



KWAZULU-NATAL PROVINCE
TRANSPORT
REPUBLIC OF SOUTH AFRICA



**Inspiring Hope
For A Better Future**



**SILETHA ITHEMBA,
SISEBENZA KANZIMA,
SIYAZIMISELA.**

www.kzntransport.gov.za



PART A: GENERAL INFORMATION

TABLE OF CONTENT

PART A: GENERAL INFORMATION

1. DEPARTMENT GENERAL INFORMATION 7

2. LIST OF ABBREVIATIONS / ACRONYMS 8

3. FOREWORD BY THE MINISTER/MEC 9

4. REPORT OF THE ACCOUNTING OFFICER 11

5. STATEMENT OF RESPONSIBILITY AND CONFIRMATION OF ACCURACY FOR THE ANNUAL REPORT 34

7. STRATEGIC OVERVIEW 35

7.1. Vision 35

7.2. Mission..... 35

7.3. Values 35

8. LEGISLATIVE AND OTHER MANDATES 36

9. ORGANISATIONAL STRUCTURE..... 41

PART B: PERFORMANCE INFORMATION

1. AUDITOR-GENERAL’S REPORT: PREDETERMINED OBJECTIVES 44

2. OVERVIEW OF DEPARTMENTAL PERFORMANCE 44

2.1 Service Delivery Environment 44

2.2 Service Delivery Improvement Plan 45

2.3 Organisational environment..... 46

2.4 Key policy developments and legislative changes 46

3. ACHIEVEMENT OF INSTITUTIONAL IMPACTS AND OUTCOMES 49

4. INSTITUTIONAL PROGRAMME PERFORMANCE INFORMATION..... 50

5. TRANSFER PAYMENTS..... 97

5.1. Transfer payments to public entities 97

5.2. Transfer payments to all organisations other than public entities 97

6. CONDITIONAL GRANTS..... 98

6.1. Conditional grants and earmarked funds paid/received 101

8. CAPITAL INVESTMENT 102

PART A: GENERAL INFORMATION

PART C: GOVERNANCE

1. INTRODUCTION	106
2. RISK MANAGEMENT.....	106
3. FRAUD AND CORRUPTION	108
4. MINIMISING CONFLICT OF INTEREST	109
5. CODE OF CONDUCT.....	110
6. HEALTH SAFETY AND ENVIRONMENTAL ISSUES	112
7. PORTFOLIO COMMITTEES.....	116
8. SCOPA RESOLUTIONS	116
9. PRIOR MODIFICATIONS TO AUDIT REPORTS	165
10. INTERNAL CONTROL UNIT.....	166
11. INTERNAL AUDIT AND AUDIT COMMITTEES.....	167
12. AUDIT COMMITTEE REPORT	175
13. B-BBEE COMPLIANCE PERFORMANCE INFORMATION.....	181

PART D: HUMAN RESOURCE MANAGEMENT

1. INTRODUCTION	183
2. OVERVIEW OF HUMAN RESOURCES	183
3. HUMAN RESOURCES OVERSIGHT STATISTICS.....	189

PART E: PFMA COMPLIANCE REPORT

1. IRREGULAR, FRUITLESS AND WASTEFUL, UNAUTHORISED EXPENDITURE AND MATERIAL LOSSES.....	233
1.1. Irregular expenditure	233
1.2. Fruitless and wasteful expenditure	235
1.3. Unauthorised expenditure	237
2. LATE AND/OR NON-PAYMENT OF SUPPLIERS.....	238
3. SUPPLY CHAIN MANAGEMENT	238
3.1. Procurement by other means.....	238
3.2. Contract variations and expansions	284

PART F: FINANCIAL INFORMATION

1. REPORT OF THE AUDITOR-GENERAL	289
2. ANNUAL FINANCIAL STATEMENTS	308



2024/25
DEPARTMENT OF TRANSPORT
ANNUAL REPORT
VOTE 12

PART A:
GENERAL
INFORMATION

1 DEPARTMENTAL GENERAL INFORMATION

2024/25
ANNUAL REPORT
VOTE 12

PHYSICAL ADDRESS
INKOSI MHLABUNZIMA
MAPHUMULO HOUSE
172 Burger Street
Pietermaritzburg
3201

POSTAL ADDRESS
Private Bag X9043
Pietermaritzburg
3200

Contact Telephone Numbers
033 355 8600

Website Address:
www.kzntransport.gov.za

PR298/2025
ISBN: 978-1-83491-169-4





INKOSI
MHLABUNZIMA MAPHUMULO HOUSE

2. LIST OF ABBREVIATIONS/ACRONYMS

AGSA	Auditor-General of South Africa
AC	Audit Committee
AO	Accounting Officer
BBBEE	Broad Based Black Economic Empowerment
CFO	Chief Financial Officer
MEC	Member of Executive Council
HOD	Head of Department
IAF	Internal Audit Function
PFMA	Public Finance Management Act, Act 1 of 1999
TR	Treasury Regulations
MTEF	Medium Term Expenditure Framework
SMME	Small Medium and Micro Enterprises
SCM	Supply Chain Management
EU	European Union
SITA	State Information Technology Agency
SDIP	Service Delivery Improvement Plan

PART A: GENERAL INFORMATION

3. FOREWORD BY THE MEMBER OF THE PROVINCIAL EXECUTIVE COUNCIL, MR S.A DUMA ON THE ANNUAL REPORT OF THE DEPARTMENT 2024/2025

When we started the financial year, we promised to Inspire Hope for a Better Future.

As an executive authority, I offered to ensure that the resources of the department were used to change the lives of ordinary members of communities across all corners of the province.

Indeed, the department of transport has done exceedingly well in terms of allocating every cent of the department to rehabilitate and repair our road networks. In this annual report, we detail our work around strengthening our public transport system and transport infrastructure. This was on top of the agenda throughout the year.

At the beginning of our financial year, I highlighted my understanding of the fact that confidence in the government is determined by the perception of how well it manages its resources, and even more so, the integrity with which it executes these responsibilities.

We present this annual report with a high sense of pride.

Throughout the corners of the province and on various social media platforms, ordinary members of society are giving testimonies of how the department is improving service delivery and touching their lives for the better.

I'm proud of the excellent performance of all categories of staff at the head office and in the regions. We have worked hard to ensure that we create a long-lasting legacy of a caring, competent, and responsive, yet proactive, department.

These are qualities against which we wanted to be measured at the end of this financial year.

At the beginning of the financial year, I committed to ensuring that all categories of staff do not just pay lip service to the principles of Batho Pele, but they put people first in everything we do—from head office to regions. Despite challenges, we managed to prioritize service delivery for the benefit of ordinary members of society.

We wish to express our appreciation to the honourable members of parliament, the executive council, and ordinary members of society for the support and guidance.

PART A: GENERAL INFORMATION

Through road infrastructure projects, we created job opportunities for thousands of people in deep rural areas.

We successfully ensured the employment of young people who are affected by unemployment.

As guided by ISILO Misuzulu Ka Zwelithini, we have worked well with Amakhosi. We have ensured that we bridge the gap between the department and this important institution of traditional leadership. In each region and district, we have met with Ondabezitha to introduce contractors to build or rehabilitate much-needed roads.

We undertake to continue to work with them to build a winning province. Equally, we thank religious leaders for the spiritual guidance and support. We thank them for supporting families of the victims of road accidents.

Road fatalities represent a significant and challenging problem as we present this annual report. Although we succeeded in reducing road accidents during the 2025 festive season and during Easter Weekend, we recorded an increase during the winter holiday. This is due to factors like drunk driving, speeding, fatigue, and un-roadworthiness of vehicles.

We have resolved to intensify our Zero Tolerance, Alufakwa and No Nonsense Campaign.

Finally, the transport and logistics sector within KZN is a large contributor to Gross Domestic Product. Through our investments in road infrastructure, we have succeeded in ensuring that transport continues to play a significant role in the growth of the provincial economy, particularly in light of the provincial vision of enhancing industrial development through exports and investment, as well as our gateway vision.

As I present this annual report, I offer to continue to provide exemplary leadership and to ensure that I serve the people of KwaZulu-Natal with humility.



Mr S.A Duma (MP)

Executive Authority of KwaZulu-Natal Department of Transport

4. REPORT OF THE ACCOUNTING OFFICER

4.1 OVERVIEW OF THE OPERATIONS OF THE DEPARTMENT

This section covers an overview of the operations of the Department as well as the related financial information. The Department is mandated to deliver transportation services to the Province of KwaZulu-Natal.

To this effect, the Department successfully concluded the development of its new Strategic Plan in support of the commitments of the 7th Administration as stated in the Medium-Term Development Plan. In this Strategic Plan we are pursuing the Vision of being the **“Gateway for Smart Mobility”** through interventions that will be implemented going forward. As we reflect on the past financial year, we take stock that in executing our mandate, the Department fared well but also faced some challenges along the way.

ROAD INFRASTRUCTURE

In respect of the road infrastructure, the road network condition through climate change has deteriorated at a rapid rate necessitating the need for the Department, through infrastructure planning, to change the strategy to implementing more rehabilitation and reseal projects to eradicate the scourge of potholes within the road network of the province. The Department also faced a high rate of project failure on large infrastructure projects. This can be attributed to lack of capacity of highly graded contractors to execute large projects. The cause of failure mostly relates to lack of resources including equipment and cashflow. The infrastructure branch concluded weekly meetings zooming into projects that have passed completion date and those progressing slowly and intervention strategies discussed per project. Political intervention has been explored where the MEC, engaged both the contractors and PSP directors/shareholders on the challenges that they face which hinder them from completing projects in time. CIDB was also be engaged on the graduation process of each contractor as high grade contractors are the ones that seem to struggle to complete projects. Increased demand for transport infrastructure and services despite continued budget reductions. This relates to many facets including upgrading of roads, a maintained blacktop network and even scholar transport which remains under-funded.

PART A: GENERAL INFORMATION

The Department is in the process of formulating a Provincial Transportation Masterplan that will greatly assist in the prioritisation of the limited budget as the best-fit strategies for an effective and efficient transportation system are identified. The decline in funding to implement projects has hampered the work of the Department immensely. The Department will continue to lobby for additional funding, including exploring alternative ways of funding as well as utilising available funding effectively and efficiently. An outdated organisational structure is limiting capacity to deliver on priority programmes, and the Department is hard at work to see this matter finalised so as to see the efficiencies in the operations of the Department.

SERVICE DELIVERY IMPROVEMENT

The Department understands that in order to improve its service delivery with limited budget allocations, it should focus on improve its efficiencies. This has necessitated the prioritisation of the monitoring of business processes with the aim of reviewing inefficient ones. As part of operations management, the development of Standard Operating Procedures and Business Process Mapping as well as Work Study Analysis has been the order of the day with targets set for these being met and exceeded.

The development of a new organisational structure aligning to the broader mandate of the department that embraces its role as the coordinator of all modes of transport in the Province, has been concluded and is being processed for approval. It is our belief that this reviewed form of the department will provide sufficient capacity to deliver on its mandate using a significant amount of in-house capacity while also introducing new professional skills for the effective management of outsourced services. These include Professional Construction Project Managers, Transport Planners and eventually also Transport Economists amongst others.

During the 2024/25 financial year, the Department reached 50% of the implementation term for its Digital Transformation Strategy, which has concluded a number of technology driven process improvement tools that are getting introduced into the operations of the department.

All these achievements are critical to potential business process reengineering decisions and interventions in future. We are confident that we are on the correct trajectory in this regard.

Other key operations that have commenced in this reporting period aimed at driving the success of the department are outlined below.

PART A: GENERAL INFORMATION

1. Strategic Focus: Road Safety

Development of a Provincial Road Safety Strategy

Since 2017, the Department has implemented interventions aligned with the National Road Safety Strategy (2016–2030) and the “4E’s” of the Asiphephe Programme. Despite this, KwaZulu-Natal continues to experience high crash rates.

Focus Areas:

- Investigating causes of road crashes, high incident locations, and road user trends.
- Developing a localised, evidence-based Provincial Road Safety Strategy aligned with national principles.

Expected Impact:

- Improved targeting of interventions, reduced crashes, and enhanced alignment to provincial needs.

Financial Implications:

- Estimated budget: R2 million.

Road Safety Achievements

- King Bhhekuzulu High School (Nongoma) secured first place at the National Road Safety Participatory Education Techniques Competition (Bloemfontein, September 2024), winning R70,000 for implementation of local road safety solutions.

2. Licensing

KZN Licence Numbering System

- Implemented on 1 December 2023, with a two-year transition period ending 30 November 2025. Non-compliant vehicle owners will face fines from December 2025.
- By 31 March 2025, over 1.13 million new licence numbers were issued; ± 800,000 vehicle owners must still migrate.
- While the system improves efficiency and law enforcement, it has not directly increased revenue as it involves a number plate change only.

PART A: GENERAL INFORMATION

Regulation of the number plate embossing industry is the next priority. Legislative amendments and sensitisation sessions with embossers are planned to reduce fraud and corruption.

Challenges and Solutions

- **High Licensing Fees:** KZN remains the most expensive province, leading to cross-border vehicle registrations. The Department has frozen fee increases since 2021 and is working with Treasury to align tariffs with other provinces.
- **Debt Management:** Customers cannot currently pay arrears in instalments. A Debt Management System is being developed to allow instalment payments while enabling licence renewals.
- **Stock and Reconciliation:** Manual processes remain labour-intensive. Automation is being introduced to improve efficiency, accuracy, and compliance.

3. Compliance, Fraud Prevention, and Technology

Achievements

- 1,100 compliance inspections conducted in 2024/2025 at Registering Authorities and industry entities, with **1,478 inspections targeted** for 2025/2026.
- 41 Vehicle Testing Station inspections conducted (target: 36), with one station and two Examiners deregistered for fraud.
- Cashless transactions implemented across all five DLTCs (September 2024), reducing risk and improving customer convenience.
- Rollout of **Personal Officer Devices (PODs)** has digitised fine issuing, enabling real-time uploads, fraud detection, and enhanced verification of stolen or unroadworthy vehicles.

Challenges and Mitigation

- **Low Fine Payment Rates:** Procurement of four Crafter buses fitted with Smart Roadblock technology to enhance revenue recovery.
- **Integrated Traffic Management System:** Previous contract lapsed in August 2024; interim extensions in place while SITA finalises new specifications.
- **Fraud in Number Plate Industry:** Regulatory amendments being drafted and information sessions planned for embossers.

PART A: GENERAL INFORMATION

4. Supply Chain Management (SCM) Reforms

The Department has not concluded any unsolicited bid proposals for the year under review. SCM processes and systems are in place to prevent irregular expenditure.

Key Interventions (SCM Turnaround Strategy – SCMTAS)

- **Governance:** Review of Bid Committees to include SMS members and technical experts.
- **Processes:** Development of SCM SOPs and introduction of internal control audits.
- **Capacity:** Secondment of additional resources (12 from Provincial Treasury) and approval to fill 13 vacant posts.
- **Training:** Ten training sessions conducted; National School of Government programme approved.
- **Contract Management:** Contract register reviewed, archiving improved, and need identified for dedicated legal support.
- **Compliance:** Audits underway to identify non-compliance; deviation processes standardised through circulars and consultations.
- **Efficiency:** Framework contracts (rehabilitation works) finalised; security and legal services panels in progress.
- **Infrastructure:** Plans underway to improve document management facilities and internet connectivity.

5. Fleet and Resource Management

- Mismanagement of the provincial fleet remains a challenge. A fleet specialist consultant is being appointed to establish a **centralised Provincial Fleet Management Unit**, responsible for acquisition, maintenance, repairs, disposal, and monitoring of usage.

Conclusion

The Department has achieved notable progress in exceeding revenue targets, strengthening compliance systems, and modernising operations through technology. Strategic focus over the short- to medium-term includes:

- Developing a Provincial Road Safety Strategy to reduce crashes.

PART A: GENERAL INFORMATION

- Finalising the transition to the KZN Licence Numbering System.
- Strengthening SCM systems to prevent irregular expenditure.
- Aligning licensing fees with national averages to retain revenue.
- Establishing a Provincial Fleet Management Unit.
- Automating reconciliation, stock, and debt management processes.

These reforms and initiatives position the Department to enhance service delivery, safeguard revenue, and improve efficiency in line with provincial and national priorities.

4.2 OVERVIEW OF THE FINANCIAL RESULTS OF THE DEPARTMENT

For the 2024/2025 financial year the department achieved an unqualified audit opinion, for the second consecutive year, from the Auditor- General.

DEPARTMENTAL RECEIPTS

Revenue tariffs

The Department continues to work with Treasury to align licensing fee structures with national averages while maintaining service quality and preventing further revenue migration to other provinces.

For the 2024/2025 financial year except for operator permits tariffs increasing by 100% during the financial year and Abnormal Load fees increasing by the consumer price index (CPIX) at the start of the year, the department did not adjust its revenue tariffs for other revenue categories for the 2024/2025 financial year.

Motor vehicles licences

The KwaZulu-Natal Department of Transport, responsible for motor vehicle registration and licencing in terms of the current national and provincial road traffic legislation, collects motor vehicle licence fees through 72 Registering Authority offices, made up of 7 Provincial Offices, 48 Municipal Offices, and 17 Post Offices. Motor vehicle licence fees are calculated country wide, on the tare weight of a vehicle. Each responsible MEC of the nine provinces is mandated to administer vehicle registration and licence fees, inclusive of their increase.

PART A: GENERAL INFORMATION

The variances between motor vehicle licences charged across all provinces in the various fee categories are significant. The province is losing revenue to neighbouring regions due to cheaper rates as the fees have not yet been standardised. To avoid further losses, the Department has been implementing a conservative 4% tariff increase rate since the 2016/17 financial year to narrow the gap. The last tariff increase was in the 2020/2021 financial year, and for the 2024/2025 financial year, the Department did not implement any tariff increase in respect to motor vehicle licences.

The National Department of Transport formed a task team comprising representatives from Provincial Treasuries and National Treasury to explore ways to standardise the tariffs for motor vehicle licences, as some provinces such as KwaZulu-Natal charge higher rates than others.

In August 2020, the inception of the use of card machines at registering authorities commenced. These card machines are linked to the Department's bank account and not that of the registering authority. This meant that when the public opted to use the card machine to pay for their motor vehicle licences, the funds would be directly deposited to the Department's bank account even when the renewal or the registration occurred at registering authorities not under the direct auspices of the Department (such as the municipality or post office).

This process did not leave sufficient revenue to enable these authorities to retain their fee, and as a result, the Department had to process payments to the registering authorities after calculating the fee they were entitled to for the month. This revenue category is, therefore, reporting revenue higher than it would have, had the old process of retaining the fee from the collected revenue still been in place.

For the 2024/2025 financial year there has been an increase in the number of motorists opting to utilise the online platform for renewing their motor vehicle licences. Online revenue is collected by the National RTMC office and deposited monthly into the Provincial Department's bank account.

Road and Transport licences

Revenue collected for road and transport licences/fees includes learners' and drivers' licences applications, issuance, renewals and the sale of personalised and specific number plates. The National Minister of Transport determines the Learner and Driver License tariffs. These have remained unchanged for several financial years.

PART A: GENERAL INFORMATION

REVENUE COLLECTION

Compared to other provincial departments, the Department of Transport collects the highest revenue in the province. The table summarises receipts collected by the department compared to the budgeted amounts for both the 2024/25 and the 2023/24 financial years.

Departmental receipts	2024/2025			2023/2024		
	Estimate	Actual Amount Collected	(Over)/Under Collection	Estimate	Actual Amount Collected	(Over)/Under Collection
	R'000	R'000	R'000	R'000	R'000	R'000
Tax Receipts	2 424 194	2 243 850	(180 344)	2 201 629	2 155 810	45 819
Sale of goods and services other than capital assets	94 921	159 378	64 457	74 921	154 605	(79 684)
Transfers received	-	-				
Fines, penalties and forfeits	24 409	186 148	161 739	44 409	165 617	(121 208)
Interest, dividends and rent on land	158	59	(99)	158	6	152
Sale of capital assets	1 769	25 626	23 857	1 769	29 701	(27 932)
Financial transactions in assets and liabilities	2 107	(1 023)	(3 130)	2 107	22 140	(20 033)
Total	2 547 558	2 614 038	66 480	2 324 993	2 527 879	(202 886)

The department collected R2,614 billion for the 2024/2025 financial year, exceeding the budget of R2,548 billion. The over-collection is at 102.6 per cent or by R66.480 million, and the over collection is analysed as follows:

Sale of goods and services other than capital assets:

Sale of goods and services other than capital assets collected R159.378 million against the annual budget of R94.921 million. Revenue from this source relates to applications for learners' and drivers' licenses, renewal licenses, abnormal load revenue, permit of operators, commission on PERSAL deductions such as insurance premiums and garnishees, course fees related to the Traffic Inspectorate Training College, etc. The higher than anticipated revenue was generated from abnormal load permits, and this was because of the continued transportation of port loads, that has resulted from a mandatory requirement for all loads emanating from the Durban Harbour and transported by road to be weighed before permits are issued. The increase in transporters fleet sizes

PART A: GENERAL INFORMATION

resulted in an increased number of Abnormal Loads Permits required to operate. The tariffs relating to permits for operators increased by 100 per cent in August 2024 and this led to the revenue from this item increased by 177 per cent from R4.740 million in 2023/24 to R13.288 million in 2024/25. There was also an increase in renewal license application fees and licenses are dependent on the number of applications received and this is subject to fluctuations.

Furthermore, contributing to the over-collection was the sale of scraps where various minor assets were sold and the receipt of 2023/2024 funds during the 2024/2025 financial year.

Fines, penalties, and forfeits:

Fines, penalties and forfeits over-collected by R161.739 million, which is significantly higher than the budget of R24.409 million. Revenue from this category depends on the ability and willingness of the public to pay their fines. The main reason for the over-collection is due to the department correctly classifying Motor vehicle license penalties under this category as these types of penalties were previously classified under Motor vehicle licenses under Tax receipts.

Furthermore, there has been an increase in the collection of traffic fines in 2024/25 due to the initiatives undertaken by RTI driven by technological improvements including Smart Roadblock systems and digital payment platforms. This initiative is a first for the department. The use of Personal Officer Devices (PODs), payment via Pay City and sending reminders via WhatsApp/SMS to offenders helped ensure that more fines were collected timeously.

Sale of capital assets:

This revenue was from the sale of redundant vehicles and mechanical plant. The revenue collected is at R25.626 million against a budget of R1.769 million. The high collection relates to the auction of redundant motor vehicles, trucks, mechanical plant and trailers. The budget was solely for motor vehicles, and excludes the budget for trucks, mechanical plant and trailers. It was not anticipated that after the auction conducted in 2023/24, another auction would need to be undertaken. However, in 2024/2025, additional assets were identified for disposal, and an auction was undertaken.

The over-collection was offset to some extent by an under-collection against the following categories:

PART A: GENERAL INFORMATION

Tax receipts: Motor vehicle licenses collected was R2.243 billion against the annual budget of R2.424 billion. This revenue is derived from applications for new renewal of motor vehicle licenses. Motor vehicle license revenue is reliant on the number of vehicles renewed, the number of new vehicles registered and licensed, and the number of vehicles deregistered on the e-Natis system.

These factors result in the revenue from motor vehicle licenses being unpredictable. As indicated, the department excluded the revenue from motor vehicle license penalties, which are charged when the public is delayed in paying their motor vehicle license renewals from this category, as these penalties should fall under Fines, penalties and forfeits, as explained. These penalties amount to R161 million.

Interest, dividends and rent on land collected R59 000 against the annual budget of R158 000. This collection constitutes interest from staff debts, dividends received from entities and rent on land. The under-collection is attributed to no dividends received (R30 000 was budgeted for 2024/25) from Sanlam as collections from dividends are not predictable. Rent on land of R40 500 was received (against a budget of R108 000) following engagements with the Westwood Mall’s new management. The lease agreement is currently under review by Corporate Services and a revised lease agreement is to be finalised in 2025/26.

Transactions in financial assets and liabilities reflect a negative collection of R1.023 million against a budget of R2.107 million. Revenue from this source constitutes mainly recoveries from previous years’ expenditure, like overpaid suppliers, and staff debts such as overpayments, breached bursary contracts, etc. The negative balance is attributable to the cancellation of prior year revenue receipts that were not timeously cleared in the revenue suspense accounts.

PROGRAMME EXPENDITURE

Below is a table that presents a summary of the actual expenditure in comparison to the adjusted appropriation for both the 2024/25 financial year and the 2023/24 financial year. The department was allocated a total budget of R13 023 631 for the 2024/25 fiscal year.

PART A: GENERAL INFORMATION

Programme Name	2024/2025			2023/2024		
	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000
Administration	1 060 924	1 060 933	(9)	993 177	993 305	(128)
Transport Infrastructure	8 081 765	8 081 765		8 716 698	8 716 698	-
Transport Operations	2 456 707	2 456 707		2 173 672	2 173 672	-
Transport Regulation	1 379 734	1 379 734		1 153 509	1 153 509	-
Community Based Programmes	44 501	44 501		44 410	44 410	-
Total	13 023 631	13 023 640	(9)	13081 466	13 081 594	(128)

The Departments expenditure was slightly over the 2024/25 Final Appropriation by R9 000 after considering the virements that were undertaken.

The variances at programme and economic classification level are explained in greater detail below:

Programme 1: Administration

The actual expenditure to date for the programme is R1.061 billion against the final appropriation of R1.061 billion resulting in a slight over expenditure of R9 000. The spending for the programme was slightly above 100% for 2024/25 financial year attributable to Transfers and subsidies due to:

R3.313 million relates to *transfers and subsidies to: Households* was higher than budgeted. due to the payment of external bursaries costs from 2023/24, claims against the state for vehicle accidents in respect of third-party claims, injury on duty claims, as well as staff exit costs.

R29.147 million for *Payments for capital assets* in relation to *Buildings and other fixed structures*. The over expenditure was due to good progress made with the refurbishment of the Thembaletu building, the rehabilitation and reconfiguration of the Motor Licensing Bureau in Hyslop Road in Pietermaritzburg, as well as various other departmental buildings.

PART A: GENERAL INFORMATION

The over expenditure for the programme was to some extent mitigated by the under expenditure realised from Goods and services in relation to:

R27.460 million for *Compensation of Employees* due to the slow process of filling of vacant posts as the department had budgeted for the full structure as per the proposed structure submitted for approval. The department's posts were over budgeted for 2024/25 because the department had to budget for the full organisational structure during the 2024/25 budget process to request for the confirmation of budget availability from Provincial Treasury in line with the Department of Public Service and Administration (DPSA) requirements.

Further savings under the programme were realised from Good and Services in relation to

R59.912 million for *Property payments* were lower than budgeted in respect of gardening services and pest control/ fumigation services. This item was over-provided as additional funds were moved to the item during the 2024/25 Adjustments Estimate.

Programme 2: Transport Infrastructure

The actual expenditure to date for the programme is R8.082 billion against the final appropriation of R8.082 billion resulting in 100% of the budget spent.

Even though the appropriated funds reflect full spending, there were variances which reflected a slight over spending of within economic classifications relating to Goods and services. attributable to:

R156.929 million for *Fleet services costs* were high due to vehicle costs including maintenance, replacement of tyres and tubes, and daily running costs of vehicles, that were higher than anticipated. These also included costs from 2023/24.

R30.627 million *Inventory: Materials and supplies costs* were higher than budgeted due to an increased requirement for road construction supplies for speedhumps, guardrails and rumble strips on main roads. Also, additional cement, bidim rolls, road marking materials and temporary road signs.

R70.485 million against *Consumable supplies* costs were higher than budgeted due to the procurement of protective uniform clothing, safety equipment including reflective jackets, safety boots, etc., for VRRM and EPWP participants, among others.

PART A: GENERAL INFORMATION

R22.072 million for *Training and development costs* were higher than budgeted due to engineering and technical training related to the National Youth Service Programme (NYSP) and skills development programme that were conducted by the department.

The over-spending against *Goods and services* was to some extent mitigated by under-spending against the following items:

R33.509 million and R183,864 million realised against *Contractors and Consultants costs* respectively. This was due to the slow progress with some maintenance projects because the department had appeals against the two major contracts (ZNT 417 and 418) that were previously declared irregular by the A-G in the 2019/20 audit process due to pre-qualifying criteria for contracts that were not consistent across all tender documents.

R15.341 million under *Infrastructure planning costs* were lower than budgeted as not all the district-based consultants were appointed in regions. The appointment process took longer than anticipated. The appointment of the district consultants was through a court order. The first appointment was in October 2023, where nine consultants were appointed.

The over expenditure from Goods and Services was to some extent mitigated by the savings realised in Payments for Capital Assets where R164.431 million from the programme were derived from in relation to *Buildings and other fixed structures* due to delays with the finalisation of the two major contracts (ZNT 417 and 418) that were declared irregular by the A-G in the 2019/20 audit process, due to lack of consistency in tender documents. The new contracts were only finalised in the latter part of 2024/25 and caused the late implementation of projects. As explained, the department has established three panels of contractors to undertake heavy rehabilitation, light rehabilitation and reseals projects for purposes of achieving streamlined infrastructure procurement processes. Also, the under-spending can be attributed to contracts terminated due to poor performance, and projects which were delayed due to slow progress by contractors on various sites.

Programme 3: Transport Operations

The actual expenditure to date for the programme is R2.457 billion against the final appropriation of R2.457 billion resulting in a balance budget of 100%. Even though the budget reflects full spending, there are variances within economic classification that was mainly attributed to Goods and services which was over-spent mainly in respect of:

PART A: GENERAL INFORMATION

R42.352 million for *Consultants' costs* were higher than budgeted in respect of monitoring of the bus subsidies operators and the learner transport programme. This was higher than anticipated. Also, the high spending was attributed to the development of the Transport Master Plan for Maritime. The project was fast-tracked in 2024/25 and hence the over-spending. The project is to explore and maximise maritime opportunities in the province as a coastal province.

R29.623 million for *Training and development* was far higher than budgeted in respect of a six month Thuthuka Youth Development programme (Thuthuka Driver's Licence project), which was not budgeted for. This amounted to R19.454 million.

R36.753 million for *Venues and facilities costs* were higher than budgeted due to various handing over of projects which were more than expected and resulted in over-expenditure. Also, unbudgeted expenditure was incurred to support bereaved families during mass funerals and memorial services for road crash victims. These incidents cannot be anticipated, as road traffic crashes are inherently unpredictable. In addition, further costs arose from the intensification of road safety awareness and education campaigns, which were implemented as critical interventions to mitigate the increasing number of road crashes.

R158.967 million for *Machinery and equipment* was substantially over-spent in respect of the procurement of digital tags for the development, implementation, support and maintenance of the digital operating license system for Transport Services. This is a device, like a tracker unit, that is installed in public transport vehicles which will assist in ensuring that operators do not lose their operating licences and will curb corruption within the public transportation industry.

The over-spending within Goods and Services was to some extent mitigated by R16.056 million for Contractors' costs were lower than budgeted due to some road safety awareness campaigns such as healing of the wounds campaign, world awareness campaigns (such as World Remembrance Day for Road Crash Victims) and the beach festival that were budgeted for but were not undertaken.

R70.253 million for *Transport provided: Departmental activity* mainly caters for the *Learner Transport services* costs. It is noted that allocation from DOE regarding learner transport was fully spent during the year financial year 2024/25. Provincial Treasury allocates funding to the department to cater for this programme, however, the funds are not sufficient to cater for the services provided. As such, on an annual basis, the department receives a top-up amount to supplement the budget. In 2024/25 though, the department was not allocated the top-up allocation due to competing provincial priorities. As such, the department moved an amount of R300 millions of its equitable share to supplement

PART A: GENERAL INFORMATION

the budget in the 2024/25 Adjustments Estimate. The under-spent amount is part of this R300 million.

R167.418 million at *Transfers and subsidies to: Public corporations and private enterprises* caters for the Public Transport Operations grant (PTOG) and provides for subsidies to bus operators. The category reflects lower than budgeted expenditure of the end of the year. The under-spent amount is part of the department's equitable share allocated as a top-up amount of R230 million moved in the 2024/25 Adjustments Estimate to supplement the grant. The department on an annual basis, tops it up with its equitable share funding as the grant is a supplemental grant. The under-spending was attributed to the non-payment of March 2025 claims in order to avoid unauthorised expenditure within the department. These claims were paid for in April 2025. Although this was not in line with National Treasury guidelines which requires the March 2025 claims to be paid in March 2025, to reflect the expenditure in the same financial year, this was within the 30 days payment rule.

