction R'000	2020/2021 Prior period error R'000	Restated amount R'000
Other				
Irregular Expenditure	22	8 032	(1 459)	6 573
Net effect		<u>8 032</u>	<u>(1 459)</u>	<u>6 573</u>

Determined amounts less than initially provided for in Prior years AFS VAT cases.

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34. STATEMENT OF CONDITIONAL GRANTS RECEIVED

NAME OF DEPARTMENT	GRANT ALLOCATION					SPENT				2020/21	
	Division of Revenue Act/ Provincial Grants	Roll Overs	DORA Adjustments	Other Adjustments	Total Available	Amount received by department	Amount spent by department	Under / (Overspending)	% of available funds spent by department	Division of Revenue Act	Amount spent by department
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Provincial Roads Maintenance Grant	1 099 046	-	43 396	-	1 142 442	1 142 442	1 142 442	-	100%	967 006	967 006
EPWP: Integrated Grant for Province	13 855	-	-	-	13 855	13 855	13 855	-	100%	10 008	10 008
Public Transport Operations Grant	1 132 644	-	-	-	1 132 644	1 132 644	1 132 644	-	100%	1 073 596	1 073 596
Total	2 245 545	-	43 396	-	2 288 941	2 288 941	2 288 941	-		2 050 610	2 050 610

All transfers in terms of this Act were deposited into the primary bank account of the Province.

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35. STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES

	2021/22							2020/21	
NAME OF MUNICIPALITY	GRANT ALLOCATION				TRANSFER				
	Conditional grants and Other transfers	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld	Re-allocations by National Treasury or National Department	Conditional grants and Other transfers	Actual transfer
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
<u>Municipalities: Western Cape</u>									
Rates and Taxes	642 850	-	363	643 213	643 275	-	-	636 661	629 824
Conditional Grants	344 383	-	-	344 383	288 564	-	-	310 556	280 213
TOTAL	987 233	-	363	987 596	931 839	-	-	947 217	910 037

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36. 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.

37. COVID 19 Response Expenditure

	Note	2021/22 R'000	2020/21 R'000
	Annexure 9		
Goods and services		176 395	379 487
Expenditure for capital assets		<u>882</u>	<u>615</u>
Total		<u>177 277</u>	<u>380 102</u>

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ANNEXURE 1A (Note 6)

STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES AND PROVINCIAL ADMINISTRATIONS

NAME OF MUNICIPALITY	GRANT ALLOCATION				TRANSFER			SPENT				2020/21	
	Other transfers Appropriation	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld	Re-allocations by National Treasury or National Department	Amount received by municipality	Amount spent by municipality	Unspent funds	% of available funds spent by municipality	Division of Revenue Act	Actual transfer
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000	R'000	%	R'000	R'000
Municipalities:													
Western Cape													
Rates and Taxes	642 850	-	363	643 213	643 275	-	-	643 275	643 275	-	100%	636 661	629 824
Conditional grants	344 383	-	-	344 383	288 564	-	-	288 564	185 109	-	64%	310 556	280 213
Western Cape Government													
PD: Vehicle Licences	5 503	-	1 472	6 975	6 972	-	-	6 972	6 972	-	100%	4 367	2 402
Total	992 736	-	1 835	994 571	938 811	-	-	938 811	835 356	-		951 584	912 439

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ANNEXURE 1B (Note 6)

STATEMENT OF TRANSFERS TO DEPARTMENTAL AGENCIES AND ACCOUNTS

DEPARTMENTAL AGENCY/ ACCOUNT	TRANSFER ALLOCATION				TRANSFER		2020/21
	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)	260	-	(222)	38	29	76%	135
Total	260	-	(222)	38	29		135

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ANNEXURE 1C (Note 6)

STATEMENT OF TRANSFERS/SUBSIDIES TO PUBLIC CORPORATIONS AND PRIVATE ENTERPRISES

NAME OF PUBLIC CORPORATION/PRIVATE ENTERPRISE	TRANSFER ALLOCATION				EXPENDITURE				2020/21
	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	1 132 644	-	-	1 132 644	1 132 644	100%	-	1 132 644	1 073 596
Total	1 132 644	-	-	1 132 644	1 132 644		-	1 132 644	1 073 596

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ANNEXURE 1D (Note 6)
STATEMENT OF TRANSFERS TO HOUSEHOLDS