Programme 4: Transport Regulation

The actual expenditure to date for the programme is R1.380 billion against the final appropriation of R1.380 billion resulting in a balance budget of 100%. Even though the budget reflects full spending, there are variances within economic classification that was mainly attributed to Goods and services which was over-spent mainly in respect of:

R14.517 million for *Administrative fees* due to payment of agency fees to motor license registering authorities. The department was allocated a specifically and exclusively appropriated funding of the payment of agency fees to motor license registering authorities. The over-expenditure emanates from the migration of vehicles from the old to the new number plate system, the resultant increase in the number of personalised number plates, as well as the motor vehicle license renewal dates that are impacted by this process of migration. The higher than anticipated amount of agency fees paid to the registering authorities was also due to the increase of the agency fee rate with effect from 01 July 2023. In addition, contributing to the high spending was customers licensing their vehicles before the expiry date, to take advantage of the new provincial numbering system. The increase in expenditure is also attributed to new vehicles entering the provincial vehicle population and it is also due to more customers opting to use municipalities and post offices (agency offices) for their license renewal.

R18.411. million for *Fleet services* costs were also higher than budgeted due to the increase in the fuel price, high visibility patrols within areas of jurisdiction and high maintenance costs due to the

PART A: GENERAL INFORMATION

age of vehicles and mileage, which have not been replaced in the last two financial years. The department is in the process of replacing some of the vehicles in 2025/26.

R54.332 million for *Travel and subsistence costs* were higher than budgeted due to the transportation of new trainee provincial recruits. The recruits were to assist with law enforcement activities such as attending to accidents, crashes, etc., accompanied by a fully qualified officer who were deployed to various stations in the province. Also, officers were deployed from various stations in the province to satellite stations at Van Reenens Pass, Pongola and Underberg, in November 2024. Furthermore, employees were appointed to review financial statements in respect of traffic fines at all RTI stations in the province.

The high spending for the programme was offset to some extent by under-expenditure resulting from

R70.822 million for *Compensation of employees* that was low due to delays regarding the filling of vacant posts, including Administrative Clerks, Senior Provincial Inspectors: Traffic, Principal Provincial Inspectors: Traffic, General Workers, etc. The low spending was also due to the lower than budgeted payment of social benefits as this was over-budgeted for, as explained. In 2024/25.

R3.109 million for *Transfers and subsidies to: Households* was lower than budgeted in respect of staff exit costs

Programme 5: Community Based Programme:

The actual expenditure to date for the programme is R44.501 million against the final appropriation of R44.501 million resulting in a balance budget of 100%. Even though the budget reflects full spending, there are variances within economic classification that was mainly attributed to *Goods and services* were lower than anticipated in respect of:

R17.851 million for *Consultants: Business and advisory services:-* due to rendering of BBBEE verification

The under expenditure within Goods and services was to some extent mitigated by over expenditure in relation to

R2.821 million for *Contractors* due to misallocation relating to previous month and current expenditure will be allocated to programme 2.

R8.594 million *Agency and support/outsourced services:* due to misallocation relating to previous months expenditure. These should be allocated to programme 2.

PART A: GENERAL INFORMATION

R335 000 for *Machinery and equipment* was over-spent in respect of computer and office equipment. These were under-budgeted for, as the department did not adjust the 2024/25 budget in line with inflation.

The under-spending against the programme was to some extent mitigated by over-spending against:

R2 million relating to *Compensation of employees* due to the higher than budgeted and unfunded 2024 wage agreement. However, this was offset to a certain extent by slower than anticipated filling of budgeted vacant posts and the payment of social contributions. These were over-budgeted for in 2024/25 because the department provided for the full organisational structure during the 2024/25 budget process in order to request for the confirmation of budget availability from Provincial Treasury for the full structure in line with DPSA requirements.

VIREMENTS

In accordance with Section 43 of the PFMA, Section 6.3 of the Treasury Regulations, as well as the National Treasury guidelines on virements between main divisions within votes, the Department was approved by Provincial Treasury for the required virements. The Department has kept to the requirements of Section 43 of the PFMA read in conjunction with Treasury Regulation 6.3 and Section 5 of the Appropriation Act (No. 7 of 2022), which set out the current parameters within which virements were taken

the department undertook virements and shifts to relieve pressure from programmes that were experiencing budget pressures. This process was crucial in ensuring that the department operates at its optimum level and hindrance of service delivery is reduced concerning budget constraints.

As a result from undertaking virements, the department was able to maximize its available budget according to the actual expenditure with a slight over spending of R9000 from programme 1. The virements and shifts undertaken were In accordance with Section 43 of the PFMA, Section 6.3 of the Treasury Regulations, as well as the National Treasury guidelines

The saving utilised from a main division of a vote did not exceed eight percent of an amount appropriated under that main division as stipulated under subsection (2) of Section 43 of the PFMA;

The sum of the unspent funds in a main division of a vote approved for use in another main division of that vote did not exceed eight per cent of the amount appropriated under the main division as stipulated in subsection (3) of Section 5 of the Appropriation Act (No. 7 of 2022);

PART A: GENERAL INFORMATION

Did not utilise a saving from an amount specifically and exclusively appropriated for a purpose mentioned under a main division within a vote as stipulated under subsection (4)(a) of Section 43 of PFMA

Did not utilise a saving from an amount appropriated for transfer to another institution as stipulated under subsection(4)(b) of Section 43 of the PFMA; and

Did not utilise a saving from an amount appropriated for capital expenditure in order to defray current expenditure as stipulated under subsection (4)(c) of Section 43 of the PFMA.

The purpose of these virements was to ensure service delivery and alignment to the Department's mandated objectives.

The virements that were applied are as per the below table:

	2024/25					
	Adjusted Budget	Shifting of Funds	Virement	Final Budget	Actual Expenditure	Variance
Voted funds and Direct charges	R'000	R'000	R'000	R'000	R'000	R'000
Programme						
1. ADMINISTRATION	1 153 179	-	(92 255)	1 060 924	1 060 933	(9)
2. TRANSPORT INFRASTRUCTURE	8 056 399	-	25 366	8 081 765	8 081 765	-
3. TRANSPORT OPERATIONS	2 443 446	-	13 261	2 456 707	2 456 707	-
4. TRANSPORT REGULATION	1 322 227	-	57 507	1 379 734	1 379 734	-
5. COMMUNITY BASED PROGRAMMES	48 380	-	(3 879)	44 501	44 501	-
Programme sub total	13 023 631	-	-	13 023 631	13 023 640	(9)

The below are narratives to virements and shifts as per table above.

Savings of R92.255 million were moved from *Programme 1: Administration* against *Goods and Services*. The variances were due to resulting lower than the target, at 91.8 per cent of the Final Appropriation. The underspending was mainly in respect of property payments. This was due to the regional budget which was allocated against Corporate Support and therefore reflected an underspending against this item.

R25.366 million was moved into *Programme 2* from *Programme 1* against the item *Property Payments* due to the property payment costs which was not adequately budgeted for in respect of gardening services and pest control/fumigation services.

R13.261 million was moved into *Programme 3* from *Programme 1* and *5* against the item *Consultant's Costs* which were higher than budgeted for in respect of monitoring of the bus subsidies

PART A: GENERAL INFORMATION

operators and the learner transport programme. This was higher than anticipated. Also, the high spending was attributed to the development of the Transport Master Plan for Maritime. The project was fast tracked in 2024/25 and hence the overspending. The project is to explore and maximise maritime opportunities in the province as a coastal province. The project started in April 2024, and as of March 2025, the project was at 38 per cent of the expected deliverables. This accelerated execution resulted in the spending being above the budget for 2024/25.

R57.507 million was moved into *Programme 4* from Programme 1 against the item *Computer Services and Fleet services where*;

R51 million was moved against the item Computer Services costs which were higher than budgeted for due to the procurement of a new licence management system. In November 2024, the payment was processed for the development and implementation phase of the project, which was not budgeted for. This relates to the new learner and drivers' management system developed to replace current licence pro system fitted at all drivers and learners' testing centres (DLTCs) in the province. The current contract will be coming to an end soon and the new system will be fully functional by 01 September 2025. An amount of R101,317 million has been budgeted for in 2025/26 in this regard. The system costs a total of R262.450 million for a period of 60 months, ending 31 March 2026.

R6.507 million was moved into Fleet services costs which was also higher than budgeted for due to the increase in the fuel price, high visibility patrols within areas of jurisdiction and high maintenance costs due to the age of vehicles and mileage, which have not been replaced in the last two financial years. The department is in the process of replacing some of the vehicles in 2025/26.

R3.879 million was moved from *Programme 5: Community Based Programmes* into Programme 3 against the item Consultants as previously stated. Programme 5 reflected under expenditure, with spending at 80.6 per cent of the annual budget. The underspending was mainly against *Goods and Services* in respect of consultant's costs. This was due to lower than anticipated spending relating to innovation and empowerment programmes and empowerment and co-ordination programmes pertaining to rendering of BBBEE verification and empowerment career exhibitions.

PART A: GENERAL INFORMATION

UNAUTHORISED EXPENDITURE

The Department recorded R9 thousands of unauthorised expenditure during 204/25 financial year

FRUITLESS AND WASTEFUL EXPENDITURE

The Department recorded R207 thousands of fruitless and wasteful expenditure during the 2024/2025 financial year.

IRREGULAR EXPENDITURE

The Department recorded R1 333 145 billion of irregular expenditure for the 2024/2025 financial year

Refer to Part E of the Annual Report for further details of Unauthorised, Fruitless and wasteful and Irregular Expenditure

PUBLIC PRIVATE PARTNERSHIPS

The Department has not committed to any Public Private Partnerships during the 2024/2025 financial year.

DISCONTINUED KEY ACTIVITIES / ACTIVITIES TO BE DISCONTINUED

The Department did not discontinue, nor does it have plans to discontinue any services /activities.

SUPPLY CHAIN MANAGEMENT

List of unsolicited bid proposals concluded for the year under review

The Department has not concluded any unsolicited bid proposals for the year under review

List whether SCM processes are in place to prevent irregular expenditure

SCM processes and systems are in place to prevent irregular expenditure. The Department has introduced several interventions, primarily the development of a Supply Chain Management Turnaround Strategy (SCMTAS), which has been approved and adopted as a blueprint for turning around the SCM and certain measures were introduced to prevent and mitigate the recurrence of irregular expenditure. These measures include:

PART A: GENERAL INFORMATION

1. Review of Bid Committees

The appointment process of bid committees has been reviewed. This was to ensure that there is participation of Senior Management Service (SMS) members and people with required technical expertise to improve the qualitative nature of decisions made by bid committees.

2. Development of an Overall Standard Operating Procedure (SOP) for SCM and introduction of internal control audits

The SOP has been refined and designed such that there is improvement of the SCM internal control environment to ensure that procurement activities are done correctly in compliance with the SCM legislative framework.

3. Resource Support through Secondment Arrangements

A process to seek support through deployment of resources on a secondment arrangement has been conducted to address and mitigate challenges related to staff shortages.

4. Focused Training

Training sessions for various components of the SCM section are being conducted to enhance the skills and competencies of the SCM officials.

Challenges experienced in SCM and how they were resolved.

These challenges were experienced in SCM and this is how they are being resolved:

1. Severe SCM Capacity Constraints (clause A1 from SCMTAS)

1.1. Submission has been approved to fill 13 SCM vacant posts, all 13 posts have already been advertised and in the process of being filled.

1.2 Resources were received from Provincial Treasury. 12 resources at intermediate 8 juniors, 1 project manager and 1 senior manager.

2. Lack of Sufficient Knowledge and Skills (clause A.2 in SCMTAS)

The following steps have been undertaken to address lack of knowledge and skills in the SCM section:

2.1. 10 training sessions for bid committees and SCM officials have been completed;

2.2. Approval for a training program from the National School of Government has been obtained;

2.3. Lack of capacity for document reviews and quality checks has been addressed;

PART A: GENERAL INFORMATION

3. Significant delays in finalizing SCM Processes (clause A.2 in SCMTAS)

The following steps have been undertaken to address the delays in finalizing SCM processes

- 3.1. Framework contracts for heavy rehabilitation, light rehabilitation and reseal of surfaced roads, drainage and ancillary works on various roads have been completed;
- 3.2. Panels for appointment of security services and legal services are being finalised;
- 3.4. Process for obtaining procurement information is being streamlined.

4. Inadequate Contract Management (A.4 in SCMTAS)

The following steps are being taken to address inadequate contract management:

- 4.1. The contract register is being reviewed for accuracy;
- 4.2. Immediate actions are being implemented to improve the archiving of contract files;
- 4.3. A need for the dedicated legal resource within SCM has been identified.

5. Non-Compliance to SCM Policies (A.5)

The following steps are being taken to address non-compliance to SCM Policies:

- 5.1. Two audits are being conducted to identify and address SCM non-compliance issues;
- 5.2. Capacity in Finance sections in the regions is being enhanced;

6. Lack of Sufficient Document Management Facility (clause A.6 in SCMTAS)

The following steps are being taken to address lack of facility for document management:

- 6.1. A short-term plan for archiving and safeguarding documents is being implemented;

7. Incorrect Application of Deviation Processes (clause A.7 in SCMTAS)

The following were done to address the incorrect application of deviation processes:

- 7.1. SCM Directorate has issued a circular to regulate the deviation process.
- 7.2. A consultation process has been established with the Demand Management for end-users to interact with before they proceed with deviation.

8. Internet Connectivity (clause A.10 in SCMTAS)

The SCM Directorate is consulting with ICT to explore and implement connectivity improvement measures

PART A: GENERAL INFORMATION

GIFTS AND DONATIONS RECEIVED IN KIND FROM NON RELATED PARTIES

The department did not receive any donations during the 2024/25 financial year

EXEMPTIONS AND DEVIATIONS RECEIVED FROM NATIONAL TREASURY

There are no deviations or exemptions received from financial reporting requirements for the current or previous financial year. Either that deviations that have been initiated by the Department.

EVENTS AFTER THE REPORTING DATE

There are no other significant events that occurred after the reporting date that will influence the interpretation of the results under review.

OTHER

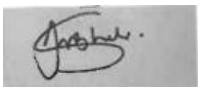
There is no other material fact or circumstances, which may influence the understanding of the financial situation that is not addressed elsewhere in this report.

ACKNOWLEDGEMENT/S OR APPRECIATION

A special note of appreciation to the staff of the Department, for their commitment and dedication towards achieving the Department's mandate.

Also, I wish to convey my sincere thanks and appreciation to the Transport fraternity in their continued support and engagement with the Department with the common agenda of improving the safety and reliability of transport for all the citizens of KZN.

APPROVAL AND SIGN OFF



MR J.S. MBHELE

ACCOUNTING OFFICER

DEPARTMENT OF TRANSPORT

DATE: 31 JULY 2025

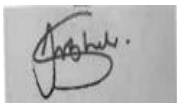
PART A: GENERAL INFORMATION

**5. STATEMENT OF RESPONSIBILITY AND CONFIRMATION
OF THE 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 is free from any omissions.
- The annual report has been prepared in accordance with the guidelines on the annual report as issued by National Treasury.
- The Annual Financial Statements (Part F) have been prepared in accordance with the modified cash standard and the relevant frameworks and guidelines issued by the National Treasury.
- The Accounting Officer is responsible for the preparation of the annual financial statements and for the judgements made in this information.
- The Accounting Officer 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, the human resources information and the annual financial statements. 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 human resources information and the financial affairs of the Department for the financial year ended 31 March 2025.

Yours faithfully,



MR J.S. MBHELE
ACCOUNTING OFFICER
DEPARTMENT OF TRANSPORT
DATE: 31 JULY 2025

6.STRATEGIC OVERVIEW

6.1. Vision

“Prosperity through a smart transportation system”

This means that as a Department we connect the Province, the country, Africa and the World, through a globally competitive and sustainable transportation system that drives socio-economic growth and improves the quality of life of our people.

6.2. Mission

To facilitate the mobility of people and goods by optimising the usage of all modes of transport through an efficient, reliable, integrated, safe, universally accessible and environmentally friendly transportation system.

6.3. Values

The values that guide and define the ethos of the Department are the following:

Core Values	What they mean to the Department
Good Governance	We will implement measures that ensure compliance with all applicable prescripts in the Public Service and the Republic and strive to obtain positive audit outcomes to strengthen accountability, build and sustain confidence in the manner in which we use public resources.
Professionalism	We will continuously strive to build a culture of high professional standards underpinned by work ethic and diligence and to encourage and actively support our staff to affiliate to professional bodies.
Innovation	We will strive to nurture a culture of creative thinking, continuous learning and encourage our staff to research and develop new ways of doing our business in ambitious ways that disrupts the status quo.
Leadership	We will continue to provide sound direction, guidance and leadership to motivate our staff to work hard and efficiently through recognition while providing service excellence at all times.
Teamwork	We will promote consultation, an open-door policy and communication in our activities to ensure teamwork and unity among all our staff.

7.LEGISLATIVE AND OTHER MANDATES

The specific constitutional and legislative mandates, that govern the department's establishment, and operations are outlined in this section.

Constitutional mandates

The Constitution of the Republic of South Africa identifies the legislative responsibilities of different levels of government with regard to the different modes of transport. The Constitution, read with other legislation, outlines the mandate of the Department as follows:

Functional Areas of Concurrent National and Provincial Legislative Competence	Functional Areas of Exclusive Provincial Legislative Competence
Schedule 4 Part A: • Airports other than international and national airports • Public transport • Road traffic regulation • Vehicle licensing Schedule 4 Part B: The following local government matters to the extent set out in section 155(6)(a) and (7): • Municipal airports • Municipal planning • Municipal public transport • Pontoons, ferries, jetties, piers and harbours, excluding the regulation of international and national shipping and matters related thereto	Schedule 5 Part A: • Provincial roads and traffic Schedule 5 Part B: The following local government matters to the extent set out for Provinces in section 155(6)(a) and (7): • Billboards and the display of advertisements in public places • Municipal roads

PART A: GENERAL INFORMATION

Legislative and Policy Mandates

Legislative Mandates

The Department is mandated by the Constitution in terms of responsibilities that it has to discharge, together with other Provincial mandates and policies that further guide the Department in the fulfilment of its role and its contribution towards the attainment of the Provincial vision. The Provincial Growth and Development Strategy (PGDS), together with other Provincial policies, places the Department as the leader and coordinator of transport-related functions in the Province. To this end, the Department is charged with the responsibility of coordinating and contributing towards five of the priorities contained in the PGDS, which are:

- Priority 1: A Capable, Ethical and Developmental State;
- Priority 2: Economic Transformation and Job Creation;
- Priority 4: Consolidating the Social Wage Through Reliable and Quality Basic Services;
- Priority 5: Spatial Integration, Human Settlements and Local Government; and
- Priority 6: Social Cohesion and Safer Communities.

Other strategic legislation and policy mandates which impact upon or informs the Department's functioning while we execute our core functions, are summarised in the tables below. It must be noted that this list is not exhaustive:

NO.	NAME OF LEGISLATION
Civil Aviation	
2.1.1	Airports Company Act; 1993 (Act No. 44 of 1993)
2.1.2	Air Services Licensing Act; 1990 (Act No. 115 of 1990)
2.1.3	Air Traffic and Navigation Services Company Act; 1993 (Act No. 45 of 1993)
2.1.4	Carriage by Air Act; 1946 (Act No. 47 of 1946)
2.1.5	Civil Aviation Act; 2009 (Act No. 13 of 2009)
2.1.6	Convention on International Interests in Mobile Equipment Act; 2007 (Act No. 4 of 2007)
2.1.7	Convention on the International Recognition of Rights in Aircraft Act; 1993 (Act 53 of 1993)
2.1.8	Convention on International Interests in Mobile Equipment Act; 2007 (Act No. 4 of 2007)

PART A: GENERAL INFORMATION

NO.	NAME OF LEGISLATION
2.1.9	International Air Services Act; 1993 (Act No. 60 of 1993)
2.1.10	South African Civil Aviation Authority Levies Act; 1998 (Act No. 41 of 1998)
Maritime Transport	
2.1.11	Carriage of Goods by Sea Act; 1986 (Act No.1 of 1986)
2.1.12	Marine Pollution (Prevention of Pollution from Ships); 1986 (Act No. 2 of 1986)
2.1.13	Marine Traffic Act; 1981 (Act No. 2 of 1981)
2.1.14	Merchant Shipping Act;1951 (Act No. 57 of 1951)
2.1.15	Sea Transport Documents Act; 2000 (Act No. 65 of 2000)
2.1.16	Ship Registration Act; 1998 (Act No. 58 of 1998)
2.1.17	Shipping and Civil Aviation Laws Rationalisation Act; 1994 (Act No. 28 of 1994)
2.1.18	South African Maritime and Aeronautical Search and Rescue Act; 2002 (Act No. 44 of 2002)
2.1.19	South African Maritime Safety Act; 1998 (Act No. 5 of 1998)
2.1.20	South African Maritime Safety Authority Levies Act; 1998 (Act No. 6 of 1998)
2.1.21	Wreck and Salvage Act; 1996 (Act No. 94 of 1996)
Rail Transport	
2.1.22	Legal Succession to the South African Transport Services Act; 1989 (Act No. 9 of 1989)
2.1.23	National Railway Safety Regulator Act; 2002 (Act No. 16 of 2002)
Pipeline	
2.1.24	Gas Act; 2001 (Act No. 48 of 2001)
2.1.25	National Energy Regulator Act; 2004 (Act No. 40 of 2004)
2.1.26	Petroleum Pipelines Act; 2003 (Act No. 60 of 2003)
Road Transport	
2.1.27	Administrative Adjudication of Road Traffic Offences; 1998 (Act No. 46 of 1998)
2.1.28	Advertising on Roads and Ribbon Development Amendment Act; 1985 (Act No. 43 of 1985)
2.1.29	Cross Border Road Transport Act; 1998 (Act No. 4 of 1998)
2.1.30	KZN Provincial Roads Act; 2001 (Act No.4 of 2001)
2.1.31	KZN Road Traffic Act; 1997 (Act No.7 of 1997)
2.1.32	National Roads Act; 1972 (Act No. 54 of 1971)
2.1.33	National Road Safety Act; 1972 (Act No. 9 of 1972)
2.1.34	National Road Traffic Act; 1996 (Act No. 93 of 1996)
2.1.35	Road Traffic Act; 1989 (Act No. 29 of 1989)
2.1.36	Road Traffic Management Corporation Act; 1999 (Act No. 20 of 1999)

PART A: GENERAL INFORMATION

NO.	NAME OF LEGISLATION
2.1.37	Road Transportation Act; 1977 (Act No.74 of 1977)
Cross Cutting	
2.1.38	Broad-Based Black Economic Empowerment Act; 2003 (Act No. 53 of 2003)
2.1.39	Construction Industry Development Board Act; 2000 (Act No. 38 of 2000)
2.1.40	Construction Regulations; 2014; Gazette 37305 to the Occupational Health and Safety Act; 1993 (Act No 85 of 1993)
2.1.41	Criminal Procedure Act; 1977 (Act No. 51 of 1977)
2.1.42	Disaster Management Act; 2002 (Act No. 57 of 2002)
2.1.43	Engineering Profession Act; 2000 (Act 46 of 2000)
2.1.44	Government Immovable Asset Management Act; 2007 (Act No.17 of 2007)
2.1.45	National Environmental Management Act; 1998 (Act No. 108 of 1998)
2.1.46	National Land Transport Act; 2009 (Act No. 5 of 2009)
2.1.47	National Ports Act; 2005 (Act No. 12 of 2005)
2.1.48	National Regulator for Compulsory Specifications Act; 2008 (Act 5 Of 2008) and associated Regulations.
2.1.49	National Standards Act; 2008 (Act No. 8 of 2008)
2.1.50	National Water Amendment Act; 2014 (Act No. 27 of 2014) and the accompanying Draft Regulations Regarding the Procedural Requirements for Licence Applications in terms of Section 26(1) (k) of the National Water Act; 1998 (Act No. 36 of 1998)
2.1.51	Project and Construction Management Act; 2000 (Act No. 48 of 2000)
2.1.52	Promotion of Equality and Prevention of Unfair Discrimination; 2000 (Act No. 04 of 2000)
2.1.53	The Constitution of the Republic of South Africa; 1996 (Act No. 108 of 1996)
2.1.54	The Spatial Planning and Land Use Management Act; 2013 (Act No. 16 of 2013) (SPLUMA)
2.1.55	Urban Transport Act; 1977 (Act 78 of 1977)

Policy Mandates

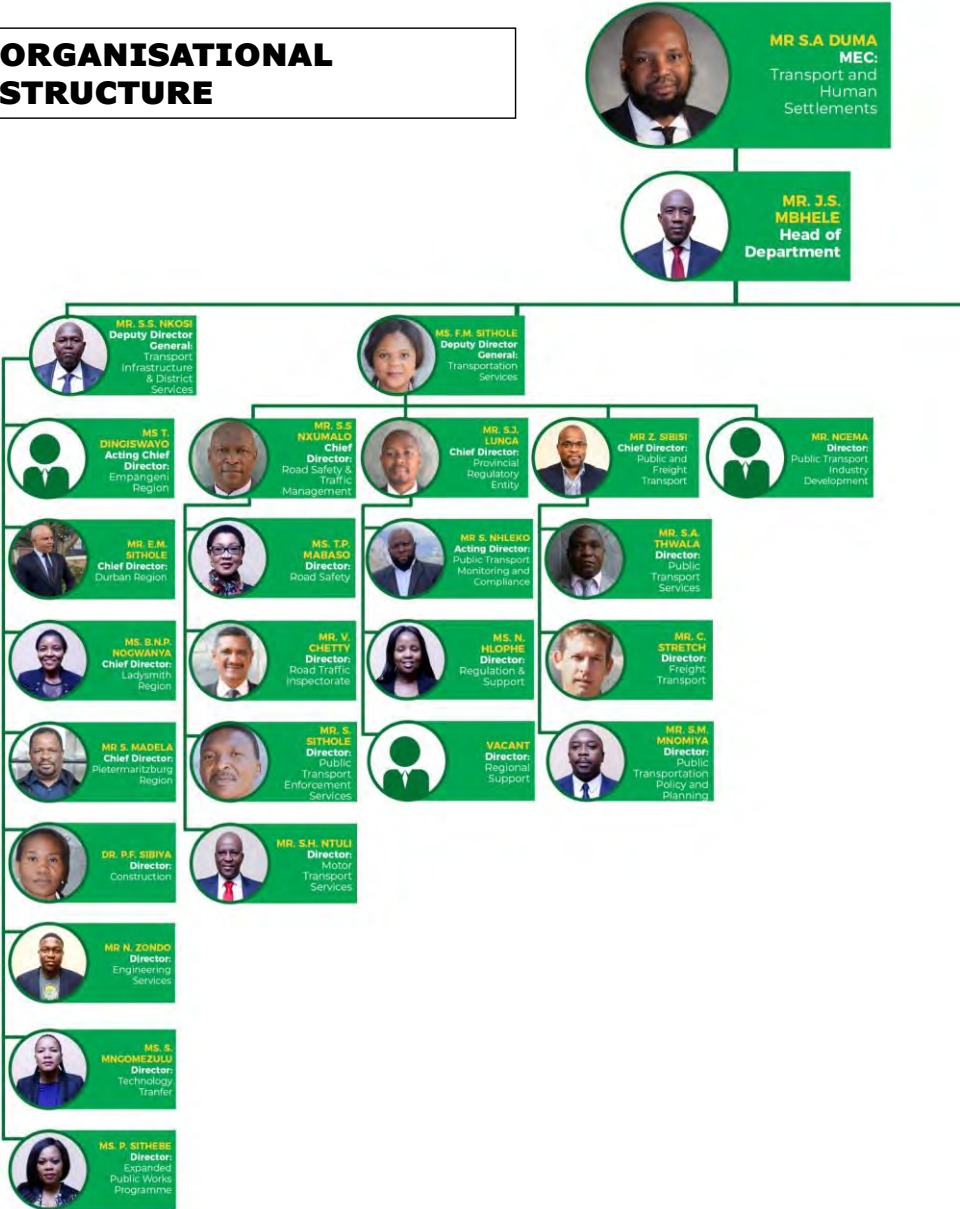
NO.	NAME OF POLICY
Civil Aviation	
2.2.1	White Paper on National Policy on Airports and Airspace Management; 1997
Maritime Transport	
2.2.2	Comprehensive Maritime Transport Policy for South Africa; 2017
2.2.3	International Maritime Organisation under the International Convention named Safety of Life at Sea (SOLAS); 1974

PART A: GENERAL INFORMATION

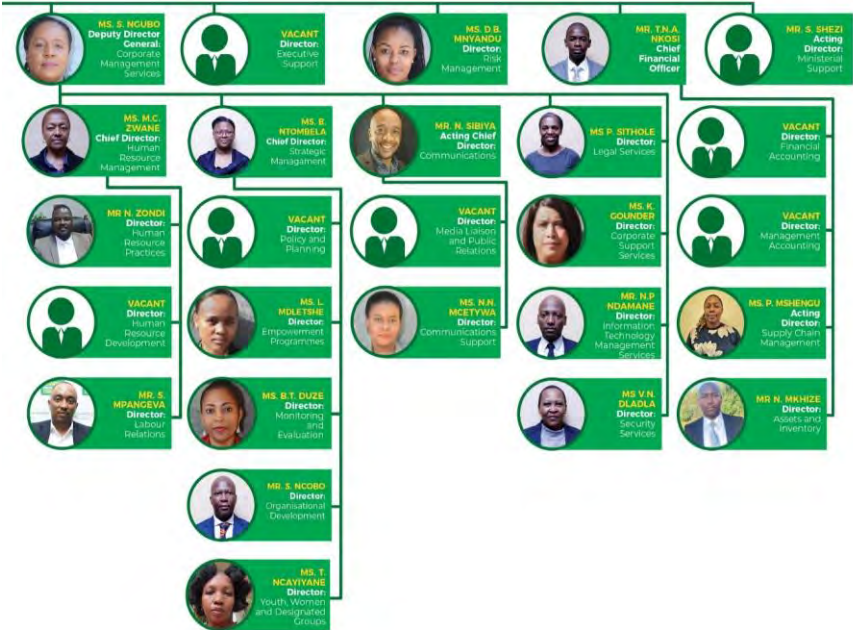
NO.	NAME OF POLICY
2.2.4	National Commercial Ports Policy; 2002
Rail Transport	
2.2.5	Draft White Paper on National Rail Policy; 2017
Road Transport	
2.2.6	KZN Learner Transport Policy; 1 July 2021
2.2.7	National Learner Transport Policy; June 2015
2.2.8	White Paper on National Transport Policy; 1996
Cross Cutting	
2.2.9	Draft Non-Motorised Transport Policy; December 2008
2.2.10	Framework on Gender Responsive Planning, Budgeting, Monitoring, Evaluation and Auditing; 2018
2.2.11	Framework for Infrastructure Delivery and <i>Procurement Management, May 2019</i> " (FIDPM) as issued by National Treasury, October 2019
2.2.12	Gender Equality Strategic Framework; 2015
2.2.13	KZN White Paper on Freight Transport Policy; October 2004
2.2.14	National Policy Framework for Women's Empowerment and Gender Equality (Gender Policy Framework); 2000
2.2.15	National Strategic Plan on Gender-Based Violence and Femicide; 2020
2.2.16	National Youth Policy 2020-2030; October 2020
2.2.17	The Department of Public Service and Administration's Determination on Reasonable Accommodation and Assistive Devices for Employees with Disabilities in the Public Services; July 2015
2.2.18	White Paper on the Rights of Persons with Disabilities; March 2016
2.2.19	Women's Financial Inclusion Framework; 2019

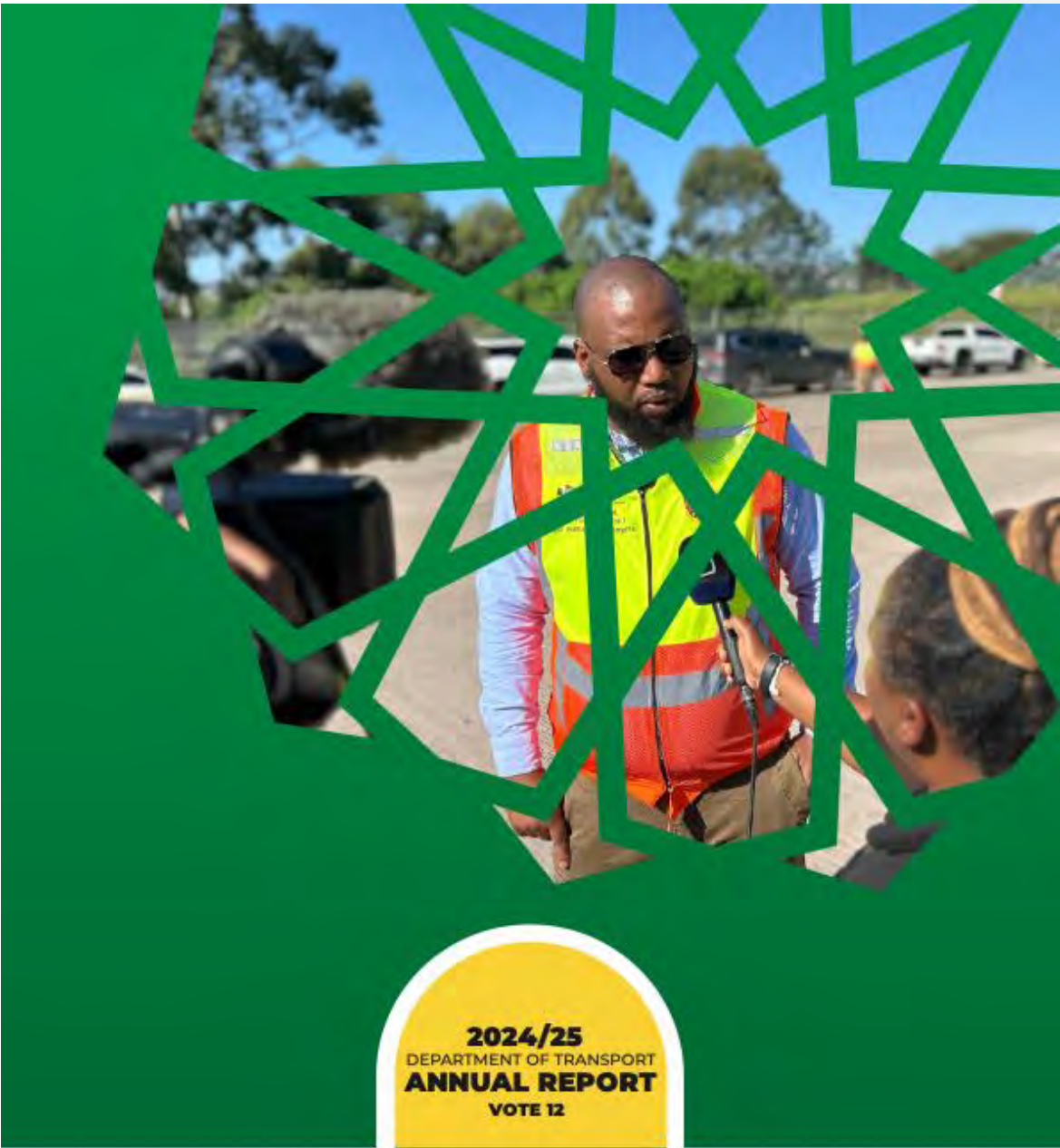
PART A: GENERAL INFORMATION

ORGANISATIONAL
STRUCTURE



PART A: GENERAL INFORMATION





2024/25
DEPARTMENT OF TRANSPORT
ANNUAL REPORT
VOTE 12

PART 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 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 the Report of the Auditor-General, published as Part E: Financial Information.

2. OVERVIEW OF DEPARTMENTAL PERFORMANCE

2.1 Service Delivery Environment

The department operated within a service delivery environment that witnessed increased road fatalities compared to the target set. This has brought the department full circle in finding ways of dealing with road safety challenges facing the province. To that end a road safety plan on implementing the national road safety strategy is being developed.

Several contractors contributed to the underachievement of transport infrastructure indicators. While some have abandoned construction sites, some have experienced delays with site establishment and general progress of project works. This has resulted in the current phenomenon of high levels of budgetary commitments and low levels of performance output. Further contributors were SCM delays experienced.

The inefficiencies in subsidised public transport services require great focus. Some of the operators were not running at full capacity in line with the contracted services. This is an area that the department is focusing on to facilitate improvement.

The Department continues to deliver frontline services at driver licensing centres, vehicle registration amongst others. New registering authority requests have been considered in line with the departmental prescripts.

PART B: PERFORMANCE INFORMATION

2.2 Service Delivery Improvement Plan

The department has an approved service delivery improvement plan that is currently being implemented. The tables below highlight the service delivery plan and the achievements to date.

Main services and standards

Main services	Beneficiaries	Current/actual standard of service	Desired standard of service	Actual achievement
Provision of learner and driving licences (DLTC's).	All learner and driving licence applicants.	Services rendered in 31 minutes	Service time reduced to at most 10 minutes.	Advertisement of tender for the development of the on-line application systems within includes queuing system.
Provision of registration and licencing of motor vehicles (MLB's).	All motor vehicle owners.	Service rendered in 63 minutes	Service time reduced to 15 minutes.	Advertisement of tender for the development of the on-line application systems within includes queuing system.

Batho Pele arrangements with beneficiaries (Consultation access, etc.)

Current/actual arrangements	Desired arrangements	Actual achievements
Inadequate levels of consultation with customers. Customers are not given a choice of services offered.	Develop a customer satisfaction survey to identify the services they require.	Tasks to be undertaken once project has been implemented and operational.

Service delivery information tool

Current/actual information tools	Desired information tools	Actual achievements
Lack of information available to customers	Advertising, update intranet, notice board updated, budget, customer pamphlets and signage.	Information is being made to customers through the recommended platforms where applicable.

Complaints mechanism

Current/actual complaints mechanism	Desired complaints mechanism	Actual achievements
No proper evidence if whether complaints are addressed and follow-ups done.	Have a central point to receive complaints and then filtered to the relevant office/official who will take responsibility to address the complaint and keep statistics.	Survey still needs to be undertaken.

PART B: PERFORMANCE INFORMATION

2.3 Organisational environment

The Department saw a departure of key personnel within the Supply Chain Management Directorate. This created a vacuum which was ultimately filled with acting personnel. This is not an ideal solution. However, it was a necessary one to facilitate efficiencies in this critical Directorate.

The Department further saw the retirement of the Director Policy and Planning. This created a vacuum in a critical portfolio at a time when the Annual Performance Plan and the Strategic Plan were due for compilation and submission to oversight structures. The Department does need to urgently fill in this post to enable seamless operations and improved efficiencies in service delivery.

2.4 Key policy developments and legislative changes

There has been one update to the legislative mandates as per the Revised Strategic Plan (2020-2025); V2. This is detailed below:

Administrative Adjudication of Road Traffic Offences Act; 1998 (Act No. 46 of 1998) and the Administrative Adjudication of Road Traffic Offences Amendment Act; 2019 (Act No. 4 of 2019) – Following the ruling of Constitutional court, the Administrative Adjudication of Road Traffic Offences Act (AARTO) processes were declared lawful and constitutional.

The Constitutional Court ruling has granted authority for the demerit system for motorists to be implemented. It is envisaged that the commencement should be in June/July of 2024 and will ultimately curb road fatalities and clamp down on drivers disobeying the rules of the road.

Another amendment is that there will be electronic serving of documents, currently they are sent through the mail or in person – when a traffic officer serves you documents at a traffic stop.

Once the legislation is implemented, it will also allow for the introduction of a rehabilitation programme for habitual infringers so that they can be rehabilitated. The intention is not for

PART B: PERFORMANCE INFORMATION

action to be punitive as errant drivers are more dangerous as opposed to compliant drivers who are provided with an opportunity to reskill themselves.

Updates to the Policy Mandates

There were three updates to the policy mandates as per the Revised Strategic Plan (2020-2025); V2.

These are summarised below :

1. National Land Transport Strategic Framework 2023 – 2028; June 2023 : The purpose of this framework is to guide land transport planning countrywide.

The National Land Transport Strategic Framework (NLTsf) embodies the overarching, national five-year (2023 to 2028) land transport strategy, which gives guidance on transport planning and land transport delivery by the national government, provinces in the development of Provincial Land Transport Frameworks (PLTFs) and municipalities in the development of the respective Integrated Transport Plans (ITPs) for the five years.

Nationally there are Constitutional implications for transport planning, which affect the right to safety, equality, dignity, and freedom of movement. The NLTsf sets out strategic priorities to apply transport planning in achieving social, health, economic and environmental outcomes. The identified strategic priorities and outcomes link the Framework to the NDP, NATMAP, provincial and municipal transport and spatial planning (SDFs, CIP, Bulk Infrastructure Master Plans and DDDM at the Local Government level).

The NLTsf is a framework for Transport Planning; effective for all spheres of government. It sets the overarching goals, vision, and objectives for each element of the transport system which would be reflected in the Provincial Land Transport Frameworks (PLTFs) and Integrated Transport Plans (ITPs), and which must align with the NLTsf. The success in achieving these objectives depends on the implementation of the transport programmes and projects that emanate from the respective PLTFs and ITPs reflected through the Key Performance Areas as defined in the NLTsf.

The purpose of the NLTsf is to:

- serve as a five-year framework for integrated land-use transport planning;

PART B: PERFORMANCE INFORMATION

- serve as an enabler of land use and transport planning aspects as guided by the National Development Plan (NDP) 2030;
 - provide the guiding principles that integrate various modes of land transport within the planning context of the NDP and support wider relevant national legislation and policy;
 - provide clarity and certainty about the transport planning priorities to enable effective decision-making about programmes and initiatives at all levels of government;
 - align transport to sustainable economic development and universal accessibility; and
 - enhance coordination between the various spheres of government.
2. National Treasury Cost Containment Directive; 31 August 2023 – In terms of the circular, “the advertising of all new procurement contracts for all infrastructure projects”, must be frozen, “unless approved otherwise by the National Treasury”.

This Directive may have implications for new infrastructure projects in outer years of the MTEF if there are budget cuts.

3. National Treasury’s Revised Asset Management Framework; 2022 – In terms of this framework, departments are instructed to change method of recognition of assets from a “parent to child” method and to a component method, with effect from the current financial year.

Furthermore, National Treasury has also made changes on the treatment and recognition of leased assets, where leased assets are to be recognised on the Departmental Fixed Asset Register from the inception date of the lease agreement as opposed to previous recognition where assets were recognised at the end of the lease term. This will result in the proper management of assets and inventories.

PART B: PERFORMANCE INFORMATION

3. ACHIEVEMENT OF INSTITUTIONAL IMPACTS AND OUTCOMES

The Department’s impact statement and outcomes as per the Strategic Plan are articulated as per the table below for ease of reference. There were no amendments to the Strategic Plan during the reporting period.

IMPACT STATEMENT	A universally accessible, sustainable, and safe transportation system
OUTCOMES	Outcome1: A transformed Department through sound corporate governance and ethical leadership. Outcome 2: An efficient, effective, and sustainable transport infrastructure network and assets that respond to local and regional transportation demands. Outcome 3: Improved access to affordable, integrated, inclusive, safe, and reliable transport systems.

The achievement of the impact statement of the Department is dependent on Departmental performance on defined indicators. These further contribute towards the attainment of the specified outcomes and MTSF priorities.

In respect of **Outcome 1:** A transformed Department through sound corporate governance and ethical leadership. There are two outcomes pertaining to this outcome, namely, Number of annual audit findings and Project management maturity level. The Department managed to obtain an unqualified audit. However, the Department lags in respect of project management maturity level. The Department needs to improve support for this concept to improve project management.

Outcome 2 is namely, an efficient, effective, and sustainable transport infrastructure network and assets that responds to local and regional transportation demands remains a focal point

PART B: PERFORMANCE INFORMATION

for the Department. There are several indicators pertaining to this outcome. In the final analysis, the Department has achieved this outcome.

Outcome 3 refers to, Improved access to affordable, integrated, inclusive, safe, and reliable transport systems. The attainment of this outcome is dependent on four indicators. The Transport Masterplan being the main driver in attaining some of the indicators within this outcome. The Department was unable to fully achieve this outcome as the Transport Masterplan is still being compiled.

4. INSTITUTIONAL PROGRAMME PERFORMANCE INFORMATION

This section provides a narrative of the significant achievement of targets for the outputs and output indicators for each programme for the financial year under review. The narrative also provides a summary on how the achievement of targets has contributed towards achieving the department's outcomes, which will invariably impact on the strategic priorities of government. Furthermore, the department has detailed, per programme, its response to prioritising women, youth and persons with disabilities in its service delivery environment, challenges encountered by the department when prioritising delivery for these designated groups, and the corrective steps that were undertaken in dealing with such challenges (where applicable).

4.1 Programme 1: Administration

Purpose: The purpose of this programme is to provide the Department with the overall management and administrative, strategic, financial and corporate support services to ensure that it delivers on its mandate in an integrated, efficient, effective and sustainable manner. The sections that fall under programme 1 include:

- The Office of the Executive Authority
- Management
- Corporate Support
- Departmental Strategy

PART B: PERFORMANCE INFORMATION

Programme 1 contributes to the outcome on “A transformed Department through sound corporate governance and ethical leadership”. Ultimately the Department’s goal was to improve the quality of the Department’s governance environment and consequently the audit outcomes.

The Department’s performance was impacted by various factors, one of which is the vacancy rate. One of the key priorities was to expedite the filling of vacant posts which impacts on the Department’s ability to provide efficient and effective service delivery to the communities. Whilst posts were filled the Department remained committed to ensuring that the Employment Equity targets were met through the implementation of strategies which create opportunities for designated groups.

The planned performance in the Programme clearly supported and contributed to the MTSF Priority 1: Capable, Ethical and Developmental State as well as meeting the mandates on prioritising and mainstreaming vulnerable groups.

The Department achieved its target in the following indicators:

- Percentage compliance with the Procurement Plan
- Number of training sessions held for staff in the offices of CFO, SCM offices and BID Committees
- Percentage of funded posts that are vacant
- Number of information sharing sessions held on Gender-based Violence
- Number of quarterly reports submitted to oversight bodies on litigations
- Percentage implementation of the Department’s Digital Strategy (2023/2024 to 2028/2029)
- Number of needs assessments completed in line with office accommodation requirements
- Number of standard operating procedures developed
- Number of business processes developed
- Number of interventions implemented from the Communications Strategy

The Department performed very well in this programme by achieving the target in all 10 measured indicators. Overall, 100% of targets were achieved in the current financial year.

PART B: PERFORMANCE INFORMATION

Programme 2: Transport Infrastructure

Purpose: The purpose of this programme is to promote accessibility and the safe, affordable movement of people, goods and services through the delivery and maintenance of transport infrastructure that is sustainable, integrated and environmentally sensitive, and which supports and facilitates social empowerment and economic growth.

The Department's two major outputs relating to the outcome on "An efficient, effective, and sustainable transport infrastructure network and assets that respond to local and regional transportation demands" are a balanced and equitable road network; and an improved road network condition. Both these outputs are essential for the socio-economic and spatial development of the Province while also creating and providing access to our communities. These outputs contribute directly to the Revised MTSF Priority 2: Economic transformation and job creation; as well as the cross-cutting enablers across all priorities and the cross-cutting focus areas (Women; Youth; and People with Disabilities).

Performance was planned so that the Province could recover economically, and to ensure that social and economic opportunities are more accessible through roads, bridges and vehicle bridges being constructed. It was also imperative that the existing infrastructure is maintained so that the lifespan of such infrastructure increases. This maintenance was ensured through the functions relating to rehabilitation, re-gravelling, blacktop patching; etc

The Department achieved its target in the following indicators:

- Number of consolidated infrastructure plans developed
- Number of kilometres of surfaced roads visually assessed as per the applicable Technical Methods for Highways (TMH) manual
- Number of kms of gravel roads visually assessed as per the applicable TMH manual
- Star rating of strategic networks of 3 416 kms
- Percentage completion of the Road Transport Infrastructure Long-term Plan
- Number of kilometres of gravel access roads constructed
- Number of kilometres of gravel road re-gravelled
- Number of square metres of blacktop patching
- Number of kilometres of gravel roads bladed

PART B: PERFORMANCE INFORMATION

The Department underperformed in nine (9) of the eighteen (18) measured indicators. Overall, 50% of targets were achieved in the current financial year. This was fair performance by the Department. The underachievement was attributed to several factors such as issues and challenges incurred by contractors, poor performance of contractors, and cancellation of projects.

The Department also achieved its targets in the following outcome indicators:

- Percentage of road network in 'poor to very poor' condition
- Kms of road declared

Programme 3: Transport Operations

Purpose: The purpose of this programme is to plan, regulate and facilitate the provision of integrated land transport services through co-ordination and co-operation with national planning authorities, CBO's, NGO's and the private sector to enhance the mobility of all communities particularly those currently without or with limited access to transportation services.

The programme includes all costs involved in public transport management and service delivery including the planning and coordination of the operations in the transport industry.

Performance in this programme was planned specifically with interventions aimed at the output of improving integration, safety and efficiency in the transportation sphere and with interventions that support and contribute directly to the Revised MTSF Priority 5: Spatial Integration, Human Settlements and Local Government. This integration extends to both public transport and freight transport and all other modes.

Performance in this Programme was also planned so that the needs of the public and those of freight operators were considered while also balancing those of the other key stakeholders, e.g. public transport operators.

A well balanced, safe transportation sphere is essential in light of the positioning of the Province to improve and help rebuild the economy while creating a transportation system that is satisfactory for all public transport stakeholders, especially those who require safe and affordable transport.

PART B: PERFORMANCE INFORMATION

The Department performed well in this programme by achieving the target in five (5) out of seven (7) indicators in Programme 3 in the 2024/25 financial year. This is an achievement of 71%. Underperformance was attributed to the shortage of buses being made available to Durban Transport to be able to operate optimally. The collapse of Zululand Bus services also contributed to the underperformance. Targets were achieved in the following indicators:

- Number of routes subsidised
- Subsidy per passenger
- Number of Provincial Regulating Entity (PRE) hearings conducted
- Number of Smart Truck (PBS) trips on the Provincial road network
- Number of engagements held with partners relating to the movement of cargo from the road network to other modes of transport

The Department also achieved its target in the following outcome indicator:

- Percentage completion of the Provincial Transportation Masterplan

Programme 4: Transport Regulation

Purpose: The purpose of this programme is to ensure the provision of a safe transport environment through the regulation of traffic on public infrastructure, law enforcement, implementation of road safety education and awareness programmes and the registration and licensing of vehicles and drivers.

The programme includes all costs related to overall management of road traffic and safety in the Province.

The outputs planned for this programme supported the outcome of “Improved access to affordable, integrated, inclusive, safe and reliable transport systems”. It also contributed directly to the Revised MTSF Priority 5: Spatial Integration, Human Settlements and Local Government and Priority 6: Social Cohesion and Safer Communities.

Road safety remains one of the key challenges and the World Health Organisation projects road deaths to be the fifth major cause of deaths globally. Road safety remains a significant concern in KZN, with frequent reports of accidents. The Department’s aim to reduce fatal crashes is not solely the responsibility of enforcement. It is also dependent on the condition of the road network, vehicle roadworthiness, provision of safe public transport, adherence to public and freight transport regulations, and road safety awareness and education.

PART B: PERFORMANCE INFORMATION

The implementation and delivery of planned projects within this programme ultimately contributed to an integrated, safe, efficient and sustainable transport system through all traffic enforcement; and driver and vehicle licensing activities.

The Department achieved the target in eight (8) out of twelve (12) indicators. This is an achievement of 67%. Targets were achieved in the following indicators:

- Number of compliance inspections conducted
- Number of drunken driving operations conducted
- Number of pedestrian operations conducted
- Number of multi-disciplinary enforcement operations
- Number of road safety awareness interventions conducted
- Number of pedestrian crossing patrols provided
- Number of schools involved in road safety education
- Number of goal directed enforcement operations of public transport conducted (Operation Shanela)

The Department did not achieve the target in the following outcome indicator:

- Number of fatal crashes

The target was not achieved due to inclement weather, increase in pedestrian fatalities, human error and mechanical failures.

Programme 5: Community Based Programme

Purpose: To manage the implementation of programmes and strategies that lead to the development and empowerment of communities and contractors. This includes the provincial management and co-ordination of the Expanded Public Works Programme

The Community Development Programme is a transversal programme that cuts across all the four other programmes of the Department. The delivery of outputs planned for this programme are therefore realised through the performance of all other programmes against planned targets and measures against the planned output indicators of this programme.

Performance in the Programme contributed to two Revised MTSF priorities, i.e. Priority 2: Economic Transformation and Job Creation as well as Priority 5: Spatial Integration, Human Settlements and Local Government. There is also very strong contribution to the cross-cutting focus areas (Women, Youth, People with Disabilities).

PART B: PERFORMANCE INFORMATION

The Department continued to contribute to job creation through Programme 5 and exceeded the target for the Vukayibambe Routine Road Maintenance Programme, the number of women employed, the number of women trained as well as the number of youth trained. There was a significant increase in the number of persons with disabilities employed in the 2024/25 financial year.

The Department achieved the target in ten (10) out of seventeen (17) indicators. This is an achievement of 59%. The underperformance is aligned to the performance in the respective programmes, especially programme 2

Targets were achieved in the following indicators:

- Number of women trained
- Number of youth (18-35 years old) trained
- Value of contracts awarded to Exempted Micro Enterprises (EME's)
- Value of contracts awarded to Qualifying Small Enterprises (QSE's)
- Number of work opportunities created
- Number of women employed
- Number of Full-time Equivalents (FTEs)
- Number of employment days created
- Number of Zibambele participants employed
- Number of jobs created through the Vukayibambe Routine Road Maintenance Programme

PART B: PERFORMANCE INFORMATION**Programme 1: Administration**

Purpose: The purpose of this programme is to provide the Department with the overall management and administrative, strategic, financial and corporate support services in order to ensure that it delivers on its mandate in an integrated, efficient, effective and sustainable manner.

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
Outcome 1: A transformed Department through sound corporate governance and ethical leadership	Improved audit outcomes	Percentage compliance with the Procurement Plan	-	24%	80%	81%	1%	Procurement from the previous financial year fell into the current financial year which led to the slight overachievement
		Number of training sessions held for staff in the offices of CFO, SCM offices and BID Committees	-	7	8	10	2	End users and SCM officials requested additional training on procurement planning and sourcing strategies
		Percentage of funded posts that are vacant	-	-	21%	5%	16%	The actual output for 2024/25 is significantly lower (5%) than the planned target (21%) as the Department undertook a PERSAL cleanup during the 2024/25 reporting period which resulted in unfunded vacant posts being abolished on PERSAL. Only vacant posts with approval to fill were

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
								granted by the Office of the Premier and those in the process of an appointment being made were reflected. This was as per the instruction from the Office of the Premier
		Number of information sharing sessions held on Gender-based Violence	-	0	7	8	1	The Department exceeded the annual target as there was a need for an additional GBV session during the financial year
		Percentage implementation of the Department's Digital Strategy (2023/2024 to 2028/2029)	-	93%	20%	20%	0	Target achieved
		Number of quarterly reports submitted to oversight bodies on litigations	-	8	8	8	0	Target achieved
		Number of needs assessments completed in line with office accommodation requirements	-	2	4	6	2	The Official Accommodation Component received a request for the urgent establishment of 3 RTI Stations, being RTI van Reenen, RTI Kosi Bay & RTI Pongola. This request led to the overachievement for the financial year

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
		Number of business processes developed for implementation	-	0	2	3	1	There was an audit finding for Fines Management Services, therefore a business process needed to be developed, which led to the overachievement
		Number of standard operating procedures developed	-	8	8	9	1	The audit finding for Fines Management Services necessitated the development of a standard operating procedure which contributed to the overachievement for the financial year
		Number of interventions implemented from the Communications Strategy	-	6	6	6	0	Target achieved

PART B: PERFORMANCE INFORMATION

Programme 2: Transport Infrastructure

Purpose: The purpose of this programme is to promote accessibility and the safe, affordable movement of people, goods and services through the delivery and maintenance of transport infrastructure that is sustainable, integrated and environmentally sensitive, and which supports and facilitates social empowerment and economic growth.

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
Outcome 2: An efficient, effective and sustainable transport infrastructure network and assets that respond to local and regional transportation demands	Balanced and equitable road network Improved road network condition	Number of consolidated infrastructure plans developed	1	1	1	1	0	Target achieved
		Number of kilometres of surfaced roads visually assessed as per the applicable Technical Methods for Highways (TMH) manual	3 407	8 009.67	4 330	7 481	3 151	The visual assessment of surfaced roads surpassed the Annual Performance Plan (APP) target, as the KwaZulu-Natal Department of Transport (KZNDOT) has adopted a resolution through its Road Asset Management Steering Committee to progress to a Level IV asset management maturity by conducting comprehensive annual network data collection. Notably, through additional surveying and as indicated in the condition index performance as disclosed in the RAMP

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
								submission, KZNDOT has seen a 7% decrease in roads with very poor condition based on the VCI data collected being used to inform maintenance priorities through appropriate rehabilitation measures.
		Number of kms of gravel roads visually assessed as per the applicable TMH manual	4 278.23	12 579.48	8 336	10 819	2 483	The visual assessment of gravel roads exceeded the APP target due to compliance with the Division of Revenue Act (DORA) requirements, which mandate a minimum of 8,336 kilometres. the remaining unpaved network from the 2023/24 financial year was fully assessed in the 2024/25 financial year, ensuring comprehensive coverage Notably, through additional surveying and as indicated in the condition index performance as disclosed in the RAMP submission, KZNDOT has seen a 4% decrease in roads with very poor condition, and a 4% decrease in roads with poor condition based on the VGI data collected being

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
								used to inform maintenance priorities through appropriate gravelling and blading cycles.
		Number of safety interventions in hazardous locations	0	0	3	0	-3	The Road Safety Audit's (RSA's) were conducted using the South African Road Safety Manual 2012. During the Roads Coordinating Body meeting, held on the 12th of September 2024 with National Department of Transport, it was resolved that the new South African Road Safety Assessment Method (SARSAM) must approved and adopted. This is captured on the meeting minutes (item 2.4) which were signed on the 18th of February 2025 hence we had to align our document to meet the requirements of SARSAM/TMH24. Furthermore, the document for the establishment of a panel for independent road safety auditors was concluded and submitted to the BSC on the 10th of April 2025.
		Star rating of strategic networks of 3 416 kms	2	2	2	2	0	Target achieved

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
		Percentage completion of the Road Transport Infrastructure Long-term Plan	0	26	50	50	0	Target achieved
	Balanced and equitable road network	Number of kilometres of gravel roads upgraded to surfaced roads	6.69	27.90	45	39.45	-5.55	The targets were under achieved due to the following: P740 =3km scope was reduced due to 4198 contract being declared Irregular and no additional Variation Order (VO) was approved to minimize the irregular expenditure of the Department. L1578- 2.5km was scheduled to be achieved in July 2024 but the progress was affected by delays in approving the Variation Order for additional funding due to backlog at BAC.
		Number of kilometres of new gravel access roads constructed	0	5.4	5	5.1	0.1	Target achieved

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
		Number of new major vehicle bridges constructed	1	2	7	4	-3	The planned target was under achieved due to the following: uMhlathuze Bridge was terminated due to poor performance of the contractor. uMlalazi Bridge amicable variation order was finalised late in the year and contractor plans to complete the bridge in the next financial year. Buffalo River Bridge- The contractor is behind programme and notice letters has been issued to them to improve progress on site.
		Number of pedestrian bridges constructed	0	0	1	0	-1	The planned target was under achieved due to the contract for iLovu Bridge being advertised. The contract is currently under evaluation
		Number of m² of non-motorised transport facility constructed	4 110.03	4 124.10	0	11 047.5	11 047.5	The upgrade of the D457 was initially scheduled for completion in the 2023/24 financial year, however, the sidewalk works were only finalized in August at final completion

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
		Number of weighbridges constructed	-	0	1	0	-1	Due to legal challenges in the beginning of the project there were delays experienced, therefore the Kokstad TCC weighbridge will only be completed by 30 June 2025
		Number of public transport infrastructure facilities constructed	-	0	2	1	-1	The Department planned to construct two public transport facilities, i.e. one in Port Shepstone and one in Jozini. Due to delays in planning and design, only the Port Shepstone facility was completed in the 2024/25 financial year
	Improved road network condition	Number of square metres of surfaced roads rehabilitated	262 720	287 178.10	1 342 115	407 950.88	-934 164.12	The planned target was under achieved due to the following: P725 (30 124.4 m²) The contractor is experiencing financial difficulties that led to slow progress in completing the project as planned and penalties have been imposed. An output of 26400 m2 has been achieved in March 2025 and an intention to terminate has been issued to the contractor for failing to complete the project in due time.

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
								There was a delay in the second establishment of the site camp (5 months) due to community disruption. The contractor first established his site office under Inkosi Mpungose and was later advised by the community members and PLC to re-establish his site camp at another area. The contractor indicated the cash flow challenges and plant breakdown for his slow progress. P237 (15 130 m²) The contractor is on penalties and did not return to the site after the December shutdown period; hence, the Department is finalising the termination. A total of 17 000 m2 was targeted and only 15 130 m2 has been achieved in March 2025. P50-1 (37 140 m²) P50-1 encountered delays due to numerous breakdowns, and it took time to resolve them. Cash flow challenges and inclement weather also contributed to the

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
								delays. Only 11 900 m2 have been achieved by March 2025. P40 (14 000 m²) The project was re-advertised on the 3rd of October 2023 and tender closed on 6th of November 2023. To date the award has not yet been made thus not realising any outputs in the 2024/25 financial year P492 (28 050 m²) The contractor is experiencing financial difficulties in achieving the outputs as per the initial plan. Progress not being in line with project programme as the project is progressing slowly. Letters have been issued to the contractor and penalties will be imposed on the contractor once the contractor has reached the completion date as per the contract. P242 (38 146 m²) The contractor is experiencing financial difficulties that led to slow progress in completing the project as planned P189 (58 313 m²) The project outputs were targeted for 23/24

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
								financial year and were only achieved in the 24/25 financial year P12-1 (83 000 m²) The main contractor abandoned the site that led to the contract being terminated on the 10th of August 2023. The Department is in the process of appointing a new service provider through the Light Rehabilitation Panel of contractors to complete the remaining scope of works. The document has been submitted to SCM for the procurement of a new service provider through this panel. P443 (21 590 m²) The appointed Construction Health & Safety Agent withdrew his services from the project and the Construction Works Permit was revoked by the Department of Labour & Employment in the middle of the Works. This delayed the progress of the Works as the Contractor could not undertake construction activities in the absence of the Construction Works Permit.

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
								P3-1 (37 400 m²) The output was not achieved in the 2024-2025 financial year as the contractor was only appointed on 15 October 2024 through the panel of contractors, ZNB01930. P479 (17 000 m²) Project has been delayed from being awarded. The project was advertised on 15 December 2022 and closed on 07 March 2023. To date award has not been made and some outputs for the current financial year were to be yielded from this project. P164 (68 000 m²) The contractor has experienced financial challenges since the beginning of the project. P577-2 (7 731 m²) The project had anticipated to achieve the outputs in Q3; however, the contractor was granted a Variation order with Extension of Time for repairing sub-base and base. The V.O emanates from the original contract scope being a mill and replace and in commencement of works on

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
								site, it was noted that conditions in base and subbase had worsened thus requiring different rehabilitation measures to be implemented. Variation order has been approved. D435 (29 750 m²) The underachievement of outputs on D435 is as a result of slow progress and cashflow challenges experienced by the main contractor. P8-1 (5 275 m²) The rain delays had a negative impact in achieving the targeted outputs that equated to a loss of 46 days. The prioritization of material supply to National projects i.e Sanral projects caused major delays in material supply. P334 (35 445 m²) There was a delay in the award of the quotation document that led to the project being implemented later than it was anticipated. Rains in the last quarter of the financial year had cause delays

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
								in achieving the targeted outputs. P340 (54 000 m²) The adjudication report for P340 has not yet been finalized due to financial constraints within the Department. The amount transferred to IDT is less than the amount of the recommended contractor. Procurement has therefore been delayed as result thereof P284 (72 000 m²) Local Business Forum halted construction for a period of two weeks (24 July 2024 till 05 August 2024) - On misinformation of PLC involvement in CPG appointment processes as well as apportionment of participation per each traditional council in the area. Inclement Weather Delays - A total no. of sixty-three (63) days lost in the eight (8) months of construction thus far P259 (63 949 m²) The contractor experienced cash flow constraints that led to slow progress of the project. The

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
								issue of the plant and equipment had a negative impact in the execution of the project on time and the contractor appointed the sub-contractor to take over on some sections of the project. Heavy rains in the last three months of the financial year in the province impacted the achievement of the outputs that include the non-payment of the service provider in the last quarter. 26400 m2 achieved in the 24/25 FY. P7-3 (111 137 m²) The contractor is behind the approved programme due to financial constraints and non-payment in the 4th quarter that led to the suspension of the works. P19 (110 000 m²) The contractor has experienced financial challenges since the beginning of the project. On the Mooi River side, heavy rains were experienced that forced the contractor not to continue with the construction as planned due to unforeseen

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
								weather conditions, that resulted in outputs not being achieved. P61 (72 000 m²) The owner of the company passed on in November 24 while the project was in progress. The project has been stopped since his death for the estate to be wound up. P395 (70 833 m²) Outputs were not achieved due to an extraordinary amount of rain experienced on the south coast of KZN which drastically prevented the continuous planned production. This was experienced at the asphalt plant with the saturated material which resulted in reduced planned surfacing production. Out of 70 833 m² planned outputs only 36 700 m² were achieved in the 2024/25 financial year
		Number of square metres of surfaced roads resealed	138 876	111 527	592 351	8 640	-583 711	The planned target was under achieved due to the following: P309-1 (25 360 m²) The contractor is experiencing financial constraints. As a

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
								result, the output was not achieved. 8640 m² achieved in the 2024/25 FY P209 (36 870 m²) The reseal of P209 was firstly advertised on the 21st of October 2021 and it was cancelled on the 08th of June 2022. It was re-advertised on the 15th of December 2022 and to date it has not been awarded P422 (70 000 m²) The contractor experienced cash flow challenges that led to slow progress on site. P208 (128 949 m²) The output for P208 was not achieved due to delay in the finalisation of reseal panel of contractors. This was because of the appeal lodged by other contractors. P603 (80 000 m²) The Contractor delayed in obtaining approval of construction works permit that took him +-3 months and failed to commence with the work after being notified on the 10th of July 2024 to commence with the works urgently. The Contractor has failed to fully re-establish on

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
								site as per the approved programme. This led to the contract being terminated by the Department on the 16th of September 2024 P35-1 (149 032 m²) The reseal of P35-1 was firstly advertised on the 29th of October 2021 and it was cancelled on the 08th of June 2022. It was re-advertised on the 15th of December 2022 and awarded on the 20th of March 2024. The commencement date was 18 June 2024, and is planned to be completed by May 2025 P17 (42 500 m²) The targeted outputs for P17 were not achieved due to the delay in appointing the reseal panel of contractors.
		Number of kilometres of gravel road re-gravelled	2 364.98	2 447.81	777	1 235.14	458.14	Re-gravelling was done using zonal contracts and internal teams due to December 2023 heavy rains which led to gravel loss affected on the roads (eg P27/2, P602, D634, P283, D1050, D2420). The roads were unpassable, slippery and unsafe for the road users.