	TRANSFER ALLOCATION				EXPENDITURE		2020/21
	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	15 379	-	450	15 829	15 784	100%	7 260
Bursaries (non-employees)	11 649	-	-	11 649	11 647	100%	9 406
Claims against the State	234	-	1 847	2 081	2 081	100%	81
Donations and gifts (cash)	124	-	(88)	36	7	19%	-
Total	27 386	-	2 209	29 595	29 519		16 747
Injury on duty	2	-	9	11	11		156
Leave Gratuity	5 580	-	942	6 522	6 522		7 104
Post-retirement benefits	2 145	-	-	2 145	2 145		-
Early retirement pension penalty	7 652	-	(501)	7 151	7 106		-
*Social Benefits	15 379	-	450	15 829	15 784		7 260

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ANNEXURE 1E (Note 2)

STATEMENT OF GIFTS, DONATIONS AND SPONSORSHIPS RECEIVED

Donations received in kind

Donation in kind made by Old Mutual, being the use of the Mupine Building for the period of the National State of Disaster as a quarantine facility.

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ANNEXURE 2A

STATEMENT OF FINANCIAL GUARANTEES ISSUED AS AT 31 MARCH 2022 – LOCAL

Guarantor institution	Guarantee in respect of	Original guaranteed capital amount R'000	Opening balance 1 April 2021 R'000	Guarantees draw downs during the year R'000	Guarantees repayments/ cancelled/ reduced during the year R'000	Revaluation due to foreign currency movements R'000	Closing balance 31 March 2022 R'000	Revaluations due to inflation rate movements R'000	Accrued guaranteed interest for year ended 31 March 2022 R'000
ABSA	Housing	75	75	-	-	-	75	-	-
*Transport and Public Works	Rehabilitation of Land	14 749	14 749	-	-	-	14 749	-	-
Total		14 824	14 824	-	-	-	14 824	-	-

*Guarantees issued to the Department of Mineral Resources for the Environmental Management Programme.

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ANNEXURE 2B
STATEMENT OF CONTINGENT LIABILITIES AS AT 31 MARCH 2022

Nature of Liability	Opening Balance 1 April 2021 R'000	Liabilities incurred during the year R'000	Liabilities paid/cancelled/ reduced during the year R'000	Liabilities recoverable R'000	Closing Balance 31 March 2022 R'000
Claims against the department					
Roads accident and damages claims (137 open cases)	114 181	12 895	(23 804)	-	103 272
Total	114 181	12 895	(23 804)	-	103 272

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**ANNEXURE 3
CLAIMS RECOVERABLE**

	Confirmed balance outstanding		Unconfirmed balance outstanding		Total		Cash in transit as at year end 2021/2022	
	31/03/2022	31/03/2021	31/03/2022	31/03/2021	31/03/2022	31/03/2021	Payment date up to six (6) working days	Amount
Government Entity	R'000	R'000	R'000	R'000	R'000	R'000		R'000
Department								
Provincial Government Western Cape								
Premier	617	-	101	219	718	219	05/04/2022	101
Health	-	18 120	3 861	3 713	3 861	21 833		
Agriculture	-	-	1 467	601	1 467	601	05/04/2022	1 467
Community Safety	-	-	-	22	-	22		
Treasury	239	-	-	113	239	113	05/04/2022	239
National Government								
Public Works Infrastructure	-	-	33	-	33	-		
Subtotal	856	18 120	5 462	4 668	6 318	22 788		1 807
Other Government Entities								
Government Motor Transport	6 183	3 817	-	25	6 183	3 842		
City of Cape Town	-	-	-	6 395	-	6 395		
Subtotal	6 183	3 817	-	6 420	6 183	10 237		
Total	7 039	21 937	5 462	11 088	12 501	33 025		

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ANNEXURE 4
INTER-GOVERNMENT PAYABLES

	Confirmed balance outstanding		Unconfirmed balance outstanding		TOTAL		Cash in transit as at year end 2021/2022	
	31/03/2022	31/03/2021	31/03/2022	31/03/2021	31/03/2022	31/03/2021	Payment date up to six (6) working days	Amount
	R'000	R'000	R'000	R'000	R'000	R'000		R'000
GOVERNMENT ENTITY								
DEPARTMENTS								
Current								
Provincial Government Western Cape								
Premier	80	29	2 027	-	2 107	29	05/04/2022	44
Health	8	2 160	1 467	-	1 475	2 160		
National Departments								
Justice & Constitutional Development	8	1	747	420	755	421		
Subtotal	96	2 190	4 241	420	4 337	2 610		44
OTHER GOVERNMENT ENTITY								
Current								
Government Motor Transport	8 612	5 862	717	502	9 329	6 364		
Subtotal	8 612	5 862	717	502	9 329	6 364		
Total	8 708	8 052	4 958	922	13 666	8 974		