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
		Number of square metres of blacktop patching	610 284.78	474 336.09	327 266	395 756	68 490	Overachieved To avoid claims against department the teams had to exceed target as there was a greater need and quantity of potholes that required attention, especially during the rainy season. Driven by the urgent need to address severely deteriorated roads and aging infrastructure, internal teams were authorised to work overtime, focusing on patching potholes.
		Number of kilometres of gravel roads bladed	60 328.3	54 654.93	39 230	60 905.59	21 675.59	Overachieved due to the availability of enough internal plant and operators, working overtime and there were External Service Providers appointed as well. Due to rainy weather conditions experienced that has a negative impact on gravel roads, working of overtime for our internal teams was approved to enable them to work extended hours and complete the necessary blading work within the districts

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
		Number of contractors participating in the National Contractor Development Programme (NCDP)	0	0	264	0	-264	The implementation of the Contractor Development Programme (CDP) is Dependent upon the following key activities: 1. Appointment of Programme Management Services facilitation: Securing a service provider to facilitate the programme. 2. Appointment of contractors through Expression of Interest (EOI): Identifying and appointing suitable contractors through a competitive EOI process. The CDP Programme Management Support Services has been re-advertised

PART B: PERFORMANCE INFORMATION

Programme 3: Transport Operations

Purpose: The purpose of this programme is to plan, regulate and facilitate the provision of integrated land transport services through co-ordination and co-operation with national planning authorities, CBO's, NGO's and the private sector to enhance the mobility of all communities particularly those currently without or with limited access to transportation services.

The Programme includes all costs involved in public transport management and service delivery including the planning and coordination of the operations in the transport industry.

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
Outcome 3: Improved access to affordable, integrated, inclusive, safe and reliable transport systems	Increased access to safe and reliable public transport	Number of routes subsidised	2 074	2 074	2 074	2 074	0	Target achieved
		Number of kilometres of public transport subsidised	39 768 082	39 679 221	41 341 194	39 718 943	-1 622 251	Durban Transport is not yet running at 100% efficiency. This is due to the shortage of buses being made available to Durban Transport to operate optimally. However, the main reason for underperforming was the collapse of Zululand Bus service from the end of quarter three until February of quarter four.
		Number of public transport trips subsidised	1 108 182	1 108 331	1 120 263	1 109 207	-11 056	Durban Transport is not yet running at 100% efficiency. This is due to the shortage of buses being made available to Durban

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
								Transport to operate optimally. However, the main reason for underperforming was the collapse of Zululand Bus service from the end of quarter three until February of quarter four.
		Subsidy per passenger	29.66	31.36	30.50	29.44	1.06	Subsidy per passenger is determined by the subsidy being divided by number of passenger trips. The non-performance of Zululand bus services affected the total amount paid towards the subsidy
	Increased access to safe and reliable public transport	Number of Provincial Regulating Entity (PRE) hearings conducted	989	1 150	1 000	1 216	216	The Department embarked on an exercise to respond to industry demand to process more applications.
	Safe and efficient movement of goods	Number of Smart Truck (PBS) trips on the Provincial road network	-	226 361	240 000	245 198	5 198	The annual target was exceeded due to the increase in supply and demand in bulk commodity exports from the ports in KZN
		Number of engagements held with partners relating	6	4	4	4	0	Target achieved

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
		to the movement of cargo from the road network to other modes of transport						
Outcome 3: Improved access to affordable, integrated, inclusive, safe and reliable transport systems	Increased access to safe and reliable public transport	Number of Provincial Transportation Frameworks developed	0	0	0	0		Target not set
	Safe and efficient movement of goods	Percentage of Provincial Rail Plan developed	30%	0	0	0		Target not set
		Number of feasibility studies for revitalisation of rail branchlines completed	0	0	0	0		Target not set
	Seamless movement of passengers	Number of railway level crossings developments	-	0	0	0		Target not set
	Reduction in fatal road crashes	Number of Integrated	-	0	0	0		Target not set

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
		Transit Oriented plans developed						
		Number of feasibility studies for greenfields (Makhathini flats) rail lines completed	-	0	0	0		Target not set

PART B: PERFORMANCE INFORMATION

Programme 4: Transport Regulation

Purpose: The purpose of this programme is to ensure the provision of a safe transport environment through the regulation of traffic on public infrastructure, law enforcement, implementation of road safety education and awareness programmes and the registration and licensing of vehicles and drivers.

The programme includes all costs related to overall management of road traffic and safety in the Province.

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
Outcome 3: Improved access to affordable, integrated, inclusive, safe and reliable transport systems	Reduction in fatal road crashes	Number of compliance inspections conducted	1 330	1 480	1 504	1 511	7	1. There was an additional DLTC opened in Impendle which led to additional inspections being conducted, leading to the overachievement for the financial year. 2. RTI further conducted five more compliance inspections to ensure safety
		Number of speed operations conducted	9 003	15 182	16 654	13 486	-3 168	The National Prosecution guidelines prescribes that any manual speed timing device that is used for enforcement purposes must be calibrated every 6months. In quarter 1 and quarter 2 in the absence of having a service provider to calibrate the devices, the department could not utilise the manual speed timing equipment as a result there

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
								was under achievement in Q1 and Q2 which contributed to the Departments under achievement. However, during Q3 and Q4 the department increased its activities to meet the shortfall experienced in Q1 and Q2 but was unable to meet the overall annual target for the financial year
		Number of vehicles weighed	162 692	137 167	146 410	141 257	-5 153	The Port Shepstone and Park Rynie, weighbridge sites were not operational due to structural and technical faults respectively. The current roadworks, on the N3 between Market Road and Ashburton, N3 Westville, Hammarsdale, N2 Umdloti poses a risk for both the officer and members of the public to conduct weighing activities. Furthermore, the attendance to obstructions and crashes contributed to the Department not achieving the annual target
		Number of drunken operations conducted	551	653	521	600	79	During the financial year the Department increased activities due to requests by

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
								RTMC therefore the target was overachieved
		Number of vehicles stopped and checked	995 782	920 794	1 010 140	1 001 981	-8 159	The shortage of manpower contributed to the Department not achieving the annual target., viz the promotion of several officers from RTI to PTES
		Number of pedestrian operations conducted	514	285	200	256	56	During the financial year the Department increased activities due to requests by RTMC therefore the target was overachieved
		Number of multi-disciplinary enforcement operations	1 591	1 448	1 314	1 646	332	During the financial year the Department increased activities due to requests by RTMC therefore the target was overachieved
		Number of hazardous locations audited	0	0	10	0	-10	There has been delays in the finalisation of the documentation for the appointment for the service provider to perform audits thus enabling the

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
								implementation of interventions.
		Number of road safety awareness interventions conducted	4	1 761	1 764	1 764	0	Target achieved
		Number of pedestrian crossing patrols provided	229	275	291	291	0	Target achieved
		Number of schools involved in road safety education	606	1 266	1 246	1 254	8	As part of the NDOT Shova Kalula program, safe cycling awareness was conducted and the Department responded to additional requests from schools for road safety awareness, which led to the overachievement
		Number of goal directed enforcement operations of public	1 058	1 265	880	2 270	1 390	The target was overachieved as a direct consequence of the persistent public transport unrest, which necessitated swift counter interventions to

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
		transport conducted (Operation Shanela)						bring about peace, law and stability. Operations yielded optimal results in an effort to save innocent lives and advance our mandate which is providing safe, effective, efficient and reliable public transportation

PART B: PERFORMANCE INFORMATION

Programme 5: Community Based Programme

Purpose: To manage the implementation of programmes and strategies that lead to the development and empowerment of communities and contractors. This includes the provincial management and co-ordination of the Expanded Public Works Programme

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
Outcome 2: Responsive Transport Infrastructure Outcome 3: Integrated, Safe, Efficient and Sustainable Transport System	Community Development	Number of businesses trained	145	708	1 200	1 075	-125	Within the Pietermaritzburg Cost Centre nine projects were suspended by Main Contractors because of delayed invoice payments which further affected the appointment of CPG contractors and their training. This target also includes contribution from Transportation Services through the Business Training targeting Women and Youth in Public Transportation. Due to SCM delays encountered in the appointment of a service provider, the program could not commence resulting in the shortfall in performance. In addition, there were challenges encountered due to delays.
		Number of women trained	228	871	1 500	2 063	563	The overachievement was due to the implementation of two major learnership

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
								programmes i.e building & civil construction for National Youth Service (NYS) and Construction Contracting for Person with Disabilities (PWD) which both have Women & Youth as majority participants
		Number of youth (18-35 years old) trained	378	1 223	2 000	2 275	275	The overachievement was due to implementation of two major learnership programmes i.e building & civil construction for National Youth Service (NYS) and Construction Contracting for Person with Disabilities (PWD) which both have Women & Youth as majority participants
		Number of persons with disabilities trained	0	0	1 058	955	-103	The underachievement was due to two sites for PWD's learnerships that did not commence (Umshwathi and Mpofana)
	Economic Empowerment	Value of contracts awarded to Exempted Micro Enterprises (EME's)	3 348.8	1 982	1 800	2 684	884	The over achievement was due to the high value projects awarded and the carry over projects.

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
		Number of contracts awarded to Exempted Micro Enterprises (EME's)	1 699	922	1 205	1 161	-44	The under achievement was due to the high value projects awarded to fewer suppliers.
		Value of contracts awarded to Qualifying Small Enterprises (QSE's)	1 243.8	1 348	641	3 744	3 103	The over achievement was due to the high value projects awarded and the carry over projects.
		Number of contracts awarded to Qualifying Small Enterprises (QSE's)	301	271	254	241	-13	The under achievement was due to the high value projects awarded to fewer suppliers.
		Value of contracts awarded to public transport contractors	346	0	346	328	-18	Factors such as escalation and number of trips/kilometres vary from month to month affecting the total subsidy. However, the non-performance of Zululand Bus Services hugely impacted the subsidy payable towards the empowerment contracts

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
	Job creation	Number of work opportunities created	47 823	47 702	52 154	54 120	1 966	The annual target was overachieved due to an increased number of Mass job creation programmes such as VRRM, PWD'S and Zibambele replacements that happen during the financial year. The Department managed to train 788 PWD's, and 1082 NYS participants on programmes and projects which also contributes to the number of work opportunities created
		Number of youth (18-35 years old) employed	9 915	10 157	28 684	11 577	-17 107	The annual target was underachieved due to high targets for youth programmes with insufficient funding
		Number of women employed	41 219	40 656	31 292	41 826	10 534	The reason for overachievement of the annual target for women is the result of prioritising women when recruiting for programmes and as per National EPWP demographic targets for phase V which requires: Youth =55%, Women 60%, PWD's=2%. The Department also has the Zibambele programme which

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
								targets 90% of unemployed women.
		Number of persons with disabilities employed	73	65	1 043	788	-255	The target for PWD's was underachieved due to scarcity of the sector that is suitable to work on infrastructure projects which may not be appropriate to the nature of their disability. Also, the delays in the implementation of the approved PWD'S Skills programme which only commenced during the end of quarter 3, contributed to the underachievement.
		Number of Full-time Equivalents (FTEs)	16 047	20 960	20 302	22 131	1 829	The target for FTEs was overachieved due to the increase in the number of persons - days worked by VRRM from 3 days a week to 5 days a week. There was also an improvement in data collection and reporting for construction projects.
		Number of employment days created	3 690 764	4 820 851	4 669 460	5 090 159	420 699	The target for employment days was overachieved due to the increase in workdays for EPWP participants which resulted in achieving more

PART B: PERFORMANCE INFORMATION

Outcome	Output	Output Indicator	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Deviation from planned target to Actual Achievement 2024/2025	Reasons for deviation
								than the number of planned person days.
		Number of Zibambele participants employed	38 814	37 420	41 000	41 083	83	The annual target was overachieved due to the nature of the programme which targets destitute families. Some participants enter the programme during the year as replacements due to unforeseen circumstances, which becomes a newly created work opportunity
		Number of jobs created through the Vukayibambe Routine Road Maintenance Programme	5 720	6 264	5 900	7 339	1 439	The overachievement is because of VRRM Phase III which started in the middle of the first quarter, whilst there were VRRM phase II participants who were still active. During course of the year, the shortage of EPWP field workers was identified in some districts which led to additional participants employed on various roads within the districts.

PART B: PERFORMANCE INFORMATION

OUTCOME INDICATORS

Outcome	Outcome Indicator	Audited Actual Performance 2021/2022	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Reasons for deviation
Outcome 1: A transformed Department through sound corporate governance and ethical leadership	Number of annual audit findings	15	9	6	8	9	The Department received the following audit findings in the 2024/25 financial year: 1. An uncertainty relating to the future outcome of exceptional litigation 2. Payables – Non-compliance 3. Material misstatements of Performance Information 4. Annual financial statements 5. Expenditure management 6. Revenue management 7. Asset management 8. Consequence management 9. Strategic planning and performance management
	Project management maturity level	1	1	1	3	1	The Department was unable to establish a Departmental Project Management Office for the institutionalisation of the organisation-wide project approach to service delivery following the lack of support of this concept by the DPSA. This has stalled the implementation of this indicator during the 6 th Administration. The baseline score is therefore being retained.

PART B: PERFORMANCE INFORMATION

Outcome	Outcome Indicator	Audited Actual Performance 2021/2022	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Reasons for deviation
Outcome 2: An efficient, effective and sustainable transport infrastructure network and assets that respond to local and regional transportation demands	Percentage of road network in 'poor to very poor' condition	53%	55%	48%	46%	40%	The overachievement was driven by the exceptional performance in recent years, particularly in the areas of re-graveling and blading of the gravel road network, which significantly improved the overall condition of the infrastructure.
	Kms of road declared	33 981	34 404	34 574	34 600	34 683.89	Target met
	Percentage completion of the Provincial Transportation Masterplan	-	0	26%	75%	76%	The output up until the end of the 2024/25 financial year for the TMP-KZN is 1% ahead of target, due to the request for the Strategies and Plans output to be combined.
	Number of feasibility studies undertaken on establishing inland waterways routes and coastal routes	-	0	0	0	N/A	Maritime Draft Strategies cover the waterways in the Masterplan
Outcome 3: Improved access to affordable, integrated, inclusive, safe and reliable transport systems	Number of public transport interventions implemented from the Provincial Land Transport Plan (2020 – 2030)	-	0	0	0	N/A	Target not set

PART B: PERFORMANCE INFORMATION

Outcome	Outcome Indicator	Audited Actual Performance 2021/2022	Audited Actual Performance 2022/2023	Audited Actual Performance 2023/2024	Planned Annual Target 2024/2025	Actual Output 2024/2025	Reasons for deviation
	Number of freight transport interventions implemented from the Provincial Freight Transport Strategy	-	0	0	0	N/A	This is covered in the Masterplan within the Chapter of Freight and Logistics
	Number of municipalities surveyed to ascertain travel patterns for all modes of transport	-	0	0	3	0	There were delays in the procurement process
Outcome 3: Improved access to affordable, integrated, inclusive, safe and reliable transport systems	Number of fatal crashes	2 078	1 907	1 907	1 587	1 953	The target was not achieved due to increase in pedestrian fatalities and human error.

PART B: PERFORMANCE INFORMATION

LINKING PERFORMANCE WITH BUDGETS

This section provides a summary of the actual expenditure in comparison to the adjusted appropriation for both the current year and previous year. The information is provided at a sub-programme level in line with the appropriation statement of the audited financial statements. Reasons for variations are provided.

Sub-programme expenditure

Sub- Programme Name	2024/2025			2023/2024		
	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000
Office of the MEC	21 923	21 578	345	22 723	22 723	-
Management	21 118	23 909	(2 791)	15 798	15 798	-
Corporate Support	993 100	992 501	599	937 292	937 420	(128)
Departmental Strategy	24 783	22 945	1 838	17 364	17 364	-
Programme support infrastructure	917 547	986 131	(68 584)	985 358	985 358	-
Infrastructure planning	40 041	52 731	(12 690)	28 004	28 004	-
Infrastructure design	58 429	59 324	(895)	61 710	61 710	-
Construction	3 138 819	2 919 297	219 522	3 048 350	2 929 998	118 352
Maintenance	3 926 929	4 064 282	(137 353)	4 593 276	4 711 628	(118 352)
Programme support operations	85 897	319 491	(233 594)	78 223	78 223	-
Public transport services	2 259 491	2 005 254	254 237	1 986 824	1 986 824	-
Transport safety and compliance	111 319	131 962	(20 643)	108 625	108 625	-
Programme support regulations	12 685	4 579	8 106	4 323	4 323	-
Transport regulation and licensing	307 773	301 822	5 951	299 747	299 747	-
Operator licenses and permits	76 092	82 944	(6 852)	83 579	83 579	-
Law enforcement	983 184	990 389	(7 205)	765 860	765 860	-
Programme support community based	19 089	23 110	(4 021)	15 241	15 241	-
Community development	1 213	123	1 090	18	18	-
Innovation and empowerment	16 405	11 179	5 226	11 749	11 749	-
EPWP co-ordination and monitoring	7 794	10 089	(2 295)	17 402	17 402	-
Total	13 023 631	13 023 640	(9)	13 081 466	13 081 594	(128)

PART B: PERFORMANCE INFORMATION

STRATEGY TO OVERCOME AREAS OF UNDER PERFORMANCE

The Department will focus on improving its planning capacity to ensure that it develops and implements evidence based plans. Furthermore, the Department has put in place an audit improvement strategy which unpacks the root causes for areas of underperformance, underachievement, deficiencies in strategic and operations of the Department. Corrective measures have been identified and are being implemented.

3. TRANSFER PAYMENTS

3.1 Transfer payments to all organisations other than public entities

This section provides information on transfer payments made by the Department to relevant agencies. The table below reflects the transfer payments made for the period 1 April 2024 to 31 March 2025.

Name of transferee	Type of organisation	Purpose for which the funds were used	Did the dept. comply with s 38 (1) (j) of the PFMA	Amount transferred (R'000)	Amount spent by the entity	Reasons for the funds unspent by the entity
Provinces and municipalities	Provincial and Local Government	Motor Vehicle Licences	Yes	R33 685	R33 685	-
Construction Education & Training authority (CETA)	Departmental Agency	Skills Development Levy	Yes	R6 980	R6 980	-
Construction Industry Development (CIDB)	Departmental Agenc	Skills Development Levy	Yes	R5 076	R5 076	-
Transport Education training authority	Departmental Agenc	Skills Development Levy	Yes	R1 231	R1 231	-
Bus Corporations	Private Enterprise	Bus subsidies	Yes	R1 491 080	R1 491 080	-
Kwanabaco Association	Non- Profit Institution	Operational costs	Yes	R2 160	R2 160	-
SA National Taxi Council - KZN (SANTACO)	Non- Profit Institution	Operational costs	Yes	R26 771	R26 771	-
Households	individuals	Injury on duty/Retirement benefits/Severance package/Leave gratuity/Bursaries (non-	Yes	R22 905	R22 905	-

PART B: PERFORMANCE INFORMATION

		employee)/Claims against the state				
TOTAL				R1 589 888	R1 589 888	-

4. CONDITIONAL GRANTS

Conditional grants and earmarked funds received

The Department receives a provincial allocation in the form of an equitable share and National conditional grant allocations for the maintenance and construction of road infrastructure, subsidising of bus transport in the province and creating job opportunities through EPWP projects.

Included under conditional grants are the following grants:

- Provincial Roads Maintenance Grant
- Public Transport Operations Grant
- EPWP Incentive Grant

The tables below detail/s the conditional grants and earmarked funds received by the department for 1 April 2024 to 31 March 2025

CONDITIONAL GRANT 1: PROVINCIAL ROADS MAINTENANCE GRANT

The Provincial Roads Maintenance Grant (PRMG) is for the maintenance and construction of road infrastructure in KZN. The purpose of the grant is to supplement provincial roads investments and support preventative, routine, and emergency maintenance on the provincial road networks.

Department/ Municipality to whom the grant has been transferred	KZN Department of Transport
Purpose of the grant	The Provincial Roads Maintenance Grant is for the maintenance and construction of road infrastructure in KZN. The purpose of the grant is to supplement provincial roads investments and support preventative, routine, and emergency maintenance on provincial road networks
Expected outputs of the grant	Refer to Performance Information
Actual outputs achieved	Refer to Performance Information

PART B: PERFORMANCE INFORMATION

Amount per amended DORA	R3 152 284
Amount received (R'000)	R3 152 284
Reasons if amount as per DORA was not received	N/A
Amount spent by the department/ municipality (R'000)	R3 152 284
Reasons for deviations on performance	Refer to Performance Information
Measures taken to improve performance	Refer to Performance Information
Monitoring mechanism by the receiving department	Monthly Reporting

CONDITIONAL GRANT 2: PUBLIC TRANSPORT OPERATIONS GRANT

The Department provides subsidised public transport services, which are funded through the Public Transport Operations Grant. This grant is to provide supplementary funding for public transport services by contracts that are kilometre-based and that are affordable and supportive of the intermodal efficiencies to users of public transport. The aim is to ensure that users, especially the poor enjoy affordable public transportation.

Department/ Municipality to whom the grant has been transferred	KZN Department of Transport
Purpose of the grant	The purpose of the Public Transport Operations grant is to provide supplementary funding for public transport services by contracts that are kilometre-based that are affordable and supportive of the intermodal efficiencies to users of public transport. The aim is to ensure that user, especially the poor enjoy affordable public transportation. In many respects performance in the provision of the service has been above average.
Expected outputs of the grant	Refer to Performance Information
Actual outputs achieved	Refer to Performance Information
Amount per amended DORA	R1 428 401
Amount received (R'000)	R1 428 401
Reasons if amount as per DORA was not received	N/A

PART B: PERFORMANCE INFORMATION

Amount spent by the department/ municipality (R'000)	R1 428 401
Reasons for deviations on performance	Refer to Performance Information
Measures taken to improve performance	Refer to Performance Information
Monitoring mechanism by the receiving department	Monthly Reporting

CONDITIONAL GRANT 3: EXPANDED PUBLIC WORKS INTEGRATED GRANT FOR PROVINCES

The purpose of this grant is to incentivise provincial Departments to expand their work creation efforts using labour-intensive delivery methods to improve the quality of life of the poor and increase social stability through employing previously unemployed people to perform the infrastructure construction and maintenance activities. The employment of previously unemployed people contributes to the reduction of the levels of poverty and increases the level of employment, skills development through work experience and sustainable work opportunities

Department/ Municipality to whom the grant has been transferred	KZN Department of Transport
Purpose of the grant	The purpose of the EPWP Integrated Grant is to incentivise Provincial Departments to expand their work creation efforts through the use of labour-intensive delivery methods to improve the quality of life of the poor people and increase social stability through employing previously unemployed people to perform the infrastructure construction and maintenance activities. The employment of previously unemployed people contributes to the reduction of the levels of poverty and increases the levels of employment, skills development through work experience and sustainable work opportunities
Expected outputs of the grant	Refer to Performance Information
Actual outputs achieved	Refer to Performance Information
Amount per amended DORA	R41 339
Amount received (R'000)	R41 339
Reasons if amount as per DORA was not received	N/A
Amount spent by the department/ municipality (R'000)	R41 339
Reasons for deviations on performance	Refer to Performance Information
Measures taken to improve performance	Refer to Performance Information

PART B: PERFORMANCE INFORMATION

Monitoring mechanism by the receiving department	Monthly Reporting
--	-------------------

EARMARKED FUNDS RECEIVED

Earmarked Funds 1: Learner Transport

The Department continued to administer the learner transport services on behalf of DOE. Currently there are 74 586 learners from 402 schools that benefit from the learner transport services

The table below details the ear marked funds received during for the period 1 April 2024 to 31 March 2025.

Department who transferred the grant	KwaZulu-Natal Department of Transport
Purpose of the grant	Provide equitable access to quality education for the people of KwaZulu-Natal.
Expected outputs of the grant	Refer to Performance Information
Actual outputs achieved	Refer to Performance Information
Amount per amended DORA	R278 000
Amount received (R'000)	R278 000
Reasons if amount as per DORA was not received	N/A
Amount spent by the department (R'000)	R278 000
Reasons for the funds unspent by the entity	N/A
Reasons for deviations on performance	Refer to Performance Information
Measures taken to improve performance	Refer to Performance Information
Monitoring mechanism by the receiving department	Monthly Reporting

Earmarked Funds 2: District Champion of OSS/DDM

Department who transferred the grant	KwaZulu-Natal Department of Transport
Purpose of the grant	The department was allocated R2 million toward the district champion of responsibilities, which will take place in Harry Gwala where the MEC is the district champion. The funds are allocated under Programme 1, against Goods and services.

PART B: PERFORMANCE INFORMATION

Expected outputs of the grant	Refer to Performance Information
Actual outputs achieved	Refer to Performance Information
Amount per amended DORA	R2 000
Amount received (R'000)	R2 000
Reasons if amount as per DORA was not received	N/A
Amount spent by the department (R'000)	R2 000
Reasons for the funds unspent by the entity	N/A
Reasons for deviations on performance	Refer to Performance Information
Measures taken to improve performance	Refer to Performance Information
Monitoring mechanism by the receiving department	Monthly Reporting

5. CAPITAL INVESTMENT

5.1 Capital investment, maintenance and asset management plan

Table below reflects the breakdown of infrastructure expenditure by category against the 2024/25 infrastructure budget.

Infrastructure projects	2024/2025			2023/204		
	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	578 624	370 957	207 667	870 965	578 993	291 972
Existing infrastructure assets	4 825 627	4 505 723	319 904	5 500 299	5 442 463	57 836
Upgrades and additions	1 297 361	1 263 128	34 233	587 666	670 357	(82 691)
Rehabilitation, renovations and refurbishments	1 312 971	1 383 642	(70 671)	2 450 801	1 528 346	922 455

PART B: PERFORMANCE INFORMATION

Infrastructure projects	2024/2025			2023/2024		
	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
Maintenance and repairs	2 215 295	1 858 953	356 342	2 461 832	3 243 760	(781 928)
Infrastructure transfer	21 597	21 597	-	217 625	2 404	215 221
Current	20 000	20 000	-	4 000	2 404	1 596
Capital	1 597	1 597	-	213 625	-	213 625
Total	5 425 848	4 898 277	527 571	6 588 889	6 023 860	565 029

EXPENDITURE PER CATEGORY VERSUS FINAL APPROPRIATION

Maintenance and repair: Current caters for maintenance projects including betterment and gravelling, re-gravelling, drain cleaning, road blading and pothole patching projects. The category spent R1 858 953 of the Final Appropriation of R2 215 295 at year-end, with under-spending of R356.342 million. This was attributed to the slow progress with some maintenance projects because the department had appeals against some of its major contracts. Furthermore, the low spending was attributed to contracts terminated due to poor performance by the contractors, and slow progress and abandonment of projects by contractors on sites, among others. The substantial under-spending resulted from some of the projects being delayed:

Upgrades and additions: Capital caters for the upgrading of gravel roads to surfaced roads. The category spent R1 263 128 billion of the Final Appropriation of R1 297 361 at the end of 2024/25 financial year, with under-spending of R34.233 million. The under-spending can be attributed to contractual delays, contracts terminated due to poor performance, and projects which were delayed due to slow progress by contractors on various sites. These factors all resulted in the low expenditure. The department has added technical team from regions to assist with close monitoring of projects. The projects that were not completed will be carried over into 2025/26.

Refurbishment and rehabilitation: Capital caters for the rehabilitation and refurbishment of roads. The category was over-spent by R70.671 million, spending at 105.4 per cent of the Final Appropriation for 2024/25. The over-expenditure was due to the high number of projects undertaken due to a greater need in this regard, especially because of a larger number of potholes on the roads in the province that required urgent attention, and this was aggravated by the high amount of rainfall over recent months. The increased spending was driven by the urgent need to address severely deteriorated roads and the prolonged heavy rain and aging infrastructure have accelerated the deterioration of surfaced roads. To mitigate these issues, the department authorised internal teams

PART B: PERFORMANCE INFORMATION

to work overtime, focusing on patching potholes resulting in over-achievement of targets, and thus over-spending. Also, the over-spending was due to the availability of sufficient internal plant and operators and working overtime, as well as external service providers appointed as well to assist.

The appointments of external service providers were not affected by delays in the panel contracts, as they are appointed independently.

New infrastructure assets: Capital caters for the construction of access roads (to clinics and schools) and bridges (vehicular and pedestrian). Spending against the category was low, with under-spending of R207.667 million due to the late appointment of the replacement panels. The department constructed various Bailey bridges in the provinces which are in different phases. The construction of Bailey bridges was catered for under this category. Though the funds were transferred to DOPWI and SANDF for the implementation, the construction of the Bailey bridges are slower than planned

Infrastructure transfers: Capital caters for transfer to municipalities for various road rehabilitation projects. The R20 million budgeted transfer was in respect of the Greater Kokstad Local Municipality for road rehabilitation projects; the funds were fully spent by the municipality.

Infrastructure transfers: Current caters for a transfer to the Mpofana Municipality to investigate and develop a transport and logistics plan, to package a funding model and investment package in the area. The amount was fully spent by the municipality.



2024/2025 ANNUAL REPORT | VOTE 12

KZN DOT | Classified as Confidential

1. INTRODUCTION

Commitment by the department to maintain the highest standards of governance is fundamental to the management of public finances and resources. Users want assurance that the department has good governance structures in place to effectively, efficiently and economically utilize the state resources, which is funded by the taxpayer.

2. RISK MANAGEMENT

The Department of Transport has the updated Risk Management Policy and Strategy, which guide the systematic identification, assessment, and mitigation of risks across all business units. These documents are reviewed periodically to ensure alignment with legislative requirements and evolving operational needs.

The KwaZulu-Natal Department of Transport conducted regular risk assessments to ensure the effectiveness of its risk management strategy and to identify both existing and emerging risks. These assessments were conducted in consultation with risk owners across all business units and cover a comprehensive range of risk categories, including strategic, operational, financial, project, compliance, information technology, ethics, fraud and corruption, occupational health and safety (OHS), and business continuity management (BCM).

The departmental risk register, updated quarterly, reflected progress in mitigation implementation and a decline in high-risk exposures over the year, indicating effective risk response. The Department applied its approved Risk Appetite and Tolerance Framework, which guided the management of risks based on their severity. High risks were not accepted, medium risks were managed within tolerance, and low risks were accepted.

In preparation for 2025/26, the Department revised its Risk Appetite Statement to align with the updated Strategic Plan and new departmental outcomes, ensuring stronger alignment between risk management and strategic priorities.

PART C: GOVERNANCE

The department has an active Risk Management Committee (RMC) which operates in line with its Terms of Reference and meets quarterly. The RMC comprises all branch heads, the Chief Risk Officer (CRO), Chief Information Officer (CIO), Chief Financial Officer (CFO), and other senior officials. The Committee played an advisory role to management and focuses particularly on risks that exceed acceptable thresholds, ensuring appropriate mitigation strategies are in place.

In addition to reviewing departmental risks, the RMC also received progress reports from related governance structures, including those responsible for Occupational Health and Safety (OHS), Business Continuity Management (BCM), and, in the final quarter, Ethics. These reporting arrangements were introduced to strengthen coordination and oversight of cross-cutting risk areas, even where responsibility for implementation resides in other directorates.

The Audit Committee, through the Cluster Audit and Risk Committee (CARC), provided independent oversight of the department's risk management system. CARC held four meetings during this period.

The committee received quarterly risk reports from the Department, monitored progress, and provided feedback to enhance risk mitigation efforts. This collaborative oversight strengthened governance and promoted transparency.

The department has made measurable progress in implementing its risk management plan. All 13 planned activities for the 2024/25 financial year were implemented, including the monitoring of risk action plans and the introduction of the Combined Assurance Framework. These efforts have contributed to improved accountability and awareness of risks.