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ANNEXURE 5 – INVENTORIES

Inventories for the year ended 31 March 2022

	Other Supplies - Ammunition R'000	Assets for distribution – Furniture and Office Equipment R'000	TOTAL R'000
Opening balance	582	22 162	22 744
Add: Additions/Purchases – Cash	-	1 198	1 198
(Less): Issues	(190)	(23 360)	(23 550)
Add: Adjustments	40	-	40
Closing Balance	432	-	432

Inventories for the year ended 31 March 2021

	Other Supplies - Ammunition R'000	Assets for distribution – Furniture and Office Equipment R'000	TOTAL R'000
Opening balance	260	2 688	2 948
Add/(Less): Adjustments to prior year balances	-	(5)	(5)
Add: Additions/Purchases – Cash	325	21 040	21 365
(Less): Issues	(5)	(1 561)	(1 566)
Add: Adjustments	2	-	2
Closing Balance	582	22 162	22 744

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**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2022**

ANNEXURE 6

MOVEMENT IN CAPITAL WORK IN PROGRESS

MOVEMENT IN CAPITAL WORK IN PROGRESS FOR THE YEAR ENDED 31 MARCH 2022

	Opening balance R'000	Current Year Capital WIP R'000	Ready for use (Asset register) / Contract terminated R'000	Closing balance R'000
BUILDINGS AND OTHER FIXED STRUCTURES	4 555 117	2 506 147	(2 042 456)	5 018 808
Non-residential buildings	395 959	267 213	(110 563)	552 609
Other fixed structures	4 159 158	2 238 934	(1 931 893)	4 466 199
Total	4 555 117	2 506 147	(2 042 456)	5 018 808

MOVEMENT IN CAPITAL WORK IN PROGRESS FOR THE YEAR ENDED 31 MARCH 2021

	Opening balance R'000	Prior period errors R'000	Current Year Capital WIP R'000	Ready for use (Asset register) / Contract terminated R'000	Closing balance R'000
MACHINERY AND EQUIPMENT	7 750	-	710	(8 460)	-
Other machinery and equipment	7 750	-	710	(8 460)	-
BUILDINGS AND OTHER FIXED STRUCTURES	4 156 581	(80 793)	2 074 872	(1 595 543)	4 555 117
Non-residential buildings	343 505	(80 793)	227 045	(93 798)	395 959
Other fixed structures	3 813 076	-	1 847 827	(1 501 745)	4 159 158
Total	4 164 331	(80 793)	2 075 582	(1 604 003)	4 555 117

**WESTERN CAPE GOVERNMENT
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ANNEXURE 7

INTER-ENTITY ADVANCES PAID (note 9)

ENTITY	Confirmed balance outstanding		Unconfirmed balance outstanding		TOTAL	
	31/03/2022	31/03/2021	31/03/2022	31/03/2021	31/03/2022	31/03/2021
	R'000	R'000	R'000	R'000	R'000	R'000
OTHER ENTITIES						
Garden Route District Municipality	-	-	125	21 153	125	21 153
Cape Winelands District Municipality	-	-	1 542	3 939	1 542	3 939
West Coast District Municipality	-	-	4 999	28 688	4 999	28 688
Central Karoo District Municipality	-	-	-	894	-	894
Total	-	-	6 666	54 674	6 666	54 674

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ANNEXURE 8

ADDITIONAL INFORMATION ON IMMOVABLE ASSETS

	2021/22	2020/21
Immoveable assets additional information		
Properties deemed vested	Number	Number
Land parcels	83	89
Facilities		
Schools	32	33
Clinics	1	1
Dwellings	1	1
Other	49	54

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ANNEXURE 9 (Note 37)

COVID 19 RESPONSE EXPENDITURE

Per quarter and in total

Expenditure per economic classification	2021/22					2020/21
	Q1	Q2	Q3	Q4	Total	Total
	R'000	R'000	R'000	R'000	R'000	R'000
Goods and services	31 688	63 633	44 806	36 268	176 395	379 487
Advertising	-	-	-	-	-	2 276
Catering departmental activities	1 655	7 110	2 156	1 869	12 790	25 132
Communication	154	213	193	189	749	457
Computer Services	122	3 225	1 220	2 822	7 389	25 579
Consumables Supplies	17	46	20	-	83	77 414
Consumables stationery, printing & office supplies	-	-	-	-	-	47
Consultants: Business & advisory services	-	-	1 039	1 946	2 985	10 019
Contractors	-	-	-	-	-	457
Legal services	-	-	-	-	-	172
Operating leases	1 139	1 138	1 121	1 218	4 616	52 032
Operating payments	-	-	-	-	-	72
Property payments	5 526	8 974	5 162	3 118	22 780	25 933
Rental & hiring	-	-	-	-	-	864
Transport provided department activity	21 591	27 525	26 064	24 186	99 366	71 935
Travel & subsistence	-	-	-	-	-	650
Venues and facilities	1 484	15 402	7 831	920	25 637	86 448
Expenditure for capital assets	-	864	18	-	882	615
Software & other intangible assets	-	864	18	-	882	615
TOTAL COVID 19 RESPONSE EXPENDITURE	31 688	64 497	44 824	36 268	177 277	380 102

**WESTERN CAPE GOVERNMENT
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ANNEXURE 10

TRANSPORT ASSETS AS PER FINANCE LEASE REGISTER

Moveable Tangible Capital Assets

Transport assets per finance lease register for year ended 31 March 2022

	Opening balance R'000	Current year adjustments to prior year balances R'000	Additions R'000	Disposals R'000	Closing balance R'000
GG Motor vehicles	135 614	-	17 379	(5 550)	147 443

Moveable Tangible Capital Assets

Transport assets per finance lease register for year ended 31 March 2021

	Opening balance R'000	Current year adjustments to prior year balances R'000	Additions R'000	Disposals R'000	Closing balance R'000
GG Motor vehicles	123 800	-	21 593	(9 779)	135 614

The Western Cape Department of Transport and Public Works utilised 509 Government motor vehicles during the period ended 31 March 2022, and 496 Government motor vehicles during the previous financial year ended 31 March 2021. The motor vehicles are leased under a finance agreement unique to the Western Cape Government and the annexure aims to improve the minimum reporting requirements as per the Modified Cash Standard.

**WESTERN CAPE GOVERNMENT
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**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
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ANNEXURE 11

IRREGULAR EXPENDITURE

IRREGULAR EXPENDITURE - 2021/2022			
Description	Stage of completion	No. of cases	Total
Alleged irregular expenditure - identified by Institution (A)	Stage 1		
Current year occurrences		4	671 187.21
Prior year occurrences		3	7 167 613.51
Alleged irregular expenditure - identified by Auditors (B)	Stage1		-
Current year occurrences			-
Prior year occurrences (included in PYO)			192 322.01
Total Alleged irregular expenditure		7	8 031 122.73
 Total confirmed irregular expenditure	Stage 2	7	8 031 122.73
IE - no losses incurred	Stage 3	0	-
IE - resulted in losses	Stage 3	0	-
IE - determination in-progress	Stage 3	7	8 031 122.73
IE - recovered/referred for recovery	Stage 5	0	-
IE - irrecoverable and written-off	Stage 5	0	-
IE - referred to PFS for further investigation	Stage 4	0	-
IE - referred to HRF for disciplinary process	Stage 6	6	1 475 157.56
IE - referred for condonation/ condoned	Stage 7	6	1 475 157.56
IE - not condoned and removed by AO/AA	Stage 7	0	-
The irregular expenditure is as a result of supply chain procedures, not being followed. At the end of the year, there were 7 cases outstanding totalling R 8 031 122.73. The 6 cases are enroute for condonation, subsequent to disciplinary action being taken. In terms of the outstanding case, DTPW is awaiting clarity in terms of the effective date when the PPR's (2017) became effective. Notes "irregular expenditure" means expenditure, other than unauthorised expenditure, incurred in contravention of or that that is not in accordance with a requirement of any applicable legislation, including- (a) this Act; or (b) the State Tender Board Act, 1968 (Act No. 86 of 1968), or any regulations made in terms of that Act; or (c) any provincial legislation providing for procurement procedures in that provincial government; Stage 1 - Discovery Stage 2 - Assessment Stage 3 - Determination Stage 4 - Investigation Stage 5 - Recovery of Losses Stage 6 - Disciplinary Stage 7 - Condonement/ Removal			

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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**

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