While improvements are evident, the department acknowledges that translating risk mitigation into broader performance gains remains a long-term goal. Efforts are underway to enhance integration between risk management, performance monitoring, and assurance functions. Further training and capacity building are also planned to strengthen this alignment in the upcoming financial year.

3. FRAUD AND CORRUPTION

The Department of Transport had a Fraud Prevention Implementation Plan in place during the 2024/25 financial year. The plan was designed to support the implementation of the Department's fraud prevention strategy through various structural, operational, and response-based interventions.

Progress highlights include:

- ✓ Fraud awareness sessions were conducted regularly and enhanced through collaboration with the Office of the Premier, Public Service Commission, and the Special Investigating Unit (SIU).
- ✓ The annual declaration of financial interests by SMS members was completed at 100% compliance.
- ✓ Security screenings and criminal checks for new employees were routinely performed prior to appointments.
- ✓ The Department maintained and monitored its fraud and ethics risk registers, and risk assessments were reviewed regularly across business units.
- ✓ A headcount verification was completed to detect ghost employees, with findings communicated to managers for corrective action.
- ✓ Development of an electronic system to monitor gifts was completed and awaits end-user training.
- ✓ The Whistleblowing Policy, Fraud Prevention Policy, and Fraud Prevention Strategy were under review and set for finalization by March 2025.

The Department maintained multiple mechanisms to facilitate the reporting of suspected fraud and corruption, with a strong emphasis on confidentiality and accessibility. Officials could report concerns internally through channels coordinated by the Chief Risk Officer (CRO). In addition, external reporting options were available through the Office of the Premier and the National Anti-Corruption Hotline administered by the Public Service Commission (PSC).

These mechanisms allowed officials to raise concerns confidentially and without fear of reprisal. Cases reported through these channels were referred to the appropriate authorities, such as the Office of the Premier, SAPS, or the HAWKS, for investigation in line with

PART C: GOVERNANCE

applicable protocols. Reports submitted via the PSC or the Office of the Premier triggered investigations through their established forensic processes.

During the 2024/25 financial year, reported cases of fraud and corruption were received by the Head of Department, who referred them to the appropriate external bodies, including the Office of the Premier and other forensic investigation units, for further investigation. In line with established protocols, these cases were handled through formal investigative processes to ensure accountability and transparency.

The Department also tracked the implementation of recommendations arising from internal and external audit findings, particularly those related to financial misconduct. Where investigations confirmed wrongdoing, such as cases involving irregular procurement, the Labour Relations Unit, in collaboration with relevant line managers, implemented appropriate disciplinary and consequence management actions.

4. MINIMISING CONFLICT OF INTEREST

The following measures are being implemented to mitigate conflict of interest associated with public procurement in the Department.

Declaration of Interests

Bidders and officials involved in the procurement process are required to disclose any potential conflict of interest. They are also expected to declare their financial interests and those of their immediate family members.

Screening and Evaluation

SCM unit is implementing robust screening and evaluation processes to identify potential conflicts of interest.

Code of Conduct

SCM unit is currently establishing a code of conduct for bidders and public officials to adhere to.

Training and Awareness

SCM unit is providing training and awareness programs for public officials on conflict of interest and ethics.

PART C: GOVERNANCE

Anonymous Reporting

SCM unit is establishing mechanisms for the public to be able to report potential conflicts of interests and bid collusion anonymously.

Transparency and Accountability

SCM is ensuring that there is transparency in public procurement processes and that public officials are held accountable for their actions.

5. CODE OF CONDUCT

The Department continues to adhere to the Public Service Code of Conduct and Service Charter and its set of ethical guidelines that outline the expected behaviour and set standards of conduct for public servants in South Africa. This compliance has enabled the department to promote a culture of accountability, transparency, and integrity within the public service. This is evidenced by the ability of the department to defuse conflict and maintain the trust of the citizens whenever challenges are encountered.

Nature of the Code

The Departmental Code of Conduct supports the constructive labour relations, promotes mutual respect between managers and employees by promoting acceptable conduct while it also averts and corrects unacceptable conduct.

Should the employee conduct him/herself in a manner that is contrary to the Code of Conduct has been capitated to pursue the disciplinary procedure detailed in Resolution 1 of 2003 adopted by the Public Service Co-ordinating Bargaining Council (PSCBC) which ensures fair and transparent handling of disciplinary cases.

- Management appoints investigating officers to determine the extent and nature of the misconduct in complicated matters and conducts internal investigations for minor misdemeanours.
- Based on the findings of the investigation, recommendations are implemented usually resulting in the pursuit of either the formal or the informal discipline process being followed.

PART C: GOVERNANCE

- The department has established amicable working relations with other departments which enables it to draw from their resources as well in the appointment of Presiding Officers which assists in ensuring matters are heard in an unbiased manner by independent officers.
- Once the outcome of the enquiry has been communicated to the affected official, they are afforded an opportunity to appeal the sanction by submitting their appeal for consideration by the Appeals Authority.
- The Department has in place a functional Appeals Advisory Committee which has been duly appointed by the Appeals Authority for reviewing all appeals and making recommendations for consideration. The decision of the Appeals Authority is communicated to the appellant as soon as a decision is made and internal processes for misconduct are then concluded.

The Code also deals with unfair conduct from the Employer or Management in promotion of its mutual respect element. Employees are informed of their rights and the grievances lodged are dealt with fairly and within reasonable time. The leadership of the department has initiated investigations into allegations raised by employees through grievances in the past and intends to continue doing so.

Effect on the Department

The Code of Conduct has the following effects on the department:

- **Improved Ethical Behaviour:** Employees are encouraged to act honestly and ethically in their day-to-day duties.
- **Enhanced Public Trust:** There is public confidence in the department's services as accountability and integrity are constantly demonstrated.
- **Improved Workplace Discipline:** There has been a reduction in incidences of misconduct and corruption. The issue of misuse of state resources is receiving due attention and results should be visible in the next financial year.
- **A Positive Work Environment is achieved:** It is expected that the prevailing standard of respect, fairness, and dignity among staff will be maintained.

PART C: GOVERNANCE

Adherence to the Code

The Department adheres to the Public Service Code of Conduct and Service Charter, which is enforced through the continuous implementation of various interventions, including:

- Training and awareness programs for employees;
- Regular monitoring of compliance;
- Disciplinary action for non-compliance;
- Reporting and investigation of ethical violations.

The Department continues to show its commitment to ethical governance, transparency and accountability by adhering to the Public Service Code of Conduct and Service Charter, thus enhancing its credibility and reputation.

6. HEALTH SAFETY AND ENVIRONMENTAL ISSUES

Health and Safety

The Department respectively considers the provisions of and standard in relation to legislation such as the Occupational Health and Safety (OHS) Act, 1993 (Act No. 85 of 1993), Construction Regulations 2014 and related Regulations are to be achieved with no compromise.

Levels of compliance are measured against Section 5 of the Construction Regulations, 2014, which imposes specific duties on the project proponent. The construction industry statistics clearly indicate the need for health and safety matters to be addressed and as a Department it is critical that challenges/issues identified are resolved at its soonest, in order to not contribute to these negative statistics. The prevention of fatalities, injuries, and disease, which although critical are mere end factors for lack of foundational HS stability within the Department.

The Department initiates projects and provides the finance and therefore influences construction health and safety value chain directly and indirectly. This is done through the nature of the project, number of projects, project location, project duration, selection and appointment of consultants, and ensuring adequate principal contractor financial provision

PART C: GOVERNANCE

for construction. To this end, the Department has the authority to steer straight Health, Safety and Environmental issues both directly through internal audits by Department resources and indirectly by the 37.2 Agreement signed with other stakeholders to ensure the Department is not unduly exposed.

The purpose of OHS is to promote a positive project occupational health and safety culture within the Department of Transport and to validate all provisions of triggered legislation are compliant and conforming to best practice. Although the department continues to suffer gaps within the organisational structure of the Department in relation to OHS posts, the opportunity to mitigate the breach will be to ensure adequately trained and qualified personnel are appointed once the proposed organisational structure is approved. The scope of this Departmental OHS unit will be to work with the project team across the project stages serving as advisory and correcting poor performance by guiding all stakeholders to the finish line being the close out stage. This role is to ensure that the Department is not exposed to fines from the Department of Employment and Labour, which is the competent authority. The rationale is to identify potential risk areas and mitigate all non-compliance.

Critical areas identified in the last financial year include, legislative non-compliance by duties imposed on principal contractors, construction without approvals/authorisations such as CWP's and poor site conditions posing a safety risk to both public and employees. It is crucial that the Department develops internal capacity to integrate Health and Safety into the planning processes and auditing of implemented projects for compliance.

Environmental

The Department aims to evaluate and monitor data provided by independent Environmental Control Officers (ECOs) on the monthly environmental compliance status of projects and offers feedback to the KZNDOT Environmental Officer from the Technology Transfer Directorate. This supports environmental compliance from an operational perspective and is aimed at mitigating the Department's exposure to administrative fines from Competent Authorities.

This approach aims to provide a measure of compliance to provisions in terms of the National Environmental Management Act, 1998 (NEMA), the National Water Act, 1998 (NWA) and the Environmental Impact Assessment Regulations, 2014 as amended (EIA Regulations). The objective is to highlight levels of compliance throughout all Departmental projects and bring

PART C: GOVERNANCE

potential high-risk projects to the attention of the respective Project Managers. In doing so, the Department will be able to mitigate Environmental risk, as identified to minimise potential fines and financial penalties.

These are the key environmental issues affecting the Department:

- Non-compliance of Contractors during construction against the conditions of the Environmental Authorisation (EA), Environmental Management Programme (EMPr) and Water Use Licence.
 - *Problem Statement:* Scenarios of high environmental risk may result in enforcement action against the Department by the Competent Authority (e.g., KwaZulu-Natal Economic Development, Tourism and Environmental Affairs [KZN EDTEA]).
 - *Mitigation Measure:* The Department is making strides in mitigating environmental non-compliances by ensuring that ECOs are duly appointed and undertake audits from the commencement of construction until the completion of rehabilitation.
- Unlawful commencement of construction activities that trigger a listed activity in terms of the EIA Regulations without applying for EA.
 - *Problem Statement:* If reported to the Competent Authority, this can result in a Section 24G enforcement action and may lead to a R10 Million Rand fine or prison sentence to the KZNDOT.
 - *Mitigation Measure:* The Department recently undertook a training on how to utilise the national web-based environmental screening tool, in order to determine the level of assessment required for a particular project. This will aim to assist Project Managers in ensuring that an Environmental Assessment Practitioner (EAP) is duly appointed to screen a project prior to commencement of construction. In addition, the Department has begun engaging with the respective Competent Authorities in order to promote transparency and build a working relationship towards resolving environmental non-compliances.

PART C: GOVERNANCE

- Unlawful opening/utilisation of borrow pits without applying for an EA or having an approved EMPr.
 - *Problem Statement:* If reported to the Competent Authority, this can result in a Section 24G enforcement action and may lead to a R10 Million Rand fine or prison sentence to the KZNDOT.
 - *Mitigation Measure:* The Department, through consultation with the KZN Department of Mineral Resources and Energy (DMRE), has begun identifying borrow pits which require rehabilitation, and further started with applications for registration and EMPr compilations in support of such registrations to rectify compliance.
- Lack of response to directives and compliance notices received from the KZN EDTEA and KZN (DMRE).
 - *Problem Statement:* The financial contingent liability against the KZNDOT for fines and unrehabilitated borrow pits will continue to increase should directives and compliance notices continue to be ignored, resulting in further enforcement action.
 - *Mitigation Measure:* The Department has recently shared the contact information for the respective districts with the KZN EDTEA, whereby compliance related matters may be funnelled through duly appointed officials. This will ensure that directives and compliance notices are captured correctly by the Department, so that they may be responded to and action taken accordingly. The Modified Cash Standards Report for borrow pits requiring rehabilitation from 2001 to 2021 with valuations for rehabilitation is to be undertaken. This will guide the Department's planning cycle in terms of preparation to implement same based on disclosed values.

7. PORTFOLIO COMMITTEES

The Transport Portfolio Committee held its meetings during this reporting period on the following dates:

- 02 August 2024: Transport Portfolio Committee Budget Hearing.
- 14 August 2024: Transport Portfolio Committee meeting.
- 03-04 October 2024: Transport Portfolio Committee Workshop.
- 17 October 2024: Transport Portfolio Committee meeting.
- 16 January 2025: Transport Portfolio Committee Stakeholder Engagement.
- 11 February 2025: Transport Portfolio Committee meeting.
- 28 March 2025: Transport Portfolio Committee meeting.

8. SCOPA RESOLUTIONS

Commented [JK1]: @Thabane Nkosi @Zandile Mzobe

RESOLUTION 197/2024: DEPARTMENT OF TRANSPORT: COMPLIANCE WITH KEY LEGISLATIONS: REVENUE MANAGEMENT

Noting that:

Effective and appropriate steps were not taken to collect all money due on traffic fines. On average, the department takes 469 days, to collect its debt, a significant increase from the previous year’s average of 191 days. This change is attributed to increased revenue from

PART C: GOVERNANCE

traffic fines due to inadequate enforcement controls, such as delayed issuance of infringement notices to alleged offenders.

Most if not all tasks in the turnaround strategies have been completed successfully.

The department has adopted a revenue management improvement plan relating to the collection of traffic fines. Implementation of the plan is in progress.

The committee resolves:

That the accounting officer report to the committee by 31 January 2025 on the outcome and progress made in the implementation of the revenue management improvement plan, the effective monitoring and oversight of implementation of the plan and the effectiveness and adequacy of the plan to address the audit finding.

Response:

Several tasks in the turnaround strategy have been successfully completed and is constantly being monitored. The following tasks are still work in progress and ongoing:

- Collection of traffic fines

- Implementation of the traffic fines write off policy.

STRATEGY TO ADDRESS FINDINGS

The Department developed a fine management improvement plan, the plan in the main introduced measures to improve management of traffic fines, address matters raised by Auditor General and Internal control on accrued departmental revenue emanating from road traffic fines and improve the overall traffic fine revenue collection by the department.

PART C: GOVERNANCE

OUTCOME AND PROGRESS MADE IN THE IMPLEMENTATION OF THE REVENUE MANAGEMENT IMPROVEMENT PLAN: COLLECTION OF TRAFFIC FINES

Smart Roadblock Concept

In August 2024 the department introduced the **SMART** Roadblock concept which is based on intelligence reports received from the camera feeds with high volume of violations.

Outcome

44 Smart roadblock operations were held from 1 August 2024 to 24 December 2024.

775 Camera fines with a rand value of **R 339 300** was paid over the 5-month period.

48 Warrants of Arrest with a rand value of **R 80 600** were executed over this period.

19 Summons with a rand value of **R 9 200** were served at these operations, whereby, the offending motorist had the option of either paying the fine or appear in court on a stipulated trial date.

Appointed a Chief Provincial Inspector from the Road Traffic Inspectorate Head Office to manage this project, for better deployments and execution as well as monitoring.

REMINDERS VIA WhatsApp/SMS

Offending Motorists will receive notifications as a courtesy in respect of outstanding infringements. Since October 2024, over **400 000** WhatsApp/SMS were sent out. This initiative was implemented on the 8 October 2024 and is proving to be highly effective. To this end, a comparison was conducted before the implementation of this initiative.

Outcome

In August 2024, **1 749** payments were received with a value of **R 739 700**.

In September 2024, **1 894** payments were received with a value of **R 809 300**, (**9.41%** increase in revenue).

In October 2024, **5 701** payments were received with a value of **R2 297 700**, (**183.93%** increase in revenue from previous month).

In November 2024, **7 822** payments received with a value **R3 076 400**, figures have surpassed that of October 2024. (**33.88%** increase in revenue from Oct 2024).

In December 2024, **7 781** payments received with a value **R3 130 300**, indicating that these figures have surpassed that of November 2024.

PART C: GORVENANCE

Current payments for Jan 2025, **1 057**, to a value of **R 423 400**.
These results clearly indicate that this initiative is yielding excellent results and should be sustained. The average monthly collection for October & November 2024 vs Jan – Sept 2024 is: **360%** increase in number of fines paid, **270%** increase in total fine value collected. Example of WhatsApp/SMS: From KZN Department of Transport: Vehicle NIXXXX1 registered to ID 500508***** has a traffic infringement notice 92/131762/013/263629 in process. Urgently make payment at <https://express.paycity.co.za/kzn/9213176201/s>

COMPARISON FINES PAID 23/24 FINANCIAL YEAR vs 24/25 (UP UNTIL 31/12/2024)

PERIOD	FINES PAID	REVENUE COLLECTED
2023/2024	17 398	R8 767 940
2024/2025 (up until 31/12/2024)	38 205	R16 898 485

Note: The Department has recorded an increase in revenue for 2024/2025 financial year by **R8 130 545** with three months more to go, to the end of the financial year. As of 31/12/2024 the Department has seen a **92.72%** increase in revenue collection and this can be attributed to the measures put in place i.e.: SMART Roadblocks, payment via Pay City and sending reminders via WhatsApp/SMS.

APPOINTMENT OF CONSULTANT TO DEAL WITH ACCRUED REVENUE

The Department extended the appointed of the Consultant to deal with accrued revenue for the next nine months from 1 November 2024 until 31 July 2025. The Department through EPWP employed ten officials with financial and auditing background to assist with validity, accuracy and status of traffic fines on the traffic contravention system. A further request has been made for six officials to assist due to the volume. The scope of work is as follows:

- Assist in ensuring that accrued departmental revenue is complete (all notices are recorded in the Opus System at the correct amount). Inspection of warrant of arrest and compare it to RX1 reports to validate their authorization date.
- Assist in the preparation of the Interim Financial Statements and Annual Financial Statements including the preparation of detailed working papers for accrued revenue.
- Preparation of revised working paper for fines issued, fines written-off, fines payment from Department of Justice records, fines made directly to departmental bank account, fines paid on Opus system, uncaptured payments and fines on Opus system, calculation of

PART C: GOVERNANCE

finances to be written off according to DPP Rules and Modified Cash Standards to achieve fair presentation of accrued revenue for 2024/2025 financial year.

Monitoring and review quality of financial management reconciliations and supporting evidence to ensure compliance with the accounting standards and PFMA reporting requirements.

Providing sequence test to ensure all issued fines are accounted for.

Address audit findings raised by the AGSA on accrued departmental revenue.

Monthly progress reports are sent to the Director: RTI.

INTERNAL CONTROL

Officials from the department's internal control section have been trained on the traffic management contravention system and are providing an oversight role to ensure that all traffic fines issued are accounted for and accurately captured.

Outcome

The monitoring and reviewing of traffic fines are ongoing. Since November 2024 teams have been conducting inspections at all RTI stations and is on-going. In terms of the approved Accrued Departmental AGSA, RTI Head Office and Financial Services Chief Directorate have been inspecting supporting documents for all opening balance transaction for 2025 Financial Year. The review consists of reviewing traffic notices, control document sent back from courts, warrant of arrest files and any other supporting documents, for correctness.

APPOINTMENT OF SUMMONS SERVERS

The department through its EPWP has employed 80 summons servers, the task entails personal service of summons to offending motorists.

Outcome

To date **1 814** personal service of summonses have been conducted.

PART C: GOVERNANCE

CLOSING SUMMATION

The department is satisfied that all the tasks outlined in the implementation of the revenue management improvement plan relating to traffic fines collection are being implemented. The effective monitoring of tasks is being conducted monthly. All measures that are in place will adequately address audit findings.

RESOLUTION 198/2024: DEPARTMENT OF TRANSPORT: COMPLIANCE WITH KEY LEGISLATIONS: EXPENDITURE MANAGEMENT

Noting that:

Effective and appropriate steps were not taken to prevent irregular expenditure, as disclosed to the notes to the annual financial statements, as required by section 38(1)(c)(ii) of the PFMA and treasury regulation 9.1.1.

The committee resolves: -

That the accounting officer report to the committee by 31 January 2025 on the outcome and progress made in the implementation of measures and improvement plan, the effective monitoring and oversight of implementation of the plan and the effectiveness and adequacy of the plan to address the audit finding.

Response:

The department has an internal audit unit which looks at ensuring compliance to SCM processes for the prevention of new irregular expenditure. Internal compliance inspections have been conducted within the 2024-25 financial year which is being monitored and updates

PART C: GOVERNANCE

are presented to CARC. The department has also undertaken to close off previous commitments that were found to be Irregular in the aim to reduce any occurrence to zero.

RESOLUTION 199/2024: DEPARTMENT OF TRANSPORT: COMPLIANCE WITH KEY LEGISLATIONS: CONSEQUENCE MANAGEMENT

Noting that:

- (a) Disciplinary steps were not taken against some of the officials who had permitted irregular expenditure, as required by section 38(1)(h)(iii) of the PFMA.
- (b) The Department has taken steps in addressing the issue of consequence management related to irregular expenditure and fruitless and wasteful expenditure dating back to 2012. The form of steps taken are a combination of both progressive(informal) on allegations that are not very serious in nature and formal disciplinary actions for very allegations that are of serious nature.
- (c) As a result, there is evidence that the Department is working tirelessly in ensuring that consequence management issue is addressed and that is a sign that the Department is working towards the clean audit in this area.
- (d) Positive progress has been made by various managers in finalizing cases that have been referred to them for consequence management since quarter two of 2022/2023 financial year.
- (e) In this regard the Department has set aside Mondays and Fridays as means to gradually decrease the number of outstanding cases.
- (f) The Department will continue with ensuring that all outstanding cases are finalized ultimately.

The committee resolves: -

That the accounting officer report to the committee by 31 January 2025 on the outcome and progress made in the implementation of measures and improvement plan, the effective

PART C: GORVENANCE

monitoring and oversight of implementation of the plan and the effectiveness and adequacy of the plan to address the audit finding.

Response:**Progress Report on Consequence Management****Irregular Expenditure**

The table below summarises the number of officials identified for the material contracts reported as irregular expenditure.

Type of contract	Amount of Irregular expenditure	Total number of officials identified	Number of official's consequence management completed	Number of official's consequence management in progress
4197 panel contract	665,253,602.05	11.00	8.00	3.00
4198 panel contract	3,186,890,063.27	11.00	8.00	3.00
Area Based Consultants (ABC) - ZNT 2598	2,794,184,504.24	7.00	7.00	-
Vukuzakhe	399,634,502.42	3.00	3.00	-
Plant Hire	5,448,000,171.00	3.00	3.00	-
District Consultants (Professional Fees)	3,410,749,881.06	5.00	5.00	-
Cellular Phone	8,205,836.12	1.00	1.00	-
Security and cleaning	69,780,241.29	3.00	3.00	-
Immaterial Amounts	9,855,320.71	-	-	-
	15,992,554,122.16			

Officials have been identified for consequence management in more than one contract. In total there are 18 officials for the above contracts who should be disciplined, of which

PART C: GORVENANCE

disciplinary action against 15 officials’ disciplinary action has been taken and there are 3 officials which are still in progress.

The consequence management for the balance of the irregular expenditure will commence as the investigation reports are reviewed and finalised.

NOTEMATE/ E-TOOL CASES AS REFERRED FOR DISCIPLINARY ACTION BY OPEN WATERS

LOCATION	NUMBER OF OFFICIALS RECOMMENDED FOR DISCIPLINE	PROGRESS UNTIL TO DATE
HEAD OFFICE	6	One official is no longer with the department. One official was not involved in decision making and the manager submitted a note that he will not be disciplined. One official requested supporting documents from Labour Relations that will assist him to provide his response. Letter of intention was sent to the supervisor of the implicated official for further action. Letter of intention was sent to the supervisor of the implicated official for further action. One official submitted his representation, the supervisor is yet to peruse the presentation and make a decision.
TOTAL	6	

FORENSIC REPORTS AS RECEIVED FROM DIRECRTORATE RISK MANAGEMENT		
FR11/2021/FR12/2021 FR14/2021	2	Two officials were implicated on all forensic reports and their cases are held separately as they are represented by different unions. The case for one official set on the 12-13 December 2024. The second official enquiry will be held on the 30-31 January 2025.

PROCLAMATION

PROCLAMATION NO	STATUS	PROGRESS
R156/2022	In progress	Risk Management has submitted bulk of files on the first week of December. Labour Relations is still perusing the documents.
R76/2022	In progress	Risk Management has submitted bulk of files on the first week of December. Labour Relations is still perusing the documents

PART C: GOVERNANCE

RESOLUTION 200/2024: DEPARTMENT OF TRANSPORT: COMPLIANCE WITH KEY LEGISLATIONS: STRATEGIC PLANNING AND PERFORMANCE MANAGEMENT.

Noting that:

Specific information systems were not implemented to enable the monitoring of progress made towards achieving targets, core objectives and service delivery as required by public service regulation 25(1)(e)(i) and (iii).

The committee resolves: -

That the accounting officer report to the committee by 31 January 2025 on the outcome and progress made in the implementation of measures and improvements plans, the effective monitoring and oversight of implementation of the plan and the effectiveness and adequacy of the plan to address the audit finding.

Response:

Public service regulation 25 (1) states that, An executive authority shall prepare a strategic plan for his or her department that...:

(e) specifies information systems that

- (i) enable the executive authority to monitor the progress made towards achieving those targets and core objectives;
- (ii) (iii) enable service delivery through the use of information and communication technology;

The Department adheres to the Revised Framework for Strategic Plans and Annual Performance Plans. Monitoring and reporting are done to determine progress made towards achieving the specified targets and core objectives in the respective plans in line with the framework. The quarterly, annual, mid-term, end-term performance reviews outlined in the framework are conducted at specified periods for the respective plans. This has led to improved favourable audit findings on performance information.

Technology has been introduced nationally to monitor and report on performance. The Department of Planning, Monitoring and Evaluation (DPME) introduced an Electronic

PART C: GOVERNANCE

Quarterly performance Monitoring System (EQPRS) to facilitate the ease of monitoring and reporting provincially and nationally.

At a departmental level, the department, has developed a specification for a planning and performance information management system in collaboration with the State Information Technology Agency (SITA) as well as Microsoft. This is aimed at having a system that responds to the needs of the department holistically in the lifecycle of planning, monitoring and reporting. The full realisation of this is dependent on budget availability. Notwithstanding this process, the department continues to utilise already available platforms within the Microsoft Suite of applications such as SharePoint to enable the ease of monitoring and reporting on validated performance information. Network challenges in outlying offices are a factor the department is experiencing. However, this mechanism overall is minimising variances on reported outputs against planned targets.

Service delivery through the use of technology

The Department has gone out to tender in respect of subsidised public transport fitted with the electronic monitoring system. This seeks to enable service delivery by monitoring accurately if indeed the services reach the intended beneficiaries and if indeed the planned outputs and core objectives are achieved.

For efficient law enforcement, the Department has introduced electronic hand-held devices known as Police Officer Devices (PODs) to enhance service delivery. It is the data from these devices that supports service delivery outputs reported allowing the Department to monitor its performance per officer and per station.

RESOLUTION 201/2024: DEPARTMENT OF TRANSPORT: IRREGULAR EXPENDITURE IN 2023/24: R1.686 BILLION

Noting that:

- (a) The department has implemented measures to prevent the occurrence of new irregular expenditure which have yielded a significant reduction over the past three financial years, dropping from R4, 303 billion in 2021/22, R3, 022 billion in 2022/23 to R1, 686 in the 2023/24 financial year.

PART C: GOVERNANCE

- (b) The R1 686 billion in the current financial year is a result of R86 million new cases and R1 583 billion from previous years.
- (c) A report has been submitted to Provincial Treasury (PT) for the condonation of R12, 588 billion where:
 - Cellular Services – R5 230 billion
 - Professional Consultants – R2 090 billion
 - Plant Hire (ZNB 2800/07T) – R5 268 billion
- (d) The department has been meeting with Provincial Treasury and is awaiting the outcome. The department is currently doing assessments for the 2022/23 and 2023/24 financial years. These are being done by the Internal Compliance Unit and will be completed before financial year end.

The committee resolves: -

That the accounting officer report to the committee by 31 January 2025 on: -

- [1] Progress made in the assessment of the remaining balances of irregular expenditure in accordance with Paragraph 4 of Chapter 4 of the PFMA Compliance and Reporting Framework issued under National Treasury Instruction Note 4 of 2022/23.
- [2] Progress made in the determination testing of all remaining irregular expenditure, as required in terms of the PFMA Compliance and Reporting Framework issued under National Treasury Instruction Note 4 of 2022/23 and time frames for concluding the determination testing.
- [3] If the determination testing has been concluded, the outcomes thereof, including:
 - the root causes of the expenditure.
 - measures implemented to address all internal control deficiencies to avoid a recurrence, including implementation of the audit recommendations to improve

PART C: GOVERNANCE

planning to award bids prior to expiry of contracts, as well as the effectiveness and adequacy of those measures.

disciplinary action taken against the officials responsible for the irregular expenditure and the sanctions imposed.

steps taken to recover any losses.

the outcome of any criminal investigation and steps taken pursuant thereto; and

the time frames for concluding the above processes.

- [4] Progress made in submitting a request for condonation to the relevant authority and the outcome of the condonation request.

Response:

The Department is in the process of carrying determinations using the Internal Control Unit. The unit is in the process of reviewing 2023-24 financial year and 2022-23 financial year with determinations being anticipated to be completed before financial year end.

RESOLUTION 202/2024: DEPARTMENT OF TRANSPORT: IRREGULAR EXPENDITURE PRIOR TO 2023/24 NOT YET CONDONED: R33.261 BILLION

Noting that:

The department has accumulated Irregular expenditure to the value of R33, 261 billion as of 31 March 2024.

Details of current and previous year irregular expenditure:

1. Investigated and awaiting condonement • R8,35 billion.
2. Investigation / determination in progress • R19,29 billion
3. IE determination test completed, awaiting consequence management
(Disciplinary actions) • R5,62 billion.

The Department has been meeting with Provincial Treasury and is awaiting the outcome. The department is currently doing assessments for the 2022/23 and 2023/24 financial years.

PART C: GOVERNANCE

These are being done by the Internal Compliance Unit and will be completed before financial year end.

The committee resolves:

That the accounting officer report to the committee by 31 January 2025 on the progress made in submitting a request for condonation to the Provincial Treasury and the outcome of the condonation request.

Response:

The department is still awaiting an outcome for the Provincial Treasury on the condonation report submitted. Below is the progress made to date, where R16.2 billion is in draft condonation review process.

Row Labels	Sum of Amount
Investigations in progress	789 934 896.03
Investigations still to commence	7 130 192 471.30
Not Irregular	62 642 012.98
Condonation submitted to Treasury	8 765 354 056.14
Draft Condonation in review process	16 620 528 381.88
Forensic Investigations	17 873 126.74
Amounts to be recovered	53 056.18
<u>Investigations completed - awaiting consequence management</u>	<u>483 680 299.82</u>
Grand Total	33 870 258 301.07

Row Labels	Count of Order Number
Investigations in progress	389.00
Investigations still to commence	7 079.00
Condonation submitted to Treasury	4 604.00
Draft Condonation in review process	5 380.00
Not Irregular	708.00
Investigations completed - awaiting consequence management	842.00
Forensic Investigations	24.00
<u>Amounts to be recovered</u>	<u>1.00</u>
Grand Total	19 027.00

PART C: GOVERNANCE

RESOLUTION 203/2024: DEPARTMENT OF TRANSPORT: FRUITLESS AND WASTEFUL EXPENDITURE IN 2023/24: R320000

Noting that:

- (a) As of 31 March 2024, the department has incurred R320 000 worth of Irregular expenditure. This was as a result of expenditure incurred on the department's upgrade of project P303 for project standing cost, while the remainder relates to interest charged on overdue accounts.
- (b) The department has set up a debt and is in the process of recovery.

The committee resolves: -

That the accounting officer report to the committee by 31 January 2025 on:

- [1] The outcome of discussions with the contractor.
- [2] Steps taken to recover any losses and the amount of any losses recovered or written off; and
- [3] Measures implemented to address all internal control deficiencies to avoid a recurrence and the effectiveness and adequacy of those measures.

Response:

The Department is currently in the process of recovery with assistance from Legal Services. A debt process has been initiated.

PART C: GOVERNANCE

RESOLUTION 204/2024: DEPARTMENT OF TRANSPORT: FRUITLESS AND WASTEFUL EXPENDITURE IN FINANCIAL YEARS PRIOR TO 2023/24 NOT YET DEALT WITH: R R4,07 MILLION.

Noting that:

Details of the 2023/24 and previous years' fruitless and wasteful expenditure are as follows:

1. Investigated/Determination Test Completed and Awaiting Write-Off is R3.75 million
2. Not Yet Investigated/Determination Performed is R320,000

The committee resolves: -

That the accounting officer report to the committee by 31 January 2025 on: -

- [1] Progress made in the determination testing of the fruitless and wasteful expenditure, as required in terms of the PFMA Compliance and Reporting Framework issued under National Treasury Instruction Note 4 of 2022/23 and time frames for concluding the determination testing.
- [2] The outcomes of conclusions of determination tests, including:
 - the root causes of the fruitless and wasteful expenditure.
 - disciplinary action taken against officials responsible for the fruitless and wasteful expenditure and the sanctions imposed.
 - steps taken to recover any losses and the amount of any losses recovered or written off.
 - measures implemented to address all internal control deficiencies to avoid a recurrence, as well as the effectiveness and adequacy of those measures.
 - the outcome of any criminal investigation and steps taken pursuant thereto; and
 - the time frames for concluding the above processes.

PART C: GOVERNANCE

Response:

The department notes the finding, however the department incurred amount of R17000 as Fruitless and Wasteful Expenditure for the 2022-23 Financial year. This amount has been investigated for recover and is in the process of the debt being cleared.

RESOLUTION 205/2024: DEPARTMENT OF TRANSPORT: FORENSIC INVESTIGATIONS

Noting that:

The provincial forensic unit conducted 49 investigations relating to various procurement irregularities and fraudulent payments made to suppliers and employees covering the period 1 April 2012 to 31 December 2023.

Twenty-nine investigations were completed and twenty were still in progress at the year end. The implementation of recommendations for all the completed cases are in progress.

The committee resolves: -

That the accounting officer report to the committee by 31 January 2025 on: -

- [1] The nature of the allegations and the amounts involved in each completed investigation, with reference to the FR number.
- [2] The findings and recommendations of all completed investigations.
- [3] Steps taken to implement the recommendations of the finalised investigations, including disciplinary steps and the sanctions imposed, the amount of any quantified losses, steps taken to recover any losses and remedial steps taken to avoid a recurrence.

PART C: GORVENANCE

Response:

17 cases have been finalised and closed and 12 are in progress

No.	Ref	Allegation	Amount	Key Findings / Investigation Conclusion	Progress in implementing the recommendations
1.	FR26/2012	Allegation relating to kickbacks being awarded to officials in order for service provides to be awarded large quantities of work from the department.	R92 886.44	The plant hire contract was misused to award work relating to road rehabilitations or upgrade.	This case was linked to two other ongoing investigations that led to the delay of implementing recommendation in order to avoid contamination of evidence affecting the three cases.
				SCM processes were not followed.	Currently the Departmental Labour Relations unit is implementing the report's recommendations, with ongoing engagements taking place with relevant line managers to ensure effective execution.
				Inflation of plant hire costs to pay the amount not permitted in terms of the ZNB2800 contract.	The criminal case has been reported to ACTT. CAS 25/09/2015 by office of the Premier.
				· Poor internal controls with regards to approving of orders.	
				· Consultants misrepresented and /or facilitated the inflation of plant hire hours on payment certificate and supporting documents, which they submitted to KZNDoT on behalf of the contractors for	

PART C: GORVENANCE

No.	Ref	Allegation	Amount	Key Findings / Investigation Conclusion	Progress in implementing the recommendations
				payment, to recover costs not permitted in terms of the plant hire contract	
				. The department paid a duplicate payment of R92 886.44 to the contractors.	
2.	FR80/2013	Investigation relating to theft of various mechanical related items at Metro cost Centre	R1.2 Million	OTP is treating this report as highly confidential and shares only the report with the political head of the Department.	A follow-up was conducted with the Office of the Premier (OTP), and the report was initially submitted to the Office of the MEC. However, due to leadership changes within the Department, the current MEC's office has been unable to locate the report. As a result, OTP has been engaged to facilitate the reissuance of the report to ensure continuity and proper record-keeping
3.	FR34/2015	Procurement irregularities	Unknown	Allegations were unfounded	Investigation could not proceed by OTP. A close-out report was issued to the Department, concluding the matter due to insufficient evidence.
4.	FR25/2013	Procurement Irregularities and Corruption -		- The initial appointment and ongoing extensions and contracts entered into between Consulting companies and the Department contained numerous irregularities and/or non-compliance issues and we believe that they are irregular in nature. - The authority given to consulting company to appoint sub-contractors outside of the Department's SCM processes is also irregular.	The draft report was received and analyzed. However, the Departmental Labour Relations unit was unable to initiate disciplinary processes, as the document was issued as a draft. A follow-up was conducted with the Office of the Premier (OTP), which clarified that the report remains in draft form as it has been forwarded to the South African Police Service (SAPS) for a criminal investigation.

PART C: GORVENANCE

No.	Ref	Allegation	Amount	Key Findings / Investigation Conclusion	Progress in implementing the recommendations
					The Department will proceed with implementation as soon as the final report is received.
5.	FR09/2019	Irregular and unlawful issuing of public transport permits and operating licenses.	Unknown	Weak LTPS system in place -No financial loss suffered by the department but reputational risk	The report from the Office of the Premier (OTP) has been received. No disciplinary action was recommended, and no financial loss was identified against the Department. However, the need to strengthen internal controls and ensure compliance with relevant legislation, including the Occupational Health and Safety Act (OHS), remains a priority. These enhancements are being addressed through ongoing policy development, periodic reviews, and the refinement of procedural manuals and standard operating procedures (SOPs)
6.	FR14/2019B	Alleged payment made for services not rendered be Zibambele contractors.	Unknown	The official was indeed found in position of the Zibambele contractor's banking card.	Progressive disciplinary action was implemented against the implicated official, who was issued a final written warning.
7.	FR14/2019E	Investigation into alleged irregularities in the SCM relating to the award of Bid		The company was not disregarded during the procurement process. the company went through all the processes, and appeared in the procurement stages. Company was not awarded the bid because of the risk analysis that concluded that they could not be awarded since they pose a financial risk.	The investigation's outcome contradicted the findings of the Auditor-General South Africa (AGSA). The investigation established that the company initially alleged to have been unfairly overlooked by the Department was, in fact, not disregarded unfairly.

PART C: GORVENANCE

No.	Ref	Allegation	Amount	Key Findings / Investigation Conclusion	Progress in implementing the recommendations
8.	FR14/2019F	Alleged financial irregularities due to project not done according to contractual obligation		Allegation of irregular expenditure was unfounded. Employee failed to ensure that the borrow pit to be used was licensed.	The disciplinary process has been initiated on failure of ensuring that the borrow pit project has a license and failure to provide DMRE with the license.
9.	FR39/2014	Allegations relating to payment made to service provider.	R 632 000	DOT irregular processed alleged fraudulent invoice of R282000 as a procurement for services to transport contractors to attend consultative workshop. There was not invitation for quotation attached to payment suggesting the Department requested services of transporting contractors.	2 officials resigned while the investigation was in progress and a criminal case was opened against them. Criminal process was followed leading to arrests. 7 employees received progressive disciplinary The civil recovery could not proceed as the matter prescribed
10.	FR28/2013A	Alleged fraud and corruption at cost centre Port Shepstone relating to compliance with ZNB 2800 Plant Hire contract	R 26 253 540.00	Non-compliance/ alleged abuse of ZNB 2800/07T - Plant Hire Contract. Three officials were found to have committed gross misconduct and alleged criminal conduct. 2 Service providers in conjunction officials committed criminal offences.	Deceased Officials Two officials are deceased. Dismissal and Legal Referral Two officials have been subject to dismissal sanctions, prompting the referral of their cases to the labour court.

PART C: GORVENANCE

No.	Ref	Allegation	Amount	Key Findings / Investigation Conclusion	Progress in implementing the recommendations
				Internal control weaknesses were also identified.	One case is currently under review.
					Another official has been reinstated within the Department. Resigned Officials Two officials have chosen to resign. Acquitted Officials Lastly, three officials have been acquitted of any wrongdoing.
11.	FR02/2014	Alleged SCM irregularities on Zibambebe Programme	N/A	close out report due to - Lack of evidence as the matter was reported anonymously. The reporter did not provide sufficient information to allow the investigation to proceed.	N/A N/A

PART C: GORVENANCE

No.	Ref	Allegation	Amount	Key Findings / Investigation Conclusion	Progress in implementing the recommendations
12.	FR51/2015	Investigation into alleged fraudulent refunds of motor vehicle licenses.	R 1 600 000.00	- There were refund payments in respect of 10 applications for refund, made by the Department totalling to R114830.65. and payment of 245.25 could not be confirmed. The R114858 was made to the bank account of BS Mthembu and the following irregularities were identified: The application in respect of this payment did not comply with the refund Process Manual and the Regulation of the National Road Traffic Act in that none of the applications had any supporting documents and accordingly, should have not been paid -The NATIS system revealed that 7 of the vehicles did not exist on NATIS of the refund totalling to R85300,75. 1 vehicle did not exist on NATIS but is registers outside KZN and the refund therefore R12 910.65 should not have been paid. And 1 of payment was more than the annual licence fee by R1 359.	In implementing the Disciplinary processes, the following has transpired: Transferred Official The official stated for disciplinary action was no longer employed by the Department of Transport (DOT) but had been transferred to the Department of Public Works (DPW). Consequently, the Department forwarded the disciplinary report to DPW for the implementation of the recommended measures. Retired Official Regarding the other three officials, the Department initially aimed to enforce a progressive disciplinary process. However, one official has retired, making disciplinary action unfeasible. Remaining Officials The remaining two officials have undergone the intended progressive disciplinary measures. The recommendations for disciplinary actions have been implemented as follows:
13.	FR20/2015	Allegations of fraud and corruption & non-compliance with ZNB 2800 Plant Hire Contract	Unknown	The whistle-blower alleges that irregularities have been identified wherein orders were awarded to certain contractors without SCM procedures having being followed.	-Two officials could not be linked to the reported fraud; therefore, no charges of misconduct were brought against them. -Written warning letters were issued to five officials as part of the disciplinary measures. -One official received a final written warning in response to the findings of the investigation.

PART C: GORVENANCE

No.	Ref	Allegation	Amount	Key Findings / Investigation Conclusion	Progress in implementing the recommendations
14.	FR32/2015	Forensic Investigation- Ladysmith	R 981 317.30	The Department paid R 981 317 to a service provider for a service that was never rendered. The Department failed to take ensure that reasonable steps are taken to deter any form of fraudulent and or corrupt activities that could be taking place. An official performed duties that were outside her normal duties by compiling a commitment with order number B0394495 in respect of goods and services for the hire of plant on project P101 from a service provider for R1 775 123.25. A senior official authorised payment of BAS R981 317.30 without satisfying himself that only valid, authentic, and correct payments were made to service providers.	Disciplinary Actions Taken A final written warning was issued on 30/4/2024 to the implicated official for performing duties outside her job description by compiling an order for R981,317.30. Decision on Other Implicated Officials. Regarding the other two implicated officials, a decision was made not to implement disciplinary proceedings. It was established that they could not be held accountable for the failure to produce source documents since the documents were handed over to voucher filing as per procedure after the transactions had been finalized on the system. Financial Recovery The Department's Legal Services is still in the process of initiating financial recovery related to the incident.
15.	FR38/2015	Alleged irregular procurement procedure regarding a hosting of an event at Kwa-Maphumulo.	R 570 400.00	Employees have not followed the procurement processes in the procurement of services for the event that took place at Kwa-Maphumulo. -Procurement was not recommended by the CFO. -Procurement was not approved by the HOD The following companies rendered services: -Bless joe Trading R462 000 -Jailbreak Catering R58 800 -Lethuxolo Trading R26 400 -Above and Beyond Trading R23 500	The Department initially implicated two officials for failing to adhere to Supply Chain Management (SCM) procedures, and letters of intention to discipline were issued, prompting their responses. In their representations, the officials clarified that they were not involved in the SCM processes. Following a review of their explanations, it was concluded that they were not guilty of the alleged misconduct.

PART C: GORVENANCE

No.	Ref	Allegation	Amount	Key Findings / Investigation Conclusion	Progress in implementing the recommendations
16.	FR46/2015A&B	Forensic investigation into issuing of guard rails	Unknown	The investigation has been completed and the report was issued to the Department during quarter 4. Cost Centre Metro issued. The report has been tabled to the Department during Q1. The investigation was finalized and the final report for cost Centre Metro was issued to the Department in quarter 4 2016/2017. The Pietermaritzburg cost Centre report should be finalized during quarter 2 2017/2018.	Disciplinary Actions in Metro and PMB Offices Metro Office Progressive disciplinary measures have been implemented for officials in the Metro office. PMB Office In the PMB office, the hearing process was finalized with a dismissal. The official appealed the decision, but the appeal was unsuccessful. The case is currently in arbitration.
17.	FR25/2016	Forensic investigation payments for materials on site.	Unknown	The allegations were unfounded; however, some anomalies were identified during the investigation which led to further investigation to be conducted.	Criminal Case A criminal case was registered with the Anti-Corruption Task Team (ACTT) under the reference CAS 816/3/2017. Matter has been to court. The department and the Department's case was not successful. Despite the efforts, the ruling did not favor the Department's position.

PART C: GORVENANCE

No.	Ref	Allegation	Amount	Key Findings / Investigation Conclusion	Progress in implementing the recommendations
18.	FR31/2018	Allegations of misconduct by officials in the Newcastle Cost Centre	Unknown	1st allegation was on soliciting of bribes which was unfounded. The whistleblower asserted that he was informed by another service provider that officials were soliciting bribes. However, he declined to disclose the identity of the service provider or provide any specific detail. 2nd was the allegations of deliberate delay in processing on payment which was unfounded. There is no evidence supporting the second allegation that payments to Isandlasesizwe were unjustifiably delayed. The delay in question was attributed to the service provider (whistleblower) not responding to DOT's communications in attempts to establish contact 3rd was the allegations of unknown invoices submitted on behalf of the company which revealed that two (02) officials (Official 1 and Official 2) negligently processed fraudulent invoice. Lastly, the service provider having received R2 427 792,91 which was not due to him.	N/A

PART C: GORVENANCE

No.	Ref	Allegation	Amount	Key Findings / Investigation Conclusion	Progress in implementing the recommendations
				4th was the allegation of fraudulent registers of site employees: It was found Official 01 negligently processed payment of R1,404,554,74 and R72,336,01 5th was an allegation on instruction to change scope of work which was unfounded. 6th was the allegation on instruction to vacate the site which was unfounded.	
19.	FR24/2021	Fraud and corruption on leave gratuity of late official.		Three officials have been implicated in the irregular payment of leave gratuity. Three officials have been implicated in the irregular payment of leave gratuity. The official resigned from the department before OTP could finalize the investigation	The investigation was finalized and the report was received by the Department on 06 February 2023/24. However, OTP had not returned supporting document. Ongoing follow ups were made. Document were received on 9th September 2024. Implementation recommendations is still in progress. The department has appointed both the employer representative and the presiding officer. Charges have been drafted and will be issued to the implicated officials. Case is scheduled for the 11 and 12 of February 2025.

PART C: GORVENANCE

No.	Ref	Allegation	Amount	Key Findings / Investigation Conclusion	Progress in implementing the recommendations
20.	FR05/2019	Request for an expert verification of hand writings and signatures from the medical certificates/reports submitted by an employee	Unknown	The official resigned from the department before OTP could finalize the investigation	N/A N/A
21.	FR11/2021 (Corrected)	Alleged Fraud and/or Corruption relating to Financial Irregularities in Durban Regional Offices	R 390 334-00	The officials colluded and irregularly processed the R 197820-00 payment knowing that Iqatha did not provide gardening services at RTI Pinetown. The officials irregularly processed the R 192 514-00 payment to Majabu without documentation nor SCM processes done. The official failed to perform verification and paid R76 190-09 to an incorrect service provider, "Bidvest Execufflora instead of Bidvest McCarthy Toyota. The official resigned from the department before OTP could finalize the investigation	- A disciplinary hearing for two implicated officials is scheduled for June 6 and 7, 2024. - Additional disciplinary hearings for the same officials are scheduled for July 30 and 31, 2024. - Two officials have been formally charged, and the disciplinary inquiry is currently underway. Hearings took place on November 21 and 22, 2024, as well as December 12 and 13, 2024. - The case has been adjourned to the following dates: January 30 and 31, 2025, and March 14 and 15, 2025. Financial Recovery The Department's Legal Services is still in the process of initiating financial recovery related to the incident

PART C: GORVENANCE

No.	Ref	Allegation	Amount	Key Findings / Investigation Conclusion	Progress in implementing the recommendations
	FR14/2019C	Alleged Irregularities within Apprenticeship Programme.	R 856 405.00	-TM Guest lodge has charged the department for accommodation that was not provided fully to the apprenticeship students. -Mr. Mbuso Zondi booked accommodation at TM guest lodge which is in PMB and not in Durban where students would be attending or doing their apprenticeship programme -Ms. S Mngomezulu approved accommodation without double checking where the booking was made. -TM Guest lodge did not provide breakfast and dinner for students as per the contract, but; TM Guest Lodge gave students R10000 a month which was not according to the contract	The initial stage of implementing disciplinary actions has been completed, with the letter of intention to discipline issued to the implicated official. Following an analysis of the officials' responses, the disciplinary process concluded that the officials were not guilty of any wrongdoing. Financial Recovery The Department's Legal Services is still in the process of initiating financial recovery related to the incident
22.	FR14/2019D	Alleged conflict of interest by an employee at the KwaZulu-Natal Department of Transport-uMzimkhulu area office (FR14/2019d – Ixopo.	R 607 837.85	-The owner of the company "The Masters" misrepresented the Department by mentioning that the company had appropriate experience while it did not have. -Company was overpaid an amount of R607837.85. Structcon Company: DOT official registered the company for a student. -Service provider did not disclose knowing the official in the department.	The disciplinary process has been concluded for one implicated employee. The case was finalized, and the employee was issued a three-month suspension without pay, along with a final written warning Financial Recovery The Department's Legal Services are actively pursuing financial recovery related to the incident.

PART C: GOVERNANCE

No.	Ref	Allegation	Amount	Key Findings / Investigation Conclusion	Progress in implementing the recommendations
				Official failed to perform his duties with due diligence, honesty and in an unbiased manner even when he has signed the Code of Conduct. Udumolwethu misrepresented the Department when he said the company had experience when it did not have. -Official performed duties that were not assigned to him by registering the service provider on CSD. -He failed to perform his duties with due diligence, honesty and in an unbiased manner -The directors that who appeared in The Masters also appeared in the Udumolwethu Trading as the Principal Contractor's assistant construction manager on site	

PART C: GORVENANCE

No.	Ref	Allegation	Amount	Key Findings / Investigation Conclusion	Progress in implementing the recommendations
23.	FR14/2019F	Alleged Financial Irregularities in SCM related Suspected Fraud regarding payments to a service provider for non-performance in Road P449 in Jozini.	R 12 592 470.70	The allegation regarding Irregular Expenditure to WJ Construction is unfounded. The procurement on appointment of contractor and purchase of G4 material followed the proper procedures. A variation order was requested to procure the G4 material, and it was properly approved. Therefore, there was no irregular expenditure. The official failed to ensure that the borrow-pit that was to be utilized by the contractor for project was licensed. The Department could not provide the license to the borrow-pit. This resulted to the project suspended due to unavailability of the environmental authorization/permit, however the project resumed. The official failed to ensure that the Department had license for borrow-pit to collect quarry material.	The Department could not proceed with disciplinary action against the implicated official, as there was no evidence to substantiate the allegations. The official was able to demonstrate the was no wrongdoing from their side.
24.	FR14/2019G	Alleged inflation of Contract Value by a Consultant of a service provider	R 30611512.888.77 (IE) R9 009 888.77 (Recover)	Loss of R 9 009 888.77 monies by the Department to the Service provider (Royal Haskoning DHV) -Irregular expenditure of R 30 611 512 -Official has authorised for additional R30 611 512.77 knowing that the works that was approved was for R 21 601 624.00.	Final written warning was issue combined with Proclamation R16 of 2021. Financial Recovery The Department's Legal Services are actively pursuing financial recovery related to the incident.

PART C: GORVENANCE

No.	Ref	Allegation	Amount	Key Findings / Investigation Conclusion	Progress in implementing the recommendations
25.	FR12/2021	Allegation on payment made on a cancelled order (Mansibeni supply Project)	R 499 540.09	The acting cost centre manager at Merebank denied procurement of drain and verge maintenance from Mansibeni. There was no services rendered by Mansibeni -Payment of R499 540.09 paid and authorised using the cancelled order was fraudulent, -Official acted unlawfully, intentionally and misrepresented when he accepted a payment of R499 540.09 as if Mansibeni had rendered services -Official used a cancelled order to capture payment without supporting documents -Official was aware that the service provider did not render services to the Department -Official acted unlawfully and intentionally when she authorised payment without supporting documents.	Charges have since been withdrawn due to no evidence implicating the accused officials. Financial Recovery The Department's Legal Services are actively pursuing financial recovery related to the incident.

PART C: GORVENANCE

No.	Ref	Allegation	Amount	Key Findings / Investigation Conclusion	Progress in implementing the recommendations
26.	FR19/2021	Alleged conflict of interest by the member of the senior management (SMS) of the KZN DoT	N/A	The SMS member was not involved in the tender process that led to the awarding of contracts to the companies alleged to be linked to her. Nevertheless, the SMS violated the KZN DOT Declaration of Interest policy by neglecting to formally declare her financial interests in writing for the financial years 2018/2019 and 2020/2021. While the SMS member does not personally own the companies engaged with DOT, she is the spouse and stepmother to their owners.	Progressive disciplinary action was implemented, and the official received corrective counseling. Progressive disciplinary action was implemented, and the official received corrective counseling. A final written warning was served to the implicated official on 26/06/2024. A waiting for a signed copy
27.	FR03/2017	Forensic investigation into alleged fraudulent and corrupt activities within the supply chain management unit at the KwaZulu-Natal department of transport	R459,168,15.	• Conflict of Interest An officials failed to disclose a conflict of interest with a construction company affiliated with a close personal relationship. • Unfair Favouritism The officials favoured this construction company by processing requisition supplies totalling over R1.1 million. • Improper Invoice Processing The officials improperly stamped invoices amounting to over R560,000.	Financial Recovery The Department's Legal Services are actively pursuing financial recovery related to the incident.

PART C: GORVENANCE

No.	Ref	Allegation	Amount	Key Findings / Investigation Conclusion	Progress in implementing the recommendations
				• Mismanagement of Requisitions The officials mismanaged requisition requests totalling R405,000, intended for equipment but used for personal vehicles instead. An investigation found that an official prejudiced the administration, discipline, and efficiency of the Department by compiling and capturing altered information onto the requisition of supplies for labour in Mpumalanga amounting to R165,200. This information did not accurately reflect the minutes of the Bid Evaluation Committee (BEC).	The principal state law advised that the elements of fraud have not been proven or shown to have existed in this case and a person may not be found guilty of the offence. As a result the matter does not warrant for a criminal investigation to be conducted.
28.	FR14/2019A	Alleged financial irregularities and misplaced payment vouchers by the KZN DOT: Durban Region.	R390,334	Irregular capturing and authorising of payment of R192,514.00 and R197,820.00 on BAS to two different companies without documentation and SCM processes followed. Capturing and authorizing of R76,190.00 in an incorrect banking account.	Disciplinary hearing has since been finalized in May 2024 and the two implicated officials have been issued with dismissal sanctions on 17 May 2024 and they have lodged appeals. Appeals have not been finalized. Appeals committee appointed by the MEC has since considered the appeal and the recommendations on the outcome of the appeal require MEC consideration and final decision. Financial Recovery The Department's Legal Services are actively pursuing financial recovery related to the incident.

PART C: GORVENANCE

No.	Ref	Allegation	Amount	Key Findings / Investigation Conclusion	Progress in implementing the recommendations
29.	FR05/2021	Alleged financial irregularities at the KZN DOT – Durban Region		Officials irregularly capture and authorised payment of R191,860,00 on BAS to the Service provider without supporting documentation. Officials irregularly capture and authorised payment of R191,860,00 on BAS to the Service provider without supporting documentation.	FR05/2021 was combined with FR14/2019A due to the similarity of the incidents. Two out of three implicated officials have been dismissed and they have lodged appeals, which have not been finalized. Disciplinary hearing has been finalized with outcome of dismissal, which is yet to be communicated to one implicated official. - Two out of three implicated officials have been dismissed and they have lodged appeals, which have not been finalized. Disciplinary hearing has been finalized with outcome of dismissal, which is yet to be communicated to one implicated official. Dismissal letters we issued to official - Officials appealed; appeals have not been finalized. Appeals committee appointed by the MEC considered that appeal submitted on 23 October 2024. Recommendations of the committee with be escalated to the MEC for a final decision.

RESOLUTION 206/2024: DEPARTMENT OF TRANSPORT: SIU INVESTIGATIONS

Noting that:

In terms of Proclamation No. 156 of 2024, issued in Government Gazette 50163 of February 2024, the SIU has investigated the following:

The procurement of, or contracting for goods or services by or on behalf of the department in relation to the construction of Mngwenya River Bridge on D385 in terms of tender number ZNT3748/15T; construction of Umlazi River Bridge no 3782 on D1551 in terms of the tender number ZNT3617/15T; construction of Mhlathuze River Bridge no 3837 on D2238 in terms of tender number ZNT3901/16T; and construction of Phetu River Bridge no.3528 in terms of

PART C: GOVERNANCE

tender number ZNT3506/18T including any payments made as well as any related unauthorised, irregular or fruitless and wasteful expenditure incurred by the department.

Any unlawful or irregular conduct by employees of the department; or any other person or entity, relating to the allegation above.

In terms of Proclamation No. R76 of 2022, issued in Government Gazette 47055 of 22 July 2022, the SIU has investigated the following:

Allegation of serious maladministration which has led to the department incurring irregular expenditure and fruitless and wasteful expenditure.

The procurement and contracting for fibre data link to the department's Information Technology Server Room including any payments made as well as any unauthorised, irregular or fruitless and wasteful expenditure incurred by the department.

Any unlawful or irregular conduct by employees of the department, or any other person or entity, relating to allegations above.

In terms of Proclamation No. R16 of 2021, issued in Government Gazette No. 44546 of 7 May 2021, the SIU was investigating various irregularities at the department relating to procurement and payment made in respect of concrete barrier wall between uMkhanyakude and Mozambique border post.

The investigation is still in progress.

In terms of Proclamation No. R36 of 2018, issued in Government Gazette No. 42101 of 14 December 2018, the SIU was investigating various irregularities at the department relating to the procurement of consultancy services.

The investigations of all above Proclamations were still in progress during the Auditor-General reporting period.

The committee resolves:

That the accounting officer report to the committee by 31 January 2025 on the findings of the investigations and implementation of all findings and recommendations of all completed SIU investigations and as well as the outcomes of all the steps taken

Response:

Please find the attached on the SIU Investigations.

PART C: GOVERNANCE

No.	Proc I No.	Allegation	Key Findings / Investigation Conclusion		Progress as at 31 March 2025
1.	R76 of 2022	AGSA- 2019: "Maladministration in the KZN DOT transport department that have resulted in irregular and fruitless and wasteful expenditure: A tender has been advertised that may duplicate work already requested."	The SIU established that the same items/features being procured through ZNB01848/00000/00/HO D/GEN/23/T are already being offered or in process of development by Road Traffic Management Corporation (RTMC). The procuring of the "development of the business process for implementation in the Motor License testing centre (DLTC) from the private service provider, whilst RTMC has developed the system already or in process of development, would be unnecessary and waste of money to the fact that the research and development by the RTMC is a cost which will result in a duplication of the research and development costs by DOT. The monthly cost to KZN DOT will be a factor whereas RTMC solution will not attract a cost and not impact the KZN DOT budget. -RTMC is the custodian of NATIS, has confirmed that it is not aware of DOT tender and has not been consulted.	The Department to consider suspending or cancelling the procurement process under the contract ZNB01848/00000/00/HO D/GEN/23/T with the view to initiate consultation and engagement with the relevant stakeholders such as RTMC and SITA to prevent duplication	The final report has just been received by the Department. The contents of the report were assessed and required clarity provided by SIU. A meeting was held with SIU during December 2024 where clarity was received. The Department is performing further scrutiny to ascertain the way forward
2.	R36 of 2018	Procurement of consultancy services from Nexor 312 (Pty) Ltd by the Department and payments made	Contravention of Section 217(1) of the Constitution of RSA Act No 108 of 1996. Contravention of Section 45b and c of the PFMA Act 01 of 1999.	Disciplinary actions against officials.	Case was concluded and two officials were disciplined with regards to the allegations and received a sanction of final written warning.

PART C: GOVERNANCE

3.	R16 of 2021	Procurement of and contracting for the construction barrier wall in terms of tender ZNT4128/16T	Misconduct. Contravention of Section 45(a), (c) and (d) of the PFMA and Department SCM Policy False BBBEE certificate.	Disciplinary actions against officials.	Six officials were not disciplined, the department decided not to take disciplinary actions against the implicated officials due to no evidence implicating them in wrong-doing. Two were disciplined informally and they were issued with final written warnings.
4.	R23 of 2022	'Maladministration in the affairs of the Department of Transport possible misconduct by officials.	'Contractors: Umsimbithi Civils (PTY) Ltd and PMPZ constructions CC (PMZ Construction) abandoned site without having completed the work as required in terms of the contract.	Disciplinary actions against 02 officials.	The Department concluded that there are no grounds for disciplinary action as the controls referred to on the allegation were outside their scope of work; therefore, the matter is considered as finalized and closed.
5.	R156 of 2024	investigate allegations of serious maladministration within the KwaZulu-Natal Department of Transport	The investigation into this matter is still ongoing. However, three interim reports have been issued to update the department on the progress made thus far.	Disciplinary actions	Two officials have been implicated for violating the provisions of Chapter 7 of the SMS Handbook and for contravening the Public Service Code. Intention to discipline letters were submitted to officials and they responded (made their representation), waiting for the decision of the relevant manager on outcome of the disciplinary process.

PART C: GOVERNANCE

RESOLUTION 207/2024: DEPARTMENT OF TRANSPORT: INFRASTRUCTURE PROJECT DELIVERY WEAKNESSES: UPGRADE OF ROAD P303

Noting that:

Key project 1: Upgrade of road P303 from KM8.50 to KM14.24 Main road P303 is a provincial road located in Paulpietersburg that provides access to and enables transportation of agricultural goods and livestock to Vryheid and neighbouring towns.

Land not acquired / expropriated prior to construction, contributed to delaying the project by 14 months. Resultant standing cost of R310 539 was confirmed as fruitless and wasteful expenditure and pending claims of R7.48 million were still being adjudicated by the department.

Irregular expenditure incurred as payments amounting to R24 million were processed through sundries, without approval by the Bid and Award Committee (BAC) for variation orders to increase the project value.

Key project documentation required by the Framework for Infrastructure Procurement and Delivery Management were not available, site meetings were not frequently attended by department officials and the performance guarantee expired on the 20 April 2023 and was not renewed.

Lack of maintenance of completed areas of the road, and existing road infrastructure. Specifically, the Tsakwe River Bridge was observed with structural concerns and no guardrails.

The Auditor-General recommended that the department investigates the possible overpayments/fruitless and wasteful nature of payments made for the overlap of work between the previous contract and current contract on road P303 including the consultant costs.

The Auditor-General also recommended that the department improves project management to ensure all sureties on the project are in place and valid, as well as improves project monitoring and supervision.

PART C: GOVERNANCE

The committee resolves: -

That the accounting officer report to the committee by 31 January 2025 on the outcome of steps taken to implement the audit recommendations and outcome of implementation of consequence management against officials responsible for poor contract management, lack of effective monitoring of the projects and for SCM irregularities, including awarding contracts to suppliers connected to an employee of the department.

Response:

On the expropriation of land on new contracts Department has resolved that there won't be approval of draft specification document if the expropriation process is not concluded by the Legal Directorate to ensure that there will be no delays during construction.

The internal approval delays have been noted and Department to improve on its processes to eliminate delays on projects.

When Performance Guarantee expired on projects while the works is incomplete the Department deduct the retention according to the General Condition of Contract and will continue to ensure compliance to all requirements. The contractor was notified, and retention was deducted to the interim payment certificates on P303. In August 2024 the contractor provided the active Performance Guarantee for the project which will expire in March 2025.

On the contract management by the officials, Department has increase capacity on supervision of capital projects in Head Office by utilising the technical officials from various offices with technical capacity to assist with close monitoring of projects to ensure that

PART C: GOVERNANCE

Department is represented adequately to site meetings. The new members started to work with Construction and Rehabilitation Directorates in September 2024.

Process of vetting for the recovery of amount paid for standing time on expropriation has commenced through the Legal Directorate. The outcome will be shared with committee on conclusion of the legal processes.

Department has started with the investigation through Internal Compliance on the Irregular, Fruitless & Wasteful expenditure on Main Road P303. The outcome of the investigation will be shared with committee on conclusion of the investigation.

RESOLUTION 208/2024: DEPARTMENT OF TRANSPORT: INFRASTRUCTURE PROJECT DELIVERY WEAKNESSES: REHABILITATION OF ROAD P242

Noting that:

- (a) The project for the rehabilitation of road P242 from km 0.00 to km9.62 was awarded on the 29 June 2022 at a value of R186 415 716.50.
- (b) Main road P242 traverses through the KwaMakhutha Township (wards 67, 93 and 94) in the eThekweni Metropolitan area. This project was assessed as part of a follow up audit.
- (c) The timeframe for construction was from 18 July 2022 to 19 January 2024 (18 months).
- (d) A variation order in the project was approved on 04 January 2024 which increased the project value to R223 366 734.53 (incl. VAT) and revised the completion date to 20 July 2024.
- (e) The Auditor-General found during follow up audit, as at the site visit on the 30 April 2024, that the project was still in progress - the contractor was 200 days behind on the construction programme due to cashflow challenges. The slow progress of the contractor was raised in the prior year, however this issue persisted on the project. It

PART C: GOVERNANCE

was also found that irregular expenditure incurred as payments to the consultant were made through sundries without valid contract in place.

- (f) The Auditor-General recommended that the department improves project management to ensure all sureties on the project are in place and valid, as well as improve project monitoring and supervision.

The committee resolves: -

That the accounting officer report to the committee by 31 January 2025 on the outcome of steps taken to implement the audit recommendations and outcome of implementation of consequence management against officials responsible for poor contract management, lack of effective monitoring of the projects and for SCM irregularities, including awarding contracts to suppliers connected to an employee of the department.

Response:

Department Response: The Department has initiated weekly and monthly progress meetings as part of the contract monitoring. Quarterly review meetings are being held by the office of the DDG where all parties are presenting the status of the project.

To date it must be noted that out of 9.6 km, 6.12 kms have been surfaced but not yet reported due to line marking and the road studs that have not been done.

The slow progress notices are being submitted monthly to the contractor as per the General Conditions of Contract, 2015 Clause 5.7.1. The Department has further requested the recovery plan and cash flow projections with realistic timeframes and goals. The revised completion date for the project is 31 January 2025.

The Department has imposed penalties to the contractor for failing to complete the project within the revised timeframe.

PART C: GOVERNANCE

RESOLUTION 209/2024: DEPARTMENT OF TRANSPORT: INFRASTRUCTURE PROJECT DELIVERY WEAKNESSES: PILOT POTHOLE PROGRAMME ON ROADS P489, P93, P1-3, D995, D521 AND P245 (FOLLOW-UP)

Noting that:

In the prior year audit, the Auditor-General audited the pilot pothole project on roads P489, P93, P1-3, D995, D521 and P245 which was undertaken by the KwaZulu -Natal Department of Transport.

- (a) The project was implemented by Pro-Phalt SA, with a project value of R22 320 000 for pothole repairs on 30 000 square metres.
- (b) The scope was subsequently reduced to 19 604 square metres as establishment costs and VAT were erroneously excluded by the department on the initial submission, which revised the cost from R800 to R990 per square metre (excl. VAT) with the original project value being maintained.
- (c) The project commenced on the 30 May 2022, with the total payments on the contract amounting to R22 320 000 for 19 804,79 square metres of potholes repaired.
- (d) The project was completed on the 31 October 2022. Although there was no expenditure on this project in the 2023-24 financial year, The Auditor-General followed-up of the department's actions to address the findings raised in the prior year.
- (e) During the follow-up, the Auditor-General found that there was inadequate action to address the prior year's findings, as a pilot programme policy was not in place, the CSIR guidelines for the assessment of potholes were not included in road assessment. There was no investigation into the discrepancies between payment Listing and electronic records, GPS co-ordinates, and areas which were not part of the scope. There was also no consequence management instituted by the department.
- (f) The Auditor-General recommended that department institute an independent investigation into the pilot pothole project based on the discrepancies identified.

PART C: GOVERNANCE

The committee resolves: -

That the accounting officer report to the committee by 31 January 2025 on the outcome of steps taken to implement the audit recommendations and outcome of implementation of consequence management against officials responsible for poor contract management, lack of effective monitoring of the projects and for SCM irregularities, including awarding contracts to suppliers connected to an employee of the department.

Response:

The department response: An independent investigator is being appointed to carry out a comprehensive investigation aimed at identifying any wrongdoing by officials. This process is essential for initiating the appropriate consequence management measures.

RESOLUTION 210/2024: DEPARTMENT OF TRANSPORT: ACHIEVING KEY PERFORMANCE TARGETS

Noting that:

The Auditor-General conducted an audit on programme 2 (Transport Infrastructure), programme 3 (Transport Operations), and programme 4 (Transport Regulations) of the department and found that there was under-achievement of targets.

The underachievement was due to the following factors:

Budget re-prioritisation due to provincial floods where funds were shifted to maintenance priorities as a result, new construction indicators were not achieved.

Project delays due to inadequate project management practices contributed to the non-achievement of key service delivery indicators

Delays in appointment of service providers also contributed to non-achievement of key service delivery targets

Transport Infrastructure: 37% of targets were achieved with 12 key service delivery indicators not achieved. Transport Operations: 36% of targets were achieved with 7 key service delivery

PART C: GOVERNANCE

indicators not achieved. Transport Regulations: 75% of targets were achieved with 3 key service delivery indicators not achieved.

The committee resolves:

That the accounting officer report to the committee by 31 January 2025 on:

[1] Outcome of steps taken to implement the audit recommendations, and time frames for implementation.

[2] Outcome of the turnaround strategies and steps Implemented to enforce consequence management against officials for failure to adequately oversee and monitor the programme implementations and reporting.

Response:

The Department is currently researching alternative construction material options and approaches for future use to reduce the impact of floods on our roads. To this end, trials are being conducted on roads in partnership with SANRAL to inform the suitability of these

PART C: GOVERNANCE

materials. Should these be successful, the department will be able to conclude a guideline document on the use of these materials across the department. While this process requires

time but it is anticipated that before the end of 2025/26 the Department would have collected enough data to resolve on the future use of the materials under trial.

The Department is also investing time in building project management capacity for its technical staff where training is being provided and the implementation of the IDMS approach to infrastructure delivery is being enhanced. The finalisation of panels of contractors for the delivery of infrastructure is aimed at fast tracking our procurement processes thus improving

the pace of awarding of contracts. It is anticipated that these interventions will aid in the improvement of service delivery targets over the MTEF.

RESOLUTION 211/2024: DEPARTMENT OF TRANSPORT: INFORMATION SYSTEM (ITC PROJECT)

Noting that:

Inadequate implementation of traffic fines control processes has resulted in the department not achieving its objective of improving drivers' behaviour on provincial roads and loss of revenue from the traffic fines.

The Integrated Traffic Contravention Management System did not realise expected efficiencies due to some essential interfaces not being enabled.

Inadequate project management meant that approved Oracle Primavera P6 modules, which the department had paid for, were not fully utilized.

Budget constraints prevented management from being able to procure updated computer machines and software which would allow faster processing of traffic fines.

Poor IT Project planning and management:

The department did not ensure infrastructure was in place before embarking on a project of implementing complex IT systems. The Integrated Traffic Contravention Management

PART C: GOVERNANCE

System did not realize expected efficiencies due to some essential interfaces not being enabled.

A lack of monitoring, evaluation and non-implementation of refresher training resulted in the department not ensuring that the Integrated Traffic Contravention Management System and Oracle Primavera P6 EPPM systems were being utilised optimally.

Opus Frame Detailed Report for cancelled tickets for the 2023-24 financial period was inspected and noted 309293 tickets that were rejected for various reasons.

The Auditor-General recommended the following:

Allocation of a budget for upgrading to computers with larger RAM and faster processors, and exploration of integrating new technologies like SMS, email, and secure applications for issuing traffic fines.

Updating traffic fines processes to align with current technologies, finalization of the integration of Opus with related systems, and addressing issues causing high ticket rejection rates to reduce cancellations.

Securing funding to fully staff the EPMO and maximize the use of the Oracle Primavera P6 EPPM system.

Developing and enforcing a standardised project management framework tailored for IT projects. This framework should integrate best practices for planning, documentation, implementation, and budgeting to streamline project execution.

The committee resolves: -

That the accounting officer report to the committee by 31 January 2025 on: -

- [1] Outcome of steps taken to implement the audit recommendations, and time frames for implementation.
- [2] Outcome of the turnaround strategies and steps Implemented to enforce consequence management against officials for failure to adequately oversee and monitor the programme implementations and reporting

PART C: GOVERNANCE

Response

STRATEGY TO ADDRESS FINDINGS: DRIVERS' BEHAVIOUR ON PROVINCIAL ROADS AND LOSS OF REVENUE FROM THE TRAFFIC FINES

The IT Directorate will include a functionality in the soon to be implemented Integrated Traffic Contravention System that will include SMS and Email alerts as well as notification of traffic fines to boost revenue collection and improve driver behaviours.

OUTCOME AND PROGRESS MADE

The department developed a fine management improvement plan, the plan in the main introduced measures to improve management of traffic fines, address matters raised by Auditor General and Internal control on accrued departmental revenue emanating from road traffic fines and improve the overall traffic fine revenue collection by the department. Since October 2024, over 400 000 WhatsApp/SMS were sent out. This initiative was implemented on the 8 October 2024 and is proving to be highly effective. To this end, a comparison was conducted before the implementation of this initiative.

OUTCOME AND PROGRESS MADE

With regards to the Integrated Traffic Contravention Management System not realising expected efficiencies, the following measures have been taken:

The essential interfaces have not been enabled, due to being unable to obtain APIs from the various systems, however the IT Directorate is in a process to sign agreements for API's to

PART C: GOVERNANCE

be obtained during the development phase of the soon to be implemented Integrated Traffic Contravention System.

ORACLE PRIMAVERA P6 MODULES, WHICH THE DEPARTMENT HAD PAID FOR, WERE NOT FULLY UTILIZED.

OUTCOMES AND PROGRESS

The modules are being utilized by the department; however, due to limited capacity of the servers at the time of the audit, certain modules were causing system issues. This has since been resolved.

STRATEGY TO ADDRESS FINDING: BUDGET CONSTRAINTS PREVENTED MANAGEMENT FROM BEING ABLE TO PROCURE UPDATED COMPUTER MACHINES AND SOFTWARE WHICH WOULD ALLOW FASTER PROCESSING OF TRAFFIC FINES.

The department plans on procuring computer machines that with bigger RAM capacity which will accelerate the processing of fines

OUTCOMES AND PROGRESS

The department through its SCM processes is procuring 43 computers with bigger RAM capacity that will allow for fines to be processed faster.

STRATEGY TO ADDRESS POOR IT PROJECT PLANNING AND MANAGEMENT:

The Data Centre to manage complex IT systems has since been implemented as supporting infrastructure, therefore the essential interfaces will be implemented in the new Integrated Traffic Contravention Management System.

OUTCOMES AND PROGRESS

All new users have now received training on the Oracle Primavera P6 system from Champion Users located across all regions to ensure continuous training.

Champion Users have undergone comprehensive training to equip them with the knowledge and skills necessary to provide guidance and support. They are responsible for training new users and assisting with system operation challenges. A dedicated Helpdesk is also available to provide further training, support and address any system-related queries or issues.

The recommendation is receiving the necessary attention by procuring 43 new computers, integration of new technologies has been implemented as highlighted above in response to resolution 197/ 2024.

The current structure to manage project is using internal staff to capacitate the EPMO in order to align with cost savings. All the internally appointed project managers are provided support to ensure optimal use of Primavera, through the DPMO help desk.

A standardized Project Management Procedure has since been developed as a control for IT projects to ensure effective implementation and management.

9. PRIOR MODIFICATIONS TO AUDIT REPORTS

Nature of qualification, disclaimer, adverse opinion and matters of non-compliance	Financial year in which it first arose	Progress made in clearing / resolving the matter
Qualification in Accrued Dept Revenue and Irregular Expenditure	2019/2020	The Improvement Audit Strategy was developed to address all internal control deficiencies raised in the previous year audit .
Qualification in Accrued Dept Revenue and Goods and Services :Infrastructure and Planning services	2020/2021	The Improvement Audit Strategy was developed to address all internal control deficiencies raised in the previous year audit .
Qualification in Capital Commitment	2021/2022	The Improvement Audit Strategy was developed to address all internal control

PART C: GOVERNANCE

Nature of qualification, disclaimer, adverse opinion and matters of non-compliance	Financial year in which it first arose	Progress made in clearing / resolving the matter
		deficiencies raised in the previous year audit .
Qualification in in Accrued Dept Revenue	2022/2023	The Improvement Audit Strategy was developed to address all internal control deficiencies raised in the previous year audit .

10. INTERNAL CONTROL UNIT

The Internal control unit had developed an Internal Control Framework to conduct compliance inspections for the Department in line with the framework to assist the Department with addressing control deficiencies identified to strengthen controls. For the year under review the compliance inspections were conducted throughout all four regions and including head office. Management of the regions and head office were made aware of any control deficiencies identified to correct them and enhance controls to ensure a reduction in audit queries that are raised.

Internal Control is also responsible for the coordination of Audits comprising of Internal and External Audits by the Auditor-General. The component facilitates the retrieval of documents and compilation and review of the Management responses to communications.

Post – Audit inspections based on the AG Management Report Findings as well as the Provincial Treasury Audits to raise awareness of all findings within the Department and conduct further inspections across all regions and head office to address non-compliance issues raised by the AG and Treasury to enhance controls within the Department.

This unit is also responsible for the development and maintenance of the Audit Improvement Strategy and where necessary facilitates these workshops.

Irregular, Fruitless and Wasteful Expenditure determination test are also conducted within this unit to ensure that the Department does address non-compliance raised by the AG.

11. INTERNAL AUDIT AND AUDIT COMMITTEES

INTERNAL AUDIT AND AUDIT COMMITTEES

The key activities and objectives of the internal audit and audit committees are outlined in this section.

Purpose and mandate

The KwaZulu-Natal Provincial Internal Audit Services (PIAS) was set up as a hybrid function, under the leadership and support of the Provincial Audit and Risk Committee (PARC) in terms of the Public Finance Management Act No. 1 of 1999 as amended by Act No. 29 of 1999 (PFMA). PIAS provides independent, objective assurance and consulting services to enhance KZNPG operations. It evaluates and improves financial and performance reporting, risk management, internal controls, and governance processes. The Internal Audit Charter, approved by the PARC and endorsed by the MEC for Finance, defines PIAS's role, authority, and scope, serving as its mandate to add value to KZNPG departments.

Vision and strategy

The vision of PIAS is to be a trusted and indispensable partner, delivering insightful, innovative and exceptional internal audit services. PIAS aligns with constitutional principles, Batho Pele, and King IV, aiming to improve KZNPG efficiency and governance. It adheres to the International Professional Practices Framework (IPPF), focusing on internal audit principles, ethics, and standards. PIAS develops a risk-based three-year strategic plan and annual operational plan, approved by the PARC, to support KZNPG goals, including alignment with the KZN Provincial Growth and Development Plan (PGDP) and National Development Plan (NDP), while evaluating governance and value-for-money.

Charter, methodology and internal audit plans

The Internal Audit Charter outlines the PIAS's role, authority, and scope, approved by the PARC and endorsed by the MEC for Finance, and is updated at least annually. The PIAS follows a disciplined, systematic approach, developing a three-year strategic plan and annual operational plan based on risk assessments. Methodology includes developing an audit

PART C: GOVERNANCE

manual to guide staff, ensuring audits are performed with proficiency and due care, and keeping manuals updated with technological advances

Independence and objectivity

Independence is achieved through the structure of PIAS, ensuring that audit work is conducted with impartiality and unbiased judgment. The Chief Audit Executive (CAE) reports administratively to the Head of the Department of Treasury and functionally to the Provincial Audit and Risk Committee (PARC), enhancing independence. PIAS staff refrain from performing operational duties, approving accounting transactions, directing employees outside PIAS, or designing and implementing systems or policies, limiting their involvement to an advisory capacity only

Internal audit modality

Operating as a hybrid model, PIAS provides in-house, outsourced, or co-sourced services like operational audits, IT audits, risk assessments, performance audits and governance reviews. It offers advisory services, such as policy reviews and strategic planning support.

Staffing

The MEC for Finance, in consultation with the PARC, appoints the Chief Audit Executive (CAE) under the Public Service Administration Act, with the CAE's performance evaluated according to the Performance Management Development System. The CAE oversees recruitment for the Provincial Internal Audit Services (PIAS) by determining the necessary skills, education, and experience, and decides whether to utilise outsourcing or co-sourcing to achieve PIAS objectives. PIAS maintains a highly skilled auditing team equipped with the knowledge, competencies, and systems needed to fulfil its responsibilities effectively. Internal auditors are required to join professional bodies such as the IIA (SA) to keep abreast of the latest developments in the field. Additionally, the CAE submits an Annual Performance Plan, staffing plan, and budget to KZN Provincial Treasury and the PARC for their approval.

Quality assurance and improvement program

PART C: GOVERNANCE

PIAS implements a quality assurance program to evaluate compliance with ISPPA and the Code of Ethics, assessing efficiency and identifying improvements. The CAE communicates results of internal and external assessments (every five years) to the PARC and Accounting Officers. The PARC annually evaluates PIAS on plan achievement, standards compliance, reporting timeliness, staffing adequacy, and budget adherence

Stakeholder relationships

PIAS fosters positive and collaborative relationships with management, the Provincial Audit and Risk Committee (PARC)/Cluster Audit and Risk Committees (CARCs), and the Auditor General, while steadfastly maintaining its independence and objectivity. The Chief Audit Executive (CAE) facilitates information sharing, coordinates activities, and evaluates reliance on other assurance providers to ensure comprehensive coverage and minimise duplication of efforts. The CAE works closely with Accounting Officers to develop the three-year strategic and annual operational plans, ensuring a thorough planning process. PIAS delivers audit reports to management, engages in discussions to refine the content, and incorporates feedback before finalizing the reports. The CAE maintains regular communication with the chairpersons of CARCs and PARC, providing quarterly updates through CARCs to the PARC on material findings, progress, internal controls, and significant audit issues. Additionally, PIAS collaborates with the Auditor-General to reduce duplication by holding periodic meetings to discuss audit plans and reliance, sharing working papers, management letters, and risk areas, and issuing opinions in coordination with the CAE, CARCs, and PARC.

Key activities and objectives of the audit committee

Purpose and mandate

The Provincial Audit and Risk Committee Charter serves as the Terms of Reference for the Provincial Audit and Risk Committee (PARC) and the three Cluster Audit and Risk Committees (CARCs), detailing their roles, responsibilities, composition, and meeting protocols. These Committees support the KwaZulu-Natal Provincial Government (KZNPG) by overseeing the integrity of financial and performance reporting, maintaining strong internal controls, managing audit processes, ensuring legal compliance, upholding the Code of Conduct, preventing fraud, managing risks, and promoting good governance.

PART C: GOVERNANCE

Independence

The Committees prioritise independence. The chairpersons of both the PARC and CARCs must not be employed by the KZNPG, the broader public sector, or hold positions as office bearers in any political party, which enhances transparency, openness, accountability, and impartiality in their operations. To prevent conflicts of interest, members are strictly prohibited from engaging in any business dealings or financial transactions with KZNPG departments or related entities, safeguarding the Committees' objectivity. Members are required to disclose any actual, potential, or perceived conflicts of interest promptly at the start of meetings, with the chair maintaining detailed records of these declarations. Those with conflicts are excused from related discussions and deliberations to maintain the integrity of the decision-making process.

Protecting the independence of the internal audit function

The Committees actively protect the independence of the internal audit function by ensuring direct communication with key audit figures. They have the authority to engage directly with the Chief Audit Executive (CAE) and the Auditor-General to investigate matters requiring further action. The PARC specifically reviews and approves the Provincial Internal Audit Services (PIAS) Charter and its three-year rolling and annual audit plans to ensure alignment with governance standards. To maintain quality, PIAS undergoes internal and external quality reviews, overseen by the PARC. The CARCs assess and report any potential or actual limitations on the internal audit scope to the PARC, ensuring issues are addressed at a higher level.

Performance against statutory duties

The PARC is established by the Provincial Executive Council under sections 76 and 77 of the Public Finance Management Act (PFMA), reporting directly to the MEC for Finance. The Committees perform critical roles, including reviewing internal audit reports, financial statements, risk management strategies, and fraud prevention measures, ensuring compliance with PFMA, Treasury Regulations, and the principles of King IV on corporate governance.

PART C: GOVERNANCE

Composition of the audit committee

The PARC consists of 5 to 13 independent members, while each CARC has at least 3, all of whom must not be employed by the KZNPG under the Public Service Act, 1994. Members collectively require expertise in financial management, internal financial controls, external and internal audit processes, corporate law, risk management, sustainability, integrated reporting, IT governance, performance reporting, and fraud/ethics risk management.

The chairpersons of both PARC and CARCs are appointed by the MEC for Finance, with the PARC chair appointed in consultation with the Provincial Executive Council, ensuring they have no affiliations with the public sector or political parties to maintain impartiality.

The PARC includes permanent or invited members such as the Head of Provincial Treasury, Provincial Accountant General, Auditor-General South Africa (AGSA), and CAE, while CARCs involve Heads of Departments, Chief Financial Officers, Chief Risk Officers, Heads of Internal Control, Compliance, Legal Services, and IT, along with CAE, PIAS officials, and AGSA.

Members serve three-year terms, with PARC members limited to two consecutive terms and CARC members to two terms total, with termination possible for resignation, conflicts of interest (disclosed or undisclosed), non-attendance of two meetings, or unsatisfactory performance, all requiring concurrence from the MEC for Finance and consultation with the Executive Council.

Voting rights are restricted to Committee members, and remuneration is determined by the MEC for Finance, specified in individual contracts.

Meeting attendance

The PARC holds at least two meetings per year, with the flexibility to convene additional meetings as circumstances require, requiring a quorum of four members, including the Chairperson or a delegated Chairperson. The CARCs meet at least four times annually, with a quorum of one member plus the Chairperson or delegated Chairperson. Accounting Officers, Chief Financial Officers, other assurance providers, and professional advisors may attend meetings by invitation but do not have voting rights. The CAE (or their representative) and the Auditor-General are required to attend all PARC and CARC meetings, including in-

PART C: GOVERNANCE

committee sessions, without voting rights. In-committee meetings with PIAS and the Auditor-General are held before each CARC meeting and as deemed necessary for the PARC, with minutes thoroughly documented and distributed to relevant recipients within two weeks, circulated within 10 working days. Members of either Committee may attend External Audit Steering Committee meetings on an ad-hoc basis by invitation. Failure to attend at least two meetings, with or without an apology, results in automatic removal, subject to concurrence from the MEC for Finance and consultation with the Executive Council.

Combined assurance

The PARC ensures the application of a combined assurance model across the province to address all significant risks facing the KZNPG, providing a comprehensive approach to risk management. The CARCs, at the departmental level, ensure a coordinated approach to all assurance activities by verifying that the combined assurance model is appropriate for addressing significant risks specific to each department. They also monitor the relationship between external and internal assurance providers and provide commentary on the effectiveness of the combined assurance model, ensuring a holistic oversight of risk and assurance processes.

Resolution of audit committee recommendations

The PARC directs Accounting Officers to provide statutory reports detailing progress on implementing the Committee's recommendations and actively follow up on these recommendations. Both Committees have the authority to communicate any concerns deemed necessary to executive authorities, the Head of Provincial Treasury.

Audit committee performance evaluation

The effectiveness of the PARC is evaluated annually by the MEC for Finance, while CARC members are assessed annually by the relevant Accounting Officers. The Auditor-General provides an independent annual report on the effectiveness and efficiency of the Committees, offering an external perspective on their performance. Furthermore, the assessment of the Committees is integrated into the independent Quality Assurance Review of the PIAS,

PART C: GOVERNANCE

conducted in accordance with IIA standards, ensuring a comprehensive evaluation of their operations.

PART C: GORVENANCE

- The table below discloses relevant information on the audit committee members. Attendance of audit committee meetings by audit committee members is also tabulated herein.

Name	Qualifications	Professional Affiliation (e.g. SAICA, IIA, IOD(SA))	Appointment: Term of Office		No. of meetings attended 2024/25	Has the AC member declared private and business interests in every meeting? (Yes/No)	Is the AC member an employee of an organ of state? (Yes / No)	No. of other ACs that the member served on during the reporting period (whether in the public sector or not)	No. of other governance structures the member served on during the reporting period, e.g. Boards, Risk Committee, IT Committee, etc, whether in this or any other institution(s)
			Start date	End Date					
Mr Suren Maharaj	CA (SA)	SAICA	18 May 2022	31 May 2025	4 of 4	Yes	No	02	0
Ms Bongeka Jojo	CA (SA)	SAICA	04 September 2023	30 September 2026	4 of 4	Yes	No	01	0
Mr Luyanda Mangquku	CA (SA)	SAICA	27 May 2024	31 May 2027	4 of 4	Yes	No	07	0

Remuneration of audit committee members

Rate for the Chairperson: R2 373 per hour

Rate for Members: R2 136 per hour

12. AUDIT COMMITTEE REPORT

REPORT OF THE AUDIT & RISK COMMITTEE ON VOTE 12 – TRANSPORT

The Audit and Risk Committee herewith presents its report for the financial year ended 31 March 2025, as required by Treasury Regulation 3.1.13 read with section 77 of the Public Finance Management Act, 1999 (Act No. 1 of 1999, as amended by Act No. 29 of 1999).

The Provincial Audit and Risk Committee (PARC) is the shared audit and risk committee for provincial departments and is further subdivided into three Cluster Audit & Risk Committees (CARCs). The Audit and Risk Committee reports that it has adopted formal terms of reference contained in its Audit and Risk Committee Charter. The Committee complied with its responsibilities arising from the Public Finance Management Act and Treasury Regulations.

Audit Committee Members and Attendance

The PARC which consisted of the members listed hereunder; and of which three of its members are specifically assigned to the Cluster responsible for the Department; have met as reflected below.

#	Name of Member	Ordinary Meetings Attended	Special Meetings Attended	CARC Meetings Attended
1.	Mr Z Zulu – PARC Chairperson	4 of 4	1 of 1	N/A
2	Mr S Maharaj – CARC Chairperson	4 of 4	1 of 1	4 of 4
3	Ms B Jojo – CARC member	4 of 4	1 of 1	4 of 4
4	Mr L Mangquku – CARC member	3 of 4	1 of 1	4 of 4
5.	Ms S Makhathini	4 of 4	1 of 1	N/A
6.	Dr M Zakwe	4 of 4	1 of 1	N/A
7.	Mr S Mthethwa	4 of 4	1 of 1	N/A
8.	Ms P Ramphal	4 of 4	1 of 1	N/A
9.	Mr S Magagula	4 of 4	1 of 1	N/A

Effectiveness of Internal Control

The Committee has reviewed the reports of the Provincial Internal Audit Service (PIAS), the Audit Report on the Annual Financial Statements and Management Report of the Auditor General of South Africa (AGSA), and has noted with concern the weaknesses in controls in the following:

PART C: GOVERNANCE

Consultant Services

Disaster Damaged Infrastructure Repairs (DDIP)

Expanded Public Works Programme

Legitimate Application System and Provincial Regulatory Entity

Strategic planning and performance management

Procurement and Expenditure Management

Irregular expenditure

Revenue Management

Consequence Management

Asset management

The Committee considered the appropriateness of management's planned interventions to improve the overall control environment and advised management to implement these measures urgently, to avoid the recurrence of audit findings.

Effectiveness of Internal Audit

PIAS activities were reviewed by the Committee during the special PARC and CARC monitoring processes. The Committee evaluated PIAS' reports detailing the assessment of the adequacy and effectiveness of controls designed to mitigate the risks associated with the operational and strategic activities of the department.

The PIAS planned to conduct 15 audit assignments for the period under review, of which 14 were finalised and one (1) was carried over to 2025/26 with approval of PARC.

The Committee was satisfied with PIAS performance on audits that were finalised during the period under review. PIAS maintained its independence during the period under review and complied with its quality assurance improvement plan. During the 2025/26 financial year, the Committee will continue to monitor the progress made by the PIAS against its operational plans to ensure that it continues to fulfil its mandate and add value to the Department.

Risk Management

PART C: GOVERNANCE

The Committee's risk management responsibilities are outlined in its Charter. During the reporting period, these duties primarily involved quarterly oversight of the Department's risk register and monitoring the Department's compliance with the minimum risk management standards that have been outlined in the provincial risk management framework. The tables below summarise a). The Department's risk register, including the number of risk mitigation plans implemented and b). The status of compliance with the minimum risk management standards.

Table A:

Risk Register Summary		Risk Grouping				
Focus Area	Critical	Major	Moderate	Minor	Insignificant	Total
Number of risks identified	2	2	40	52	9	105
Number of agreed-upon risk mitigation plans	2	2	75	88	9	176
Number of implemented risk mitigation plans	1	0	27	61	8	97
% of implemented risk mitigation plans	50%	0%	36%	69%	89%	55%

Table B:

Compliance with Minimum Risk Management Standards and related Guidelines	Status of compliance			
	Number of risk management standards	Number of Guidelines	Number of guidelines fully complied with	% Compliance
	15	76	65	86%

The Department has made steady efforts in implementing its risk mitigation plans and has aimed to maintain most risks within its risk appetite levels. The Department has also made strides in implementing the minimum risk management standards, wherein all the risk management governance documents and risk governance structures are in place, risk registers are being updated and maintained, and reporting to relevant stakeholders is regularly taking place.

To further improve its risk management practices, the Department is advised to:

Increase efforts to ensure full compliance with all minimum risk management standards and to prioritise increased/sufficient capacity within the risk management function.

PART C: GOVERNANCE

Provide quarterly progress on its implementation of the provincial combined assurance framework during the 2025/26 financial year.

Quality of in-year management and monthly/quarterly reports

The Committee was satisfied with the content and quality of quarterly reports in respect of in-year management and quarterly performance, prepared and issued by the Accounting Officer of the Department during the year under review, in terms of the PFMA and the Division of Revenue Act. However, the Committee raised concerns regarding revenue management in the Department, specifically with respect to the recognition and disclosure of Accrued Departmental Revenue of Traffic Fines due to the department's failure to implement appropriate steps to identify, collect, record, reconcile and safeguard revenue due to the department. Furthermore, the Committee noted with concern the material misstatements in the Annual Performance Report (APR) for both Programme 2- Transport infrastructure and Programme 3 – Transport operations, which have not been corrected by the department. Furthermore, the department had spent the full budget for both programmes; however, an average of 53.5% of targets had been achieved. There was no clear explanation for this misalignment of budget spending, while targets were not fully achieved.

The Committee monitored the implementation of corrective actions in respect of the detailed findings emanating from the previous regulatory audit, as well as PIAS audits on a quarterly basis through the CARC processes.

Review of the Annual Financial Statements

The Committee has:

Reviewed and discussed the Annual Financial Statements, including the external audit report, with the Accounting Officer, AGSA and PIAS.

Reviewed the AGSA's Management Report.

Reviewed the Department's processes for compliance with legal and regulatory provisions, where concerns have been noted with consequence management, strategic planning and performance management, revenue management, expenditure management and the failure to implement effective steps to prevent irregular expenditure; and

Reviewed the conclusion on the usefulness and reliability of performance information resulting from the audit of the Department.

PART C: GOVERNANCE

The Committee noted with concern the two matters of emphasis in the external audit report, which related to civil claim lawsuits of R9,3 billion emanating from property damage during the April 2022 floods, as well as payables not recognised of R717,36 million exceeded the payment term of 30 days.

The Committee also raised concerns regarding the failure by management to fully prepare the AFS in accordance with the prescribed financial reporting framework, prevent irregular expenditure, pay suppliers within 30 days, safeguard assets, implement consequence management and identify and collect, record revenue due to the department, among others.

The Committee noted that the material irregularity relating to Performance guarantees due to the department in terms of contract ZNT 3837/15T not recovered from the guarantor, had been resolved.

Forensic Investigations

The Committee noted that the Office of the Premier performed thirty-seven (37) investigations relating to various procurement irregularities and fraudulent payments made to suppliers and employees covering the period 1 April 2012 to 25 February 2025. Twenty-eight (28) investigations were completed, and nine were still in progress at year-end. The implementation of recommendations for all the completed cases are in progress. Furthermore, two proclamations relating to procurement irregularities were issued, and investigations are underway by the SIU.

The Committee will follow up on these matters throughout the 2025/26 financial year as part of conducting its oversight responsibilities.

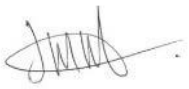
Auditor-General's Report

The Committee has met with the Auditor General of South Africa (AGSA) to discuss and evaluate the issues that emanated from the current regulatory audit. The Committee will ensure that corrective actions in respect of the detailed findings emanating from the current regulatory audit continue to be monitored on a quarterly basis through the CARC processes.

The Committee concurs with and accepts the conclusion of the AGSA's opinion on the Annual Financial Statements of an unqualified audit opinion with material findings and is of the opinion that the Audited Annual Financial Statements be accepted and read together with the report of the Auditor General.

PART C: GOVERNANCE
Appreciation

The Committee wishes to express its appreciation to the management of the Department, the Auditor General of South Africa, and the Provincial Internal Audit Services for the co-operation and support provided in enabling the Committee to fulfil its mandate.



Mr L M Mangquku CA(SA)

Chairperson: Provincial Audit and Risk Committee

14 August 2025

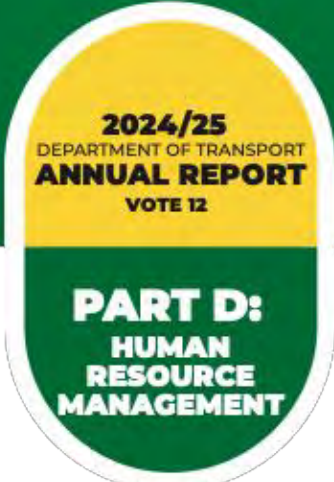
13. B-BBEE COMPLIANCE PERFORMANCE INFORMATION

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

Has the Department / Public Entity applied any relevant Code of Good Practice (B-BBEE Certificate Levels 1 – 8) with regards to the following:		
Criteria	Response Yes / No	Discussion (include a discussion on your response and indicate what measures have been taken to comply)
Determining qualification criteria for the issuing of licences, concessions or other authorisations in respect of economic activity in terms of any law?	N/a	No licences, concessions or other authorisations in respect of economic activity.
Developing and implementing a preferential procurement policy?	Yes	The Department has implemented the Preferential Procurement Regulations ,2022 which were promulgated on the 4 th November 2022 with an effective date of 13 January 2023
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.

During the 2024/2025 financial year, the Department of Transport undertook the process of reporting on B-BBEE Compliance for the 2023/2024 financial year as per Section 13G (1) of the B-BBEE Act. The achieved level for the financial year is Level 8. Below is a table of achieved points per element:

BBBEE ELEMENT	WEIGHTING POINTS	ACHIEVED SCORE
Management Control	20.00	19.08
Skills Development	25.00	14.58
Preferential Procurement	30.00	30.09
Enterprise and Supplier Development	20.00	0.00
Socio-Economic Development	5.00	5.00
Total Score		68.75



PART D: HUMAN RESOURCE MANAGEMENT

1. INTRODUCTION

The information contained in this part of the annual report has been prescribed by the Minister for the Public Service and Administration for all departments in the public service.

2. OVERVIEW OF HUMAN RESOURCES

THE STATUS OF HUMAN RESOURCES IN THE DEPARTMENT

The Department has a total staff establishment of over 4000 posts on the 2008 approved structure. The overall vacancy rate of the Department as of 31 March 2025 was at 5% which is lower than the National benchmark of 10%. Efforts will be made to recruit suitably qualified, capable, and skilled workforce and to maintain the vacancy rate below 10% as prescribed by the Department of Public Service and Administration (DPSA). The Department's vacancy rate in the during the period under review significantly decreased from 20% to 5% due to the Department undertaking the Persal cleanup exercise. The Department has been creating and filling posts in line with the DPSA Directive on the implementation of control measures aimed at assisting executive authorities in managing fiscal sustainability during the process of creating and filling vacant posts.

There was an increase of representivity of both Women at SMS levels and Persons with Disabilities within the Department during the period under review. Representation of Women in SMS as at 31 March 2025, was at 47.37% and Persons with Disabilities was at 1.98%. To further enhance employment equity, the Department will continue to implement targeted recruitment initiatives to those groups that are underrepresented within the Department. This will be achieved through targeted recruitment and partnership with institutions of Persons with Disabilities. The implementation of Affirmative Action Measures is also assisting the Department to achieve the employment equity targets especially of women in SMS and PWDs and encouraging employees to declare their disability status.

The Department implements its mandate through the five (5) programmes headed by Deputy Directors-General. All three (3) Deputy Directors-General (DDG) posts are filled. Senior Management Services within the Department has a vacancy rate of 10% as 9 out of 42 posts are vacant. The vacancy rate for posts on salary level 12 and below is at 10.61%

PART D: HUMAN RESOURCE MANAGEMENT

The Department's workforce is considerably younger and only 12% of the staff will be eligible to retire within the next five years. The current turnover rate is at 11.8%. Most of the employees who left the Department during the previous financial year (2023/2024) were mostly through resignations, contract expiry including internship.

In compliance with the Public Service Regulations, 2016 as amended and the DPSA Directives, one hundred percent (100%) of all Senior Management employees disclosed their financial interests.

HUMAN RESOURCE PRIORITIES FOR THE YEAR UNDER REVIEW AND THE IMPACT OF THESE

Talent attraction, acquisition and retention.

Employee engagement and development.

HR information management that ensures improved efficiency in the HR management unit's processes.

WORKFORCE PLANNING & KEY STRATEGIES TO ATTRACT & RECRUIT A SKILLED & CAPABLE WORKFORCE

The Department ensures continuous engagement in various skills development initiatives. These include its bursary programme and other human resource development strategies to address ongoing skills requirements.

These initiatives are also undertaken to maintain and build the Department's skills pipeline. Some initiatives that are focused on retention include, among others, the recognition and rewards (service excellence), and the mentorship and coaching related programmes.

EMPLOYEE PERFORMANCE MANAGEMENT

The Department implements its performance management and development systems in line with the DPSA Directives. These directives and/or policy encourage a culture of performance and have assisted in identifying underperformance that can be addressed through development programmes.

100% of SMS members in the Department signed their performance agreements by 31 May 2024, as reflected in Table 3.7.1. Those who did not comply were ineligible for performance-related

PART D: HUMAN RESOURCE MANAGEMENT

recognition or rewards. No employees in the Department received performance bonuses for the performance cycle 2023/2024 as performance bonuses are not payable in terms of the Incentive Policy Framework of 2019 from the 2021/2022 performance cycle (Tables 3.8).

All categories of employees' Annual Performance Assessments reports were moderated and pay progressions were processed and awarded successfully to the qualifying employees for the 2023/24 performance cycle. The 2024/2025 contracting process was finalised with the uploading of performance agreements on the PERSAL payroll system by 30 June 2024. Performance assessments for 2025/2026 will be managed to ensure compliance with DPSA directives.

The Department's ability to attract and retain the right skilled personnel and retain its talent is critical towards the achievement of its strategic goals. The Department has developed the Human Resource Plan which is aligned with the strategic goals of the Department. The Plan focuses on recruitment and selection of suitably qualified and skilled workforce; Promoting the employment equity and integrity of Persal data; Promotion of ethical behaviour and integrity; and Promoting sound labour relations and maintain fair employee relations process.

During the reporting period, the Department prioritised improving HR processes across the HR value chain, enhancing accountability, improving efficiencies in the HR management units and strengthening employee engagement. This is because engaged employees feel valued and are, in turn, invested in the organisation. The Department aims to build a staff complement that strives to create innovative services and processes to the benefit of the Department and overall government service delivery.

New Departmental EE Committee members were elected and appointed, and the EE Manager was also designated.

CHALLENGES

The general shortage of critical technical skills creates challenges for the Department in terms of attracting and retaining staff. This is particularly so because the Department also competes with other public sector departments and private sector for similar skills. Initiatives that involve internal development and skills transfer are therefore necessary to ensure that capacity requirements are met. The limited flexibility of the Department's existing structure remains a challenge and also in some instances has a negative effect on proper career pathing. However, to mitigate these

PART D: HUMAN RESOURCE MANAGEMENT

challenges, an organisational optimisation process is underway. These should assist with minimising these challenges.

FUTURE HUMAN RESOURCE PLANS/GOALS

Ensure that the HR management units provides strategic, value-added and timeous services to the Department.

Enhance employee engagement development and wellness initiatives.

Embed a culture of continuous learning and high performance in the Department.

Improve compliance with public service legislative frameworks/practices/norms and standards.

Improve efficiency in HR processes.

Human Resource Development contributes to the achievements of the objectives of the National Development Plan Vision 2030 through implementing learning programmes such as Skills Programmes/ Short Courses, Graduate Internship Programme, Bursaries (employees and prospective employees), Work Integrated Learning Programme (WIL), Learnerships, Compulsory Induction Programme (CIP) and Artisanships. One of the national priorities of government is to have a Capable, Ethical and Developmental State that serves all the people. The Directive on Human Resources Management Development for Public Service Professionalisation aims to ensure the achievement of Priority 1 of the 6th Administration for Building a Capable, Ethical and Developmental Public Service.

All Provincial Government Departments have been mandated to conduct skills audit to assess the skills gaps in their departments. The Office of the Premier together with the National School of Government commenced with the roll-out of the Skills Audit. Senior Managers (SMS), Middle Managers and Junior Managers have completed the skills audit. The SMS findings have been submitted and implementation is in progress, some of the findings received from Office of the Premier for MMS and JMS are also being implemented. The results for the skills audit for salary level 1 – 8 has not been submitted as yet by Office of the Premier.

In order to successfully achieve the mandates and priorities of government, there is a need to forge partnerships with various stakeholders such as the National School of Government, SETAs, other government departments, Higher Education Institutions, private companies, professional bodies and private training providers. HRD has formalised partnerships via MoUs with Mthashane, Umfolozi,

PART D: HUMAN RESOURCE MANAGEMENT

uMgungundlovu, Esayidi TVET Colleges and Durban University of Technology for the implementation of relevant Skills Development initiatives.

The Department has a challenge in attracting and retaining Engineers. The Department annually awards bursaries to prospective employees in the field of Civil Engineering to increase the workforce. The Department also assists students who complete their qualifications to register with the Engineering Council of South Africa via the Technology Transfer Directorate. The Department also participates in career outreach programmes to encourage and motivate students to embark on careers in the transportation and construction sector.

There is currently a shortage of Plant Operators in the Department to construct roads. HRD has obtained approval to implement a Plant Operator Training Programme. The programme has been advertised several times, however, there has been no tender awarded to date. This programme is still in Supply Chain Management for approval of a Training Provider.

The Department has also implemented the following programmes in 2024/25:

Graduate Internship Programme: 355 interns were in the Programme. The Department monitors the programme to ensure that interns attain gainful employment at the expiry of their contracts. An estimated amount of R63 474 000.00 was expended on this programme for the full duration of 2 years.

Work Integrated Learning Programme: 130 WIL learners were in the programme in administrative and technical fields. An estimated amount of R17 433 000.00 was expended on this programme for the full duration of 18 months.

Bursary Programme (employees): 175 employees were financially assisted with bursaries. The Department is extending focus to the new modes of transportation i.e Maritime, Aviation, Rail and Pipelines. This will then influence the introduction of new qualifications that are scarce and critical within the Department and harness the available skills. Bursaries in these fields of study will be given preference in the years to come. An amount of R1 267 881.00 was expended on this programme.

Bursary Programme (external students): 24 external learners were financially assisted bursaries in 2024/25. An amount of R3 530 856.56 was expended on this programme.

PART D: HUMAN RESOURCE MANAGEMENT

Road Safety Officer Qualification: Sixty-six Employees commenced the Road Safety Officer Qualification in 2023 and are progressing in the programme (2-year programme). This programme is funded by the Road Traffic Management Corporation (RTMC).

Skills Development: 1072 Employees have attended technical and administrative courses. There have been challenges in the implementation of training as there is reliance on the Office of the Premier and National School of Government to provide administrative training. An amount of **R8 871 541.55** was spent on training.

Recognition of Prior Learning (RPL): 11 Employees have been enrolled in the RPL Programme funded by PSETA. 9 are currently doing the Occupational Certificate: Public Administration (NQF 5) and 4 employees are currently doing the Occupational Certificate: General Manager Public Service (NQF 6). Provide commentary on the following:

- The status of human resources in the department.
- Human resource priorities for the year under review and the impact of these.
- Workforce planning and key strategies to attract and recruit a skilled and capable workforce.
- Employee performance management.
- Employee wellness programmes.
- Highlight achievements and challenges faced by the department, as well as future human resource plans /goals.

3. HUMAN RESOURCES OVERSIGHT STATISTICS

This section provides the tabulated key information on the human resources of the Department.

3.1 Personnel related expenditure

The following tables summarise the final audited personnel related expenditure by programme and by salary bands. In particular, it provides an indication of the following:

- amount spent on personnel
- amount spent on salaries, overtime, homeowner’s allowances and medical aid.

Table 3.1.1 Personnel expenditure by programme for the period 1 April 2024 and 31 March 2025

Programme	Total expenditure (R'000)	Personnel expenditure (R'000)	Training expenditure (R'000)	Professional and special services expenditure (R'000)	Personnel expenditure as a % of total expenditure	Average personnel cost per employee (R'000)
Administration	1 153 942.00	222 875.00	0.00	0.00	19.30	426.00
Transport Infrastructure	7 998 001.00	1 068 151.00	0.00	0.00	13.40	24.00
Transportation Services	2 456 706.00	47 757.00	0.00	0.00	1.90	275.00
Traffic Management	1 379 735.00	827 841.00	0.00	0.00	60.00	14 524.00
Community Based Programme	39 006.00	25 436.00	0.00	0.00	65.20	2.00
Total	13 027 390.00	2 192 060.00	0.00	0.00	16.80	36.00

Table 3.1.2 Personnel costs by salary band for the period 1 April 2024 and 31 March 2025

Salary band	Personnel expenditure (R'000)	% of total personnel cost	No. of employees	Average personnel cost per employee (R'000)
01 Lower skilled (Levels 1-2)	34 765.00	1.20	150.00	231 767.00
02 Skilled (Levels 3-5)	687 880.00	23.30	2 276.00	302 232.00
03 Highly skilled production (Levels 6-8)	774 756.00	26.20	1 277.00	606 700.00
04 Highly skilled supervision (Levels 9-12)	305 098.00	10.30	342.00	892 099.00
05 Senior management (Levels >= 13)	54 490.00	1.80	36.00	1 513 611.00
11 Contract (Levels 3-5)	73 072.00	2.50	257.00	284 327.00

PART D: HUMAN RESOURCE MANAGEMENT

12 Contract (Levels 6-8)	64 104.00	2.20	127.00	504 756.00
13 Contract (Levels 9-12)	31 842.00	1.10	40.00	796 050.00
14 Contract (Levels >= 13)	4 490.00	0.20	3.00	1 496 667.00
18 Contract Other	29 798.00	1.00	28.00	1 064 214.00
19 Periodical Remuneration	270 259.00	9.10	9 791.75	27 601.00
20 Abnormal Appointment	580 612.00	19.70	46 416.78	12 509.00
Total	2 911 165.00	98.50	60 747.53	47 922.00

Table 3.1.3 Salaries, Overtime, Home Owners Allowance and Medical Aid by programme for the period 1 April 2024 and 31 March 2025

Programme	Salaries		Overtime		Home Owners Allowance		Medical Aid	
	Amount (R'000)	Salaries as a % of personnel costs	Amount (R'000)	Overtime as a % of personnel costs	Amount (R'000)	HOA as a % of personnel costs	Amount (R'000)	Medical aid as a % of personnel costs
Administration	179 274.00	76.70	8 951.00	3.80	5 885.00	2.50	11 783.00	5.00
Transport Infrastructure	1 254 794.00	80.70	60 043.00	3.90	41 076.00	2.60	76 132.00	4.90
Transportation Services	43 377.00	78.60	696.00	1.30	891.00	1.60	2 305.00	4.20
Traffic Management	527 666.00	61.90	148 595.00	17.40	26 956.00	3.20	64 010.00	7.50
Community Based Programmes	161 637.00	62.50	144.00	0.10	315.00	0.10	885.00	0.30
Total	2 166 747.00	73.30	218 429.00	7.40	75 123.00	2.50	155 115.00	5.30

PART D: HUMAN RESOURCE MANAGEMENT

Table 3.1.4 Salaries, Overtime, Home Owners Allowance and Medical Aid by salary band for the period 1 April 2024 and 31 March 2025

Salary band	Salaries		Overtime		Home Owners Allowance		Medical Aid	
	Amount (R'000)	Salaries as a % of personnel costs	Amount (R'000)	Overtime as a % of personnel costs	Amount (R'000)	HOA as a % of personnel costs	Amount (R'000)	Medical aid as a % of personnel costs
01 Lower skilled (Levels 1-2)	23 026.00	66.10	1 230.00	3.50	2 818.00	8.10	4 766.00	13.70
02 Skilled (Levels 3-5)	462 100.00	66.80	47 056.00	6.80	40 956.00	5.90	74 670.00	10.80
03 Highly skilled production (Levels 6-8)	490 383.00	62.30	136 327.00	17.30	24 996.00	3.20	57 258.00	7.30
04 Highly skilled supervision (Levels 9-12)	236 943.00	73.40	20 368.00	6.30	4 145.00	1.30	12 465.00	3.90
05 Senior management (Levels >= 13)	48 138.00	83.10	0.00	0.00	371.00	0.60	529.00	0.90
11 Contract (Levels 3-5)	53 860.00	72.90	7 594.00	10.30	1 762.00	2.40	5 010.00	6.80
12 Contract (Levels 6-8)	60 724.00	93.20	2 727.00	4.20	74.00	0.10	241.00	0.40
13 Contract (Levels 9-12)	30 532.00	92.80	215.00	0.70	0.00	0.00	73.00	0.20
14 Contract (Levels >= 13)	3 973.00	86.90	0.00	0.00	0.00	0.00	104.00	2.30
18 Contract Other	25 109.00	83.10	2 911.00	9.60	0.00	0.00	0.00	0.00
19 Periodical Remuneration	254 295.00	93.50	0.00	0.00	0.00	0.00	0.00	0.00
20 Abnormal Appointment	477 664.00	82.20	0.00	0.00	0.00	0.00	0.00	0.00
Total	2 166 747.00	73.30	218 429.00	7.40	75 123.00	2.50	155 115.00	5.30

3.2 Employment and Vacancies

The tables in this section summarise the position with regard to employment and vacancies.

The following tables summarise the number of posts on the establishment, the number of employees, the vacancy rate, and whether there are any staff that are additional to the establishment.

This information is presented in terms of three key variables:

PART D: HUMAN RESOURCE MANAGEMENT

- programme
- salary band
- critical occupations (see definition in notes below).

Departments have identified critical occupations that need to be monitored. In terms of current regulations, it is possible to create a post on the establishment that can be occupied by more than one employee. Therefore, the vacancy rate reflects the percentage of posts that are not filled.

Table 3.2.1 Employment and vacancies by programme as on 31 March 2025

Programme	Number of posts on approved establishment	Number of posts filled	Vacancy Rate	Number of employees additional to the establishment
Administration	465.00	376.00	19.10	41.00
Transport Infrastructure	2 836.00	2 525.00	11.00	184.00
Transportation Services	101.00	83.00	17.80	10.00
Traffic Management	1 665.00	1 522.00	8.60	152.00
Community Based Programmes	39.00	33.00	39.30	1.00
Total	5 106.00	4 539.00	11.10	388.00

Table 3.2.2 Employment and vacancies by salary band as on 31 March 2025

Salary band	Number of posts on approved establishment	Number of posts filled	Vacancy Rate	Number of employees additional to the establishment
01 Lower Skilled (Levels 1-2), Permanent	160.00	150.00	6.30	0.00
02 Skilled (Levels 3-5), Permanent	2 534.00	2 276.00	10.20	0.00
03 Highly Skilled Production (Levels 6-8), Permanent	1 474.00	1 277.00	13.40	0.00
04 Highly Skilled Supervision (Levels 9-12), Permanent	432.00	342.00	20.80	0.00
05 Senior Management (Levels >= 13), Permanent	48.00	36.00	25.00	0.00

PART D: HUMAN RESOURCE MANAGEMENT

09 Other, Permanent	31.00	31.00	0.00	29.00
11 Contract (Levels 3-5), Permanent	257.00	257.00	0.00	197.00
12 Contract (Levels 6-8), Permanent	127.00	127.00	0.00	122.00
13 Contract (Levels 9-12), Permanent	40.00	40.00	0.00	38.00
14 Contract (Levels >= 13), Permanent	3.00	3.00	0.00	2.00
TOTAL	5 106.00	4 539.00	11.10	388.00

Table 3.2.3 Employment and vacancies by critical occupations as on 31 March 2025

Critical occupation	Number of posts on approved establishment	Number of posts filled	Vacancy Rate	Number of employees additional to the establishment
Account clerk(public relations/communication), permanent	1.00	1.00	0.00	0.00
Administration clerks, permanent	974.00	912.00	6.40	17.00
Administration officer, permanent	79.00	68.00	13.90	1.00
Administrative and governance policy manager, permanent	4.00	2.00	50.00	0.00
Administrative related, permanent	61.00	30.00	50.80	0.00
Air-conditioning and refrigeration mechanic, permanent	1.00	1.00	0.00	1.00
Alarm & security /surveillance monitor, permanent	3.00	3.00	0.00	0.00
All artisans in the building metal machinery etc., permanent	29.00	6.00	79.30	1.00
Artisan project and related superintendents, permanent	6.00	2.00	66.70	0.00

PART D: HUMAN RESOURCE MANAGEMENT

Auxiliary and related workers, permanent	27.00	24.00	11.10	0.00
Auxiliary child and youth care worker, permanent	1.00	1.00	0.00	0.00
Auxiliary community development practitioner, permanent	6.00	6.00	0.00	0.00
Backhoe operator, permanent	1.00	1.00	0.00	0.00
Bus and heavy vehicle drivers, permanent	9.00	4.00	55.60	0.00
Caretaker/ cleaner, permanent	29.00	28.00	3.40	0.00
Cartographers and surveyors, permanent	1.00	0.00	100.00	0.00
Cartographic surveying and related technicians, permanent	4.00	2.00	50.00	0.00
Chief financial officer, permanent	1.00	1.00	0.00	0.00
Child care worker, permanent	1.00	1.00	0.00	0.00
Civil engineer, permanent	222.00	217.00	2.30	133.00
Civil engineering constructor, permanent	51.00	45.00	11.80	0.00
Civil engineering technician, permanent	92.00	85.00	7.60	12.00
Civil engineering technicians, permanent	36.00	18.00	50.00	13.00
Cleaners in offices workshops hospitals etc., permanent	8.00	5.00	37.50	0.00
Clerical supplementary workers not elsewhere classified, permanent	43.00	41.00	4.70	35.00
Client information clerks (switchboard reception information clerks), permanent	3.00	1.00	66.70	0.00
Communication and information related, permanent	1.00	1.00	0.00	0.00
Communication and marketing manager, permanent	1.00	0.00	100.00	0.00

PART D: HUMAN RESOURCE MANAGEMENT

Communication coordinator, permanent	1.00	1.00	0.00	0.00
Community development manager, permanent	3.00	3.00	0.00	0.00
Compliance officer, permanent	12.00	11.00	8.30	0.00
Computer system designers and analysts., permanent	2.00	2.00	0.00	0.00
Construction project manager, permanent	2.00	1.00	50.00	0.00
Craft & related workers not elsewhere classified, permanent	9.00	8.00	11.10	0.00
Earthmoving plant operator (general), permanent	170.00	164.00	3.50	0.00
Elementary workers not elsewhere classified, permanent	1 092.00	1 055.00	3.40	4.00
Engineering manager, permanent	6.00	5.00	16.70	0.00
Engineering sciences related, permanent	4.00	0.00	100.00	0.00
Engineers and related professionals, permanent	17.00	4.00	76.50	0.00
Facilities manager, permanent	1.00	1.00	0.00	0.00
Finance and economics related, permanent	2.00	0.00	100.00	0.00
Finance clerk, permanent	31.00	30.00	3.20	0.00
Finance manager, permanent	1.00	1.00	0.00	0.00
Financial and related professionals, permanent	4.00	0.00	100.00	0.00
Financial clerks and credit controllers, permanent	2.00	1.00	50.00	0.00
Food services aids and waiters, permanent	1.00	0.00	100.00	0.00
Food trade assistant, permanent	14.00	14.00	0.00	0.00

PART D: HUMAN RESOURCE MANAGEMENT

Geophysical technician, permanent	1.00	1.00	0.00	0.00
Geophysicist, permanent	1.00	1.00	0.00	0.00
Grader operator, permanent	3.00	3.00	0.00	0.00
Handyperson, permanent	2.00	2.00	0.00	0.00
Head of provincial department, permanent	1.00	1.00	0.00	0.00
Healthcare cleaner, permanent	5.00	5.00	0.00	0.00
Human resource clerk, permanent	88.00	85.00	3.40	0.00
Human resource manager, permanent	3.00	3.00	0.00	0.00
Human resources & organisat developm & relate prof, permanent	3.00	2.00	33.30	0.00
Human resources clerks, permanent	8.00	2.00	75.00	0.00
Human resources related, permanent	6.00	4.00	33.30	0.00
Industrial/ labour relations officer, permanent	2.00	2.00	0.00	0.00
Information technology & systems manager, permanent	2.00	2.00	0.00	0.00
Internal auditor, permanent	10.00	10.00	0.00	0.00
It security officer, permanent	2.00	2.00	0.00	0.00
Language practitioners interpreters & other commun, permanent	7.00	6.00	14.30	0.00
Legal related manager, permanent	5.00	5.00	0.00	1.00
Legal related, permanent	1.00	0.00	100.00	0.00
Librarians and related professionals, permanent	1.00	1.00	0.00	0.00
Library assistant, permanent	2.00	2.00	0.00	0.00

PART D: HUMAN RESOURCE MANAGEMENT

Library mail and related clerks, permanent	1.00	1.00	0.00	0.00
Light vehicle driver, permanent	3.00	3.00	0.00	0.00
Light vehicle drivers, permanent	3.00	2.00	33.30	0.00
Logistical support personnel, permanent	1.00	0.00	100.00	0.00
Managers not elsewhere classified, permanent	4.00	2.00	50.00	1.00
Mechanic trade assistant, permanent	119.00	117.00	1.70	0.00
Mechanical engineer, permanent	14.00	13.00	7.10	0.00
Messengers porters and deliverers, permanent	8.00	1.00	87.50	0.00
Messengers, permanent	56.00	54.00	3.60	0.00
Midd.manager:human resource & organisa.devel.rela, permanent	3.00	3.00	0.00	0.00
Middle manager: administrative related, permanent	21.00	18.00	14.30	0.00
Middle manager: engineering sciences related, permanent	1.00	0.00	100.00	0.00
Middle manager: finance and economics related, permanent	9.00	9.00	0.00	0.00
Middle manager: legal related, permanent	1.00	1.00	0.00	0.00
Middle manager:communication & information related, permanent	3.00	3.00	0.00	0.00
Motor vehicle drivers, permanent	169.00	133.00	21.30	0.00
Motorised farm and forestry plant operator, permanent	1.00	1.00	0.00	0.00
Occupational/ job analyst, permanent	1.00	1.00	0.00	0.00

PART D: HUMAN RESOURCE MANAGEMENT

Office cleaner, permanent	103.00	101.00	1.90	0.00
Organisational development practitioner, permanent	7.00	7.00	0.00	0.00
Other administrat & related clerks and organisers, permanent	132.00	77.00	41.70	14.00
Other administrative policy and related officers, permanent	54.00	22.00	59.30	0.00
Other clerical support workers, permanent	7.00	6.00	14.30	0.00
Other information technology personnel., permanent	2.00	2.00	0.00	0.00
Other middle manager, permanent	2.00	2.00	0.00	0.00
Other occupations, permanent	1.00	1.00	0.00	0.00
Personal assistant, permanent	24.00	23.00	4.20	0.00
Plant& machine operators& assemblers nt classified, permanent	7.00	6.00	14.30	0.00
Policy analyst, permanent	1.00	1.00	0.00	0.00
Professionals not elsewhere classified, permanent	4.00	4.00	0.00	0.00
Professionals not elsewhere classified., permanent	18.00	18.00	0.00	1.00
Programme or project manager, permanent	1.00	1.00	0.00	0.00
Registry and mailing clerk, permanent	5.00	5.00	0.00	0.00
Regulatory and compliance and enforcement manager, permanent	8.00	8.00	0.00	1.00
Regulatory inspector*, permanent	38.00	27.00	28.90	12.00
Regulatory inspector, permanent	845.00	802.00	5.10	139.00
Rheumatologist, permanent	1.00	1.00	0.00	0.00

PART D: HUMAN RESOURCE MANAGEMENT

Road construction plant operator, permanent	7.00	7.00	0.00	0.00
Road superintendents, permanent	7.00	3.00	57.10	0.00
Road trade workers., permanent	14.00	4.00	71.40	0.00
Road workers, permanent	58.00	17.00	70.70	0.00
Safety inspector, permanent	2.00	2.00	0.00	0.00
Secretaries & other keyboard operating clerks, permanent	7.00	6.00	14.30	0.00
Secretary (general), permanent	3.00	3.00	0.00	0.00
Security guards, permanent	6.00	0.00	100.00	0.00
Security officer, permanent	1.00	1.00	0.00	0.00
Security officers, permanent	2.00	2.00	0.00	0.00
Senior managers, permanent	18.00	9.00	50.00	0.00
Skills development facilitator/practitioner, permanent	3.00	3.00	0.00	0.00
Social auxiliary worker, permanent	1.00	0.00	100.00	0.00
Social services manager, permanent	1.00	1.00	0.00	0.00
Strategy/monitoring & evaluation manager, permanent	5.00	4.00	20.00	1.00
Supply chain clerk, permanent	6.00	6.00	0.00	0.00
Surveying or cartographic technician, permanent	9.00	9.00	0.00	1.00
Surveyor, permanent	1.00	1.00	0.00	0.00
Switchboard operator, permanent	18.00	17.00	5.60	0.00
Systems administrator, permanent	1.00	1.00	0.00	0.00
Trade labourers, permanent	18.00	9.00	50.00	0.00

PART D: HUMAN RESOURCE MANAGEMENT

Trade related, permanent	11.00	8.00	27.30	0.00
Trade trainers, permanent	2.00	2.00	0.00	0.00
Transport clerk, permanent	4.00	1.00	75.00	0.00
Workshop cleaner, permanent	1.00	1.00	0.00	0.00
Total	5 106.00	4 539.00	11.10	388.00

Notes

- The CORE classification, as prescribed by the DPSA, should be used for completion of this table.
- Critical occupations are defined as occupations or sub-categories within an occupation –
 - (a) in which there is a scarcity of qualified and experienced persons currently or anticipated in the future, either because such skilled persons are not available or they are available but do not meet the applicable employment criteria;
 - (b) for which persons require advanced knowledge in a specified subject area or science or learning field and such knowledge is acquired by a prolonged course or study and/or specialised instruction;
 - (c) where the inherent nature of the occupation requires consistent exercise of discretion and is predominantly intellectual in nature; and
 - (d) in respect of which a department experiences a high degree of difficulty to recruit or retain the services of employees.

PART D: HUMAN RESOURCE MANAGEMENT

3.3 Filling of SMS Posts

The tables in this section provide information on employment and vacancies as it relates to members of the Senior Management Service by salary level. It also provides information on advertising and filling of SMS posts, reasons for not complying with prescribed timeframes and disciplinary steps taken.

Table 3.3.1 SMS post information as on 31 March 2025

SMS Level	Total number of funded SMS posts	Total number of SMS posts filled	% of SMS posts filled	Total number of SMS posts vacant	% of SMS posts vacant
Head of Department	1	1	100%	0	0
Salary Level 16	0	0	0	0	0
Salary Level 15	3	3	100%	0	0
Salary Level 14	10	9	90%	1	10%
Salary Level 13	28	26	92%	2	7%
Total	42	39	93%	3	7%

Table 3.3.2 SMS post information as on 30 September 2024

SMS Level	Total number of funded SMS posts	Total number of SMS posts filled	% of SMS posts filled	Total number of SMS posts vacant	% of SMS posts vacant
Head of Department	1	1	100%	0	0
Salary Level 15	3	3	100%	0	0
Salary Level 14	10	9	90%	1	10%
Salary Level 13	28	25	89%	3	10%
Total	42	38	90%	4	9%

PART D: HUMAN RESOURCE MANAGEMENT*Table 3.3.3 Advertising and filling of SMS posts for the period 1 April 2024 and 31 March 2025*

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 of becoming vacant	Number of vacancies per level not filled in 6 months but filled in 12 months
Director-General/ Head of Department	NIL		
Salary Level 16			
Salary Level 15			
Salary Level 14			
Salary Level 13			
Total			

Table 3.3.4 Reasons for not having complied with the filling of funded vacant SMS - Advertised within 6 months and filled within 12 months after becoming vacant for the period 1 April 2024 and 31 March 2025

Reasons for vacancies not advertised within six months
Chief Director :TIDS (Empangeni Region) – The post is currently being re-evaluated.
Director : Strategic Policy and Planning – Approval had to be obtained from Office of the Premier for the filling of the post. The post has been advertised.
Director : Media Liaison and Public Relations – Awaiting request to fill the post.
Director: Supply Chain Management – The post is currently being re-evaluated.

Reasons for vacancies not filled within twelve months
Director : Financial Accounting – Awaiting finalisation of the recruitment and selection process.
Director : Management Accounting – Post has been advertised and is in the process of being filled.

Notes

In terms of the Public Service Regulations Chapter 1, Part VII C.1A.3, departments must indicate good cause or reason for not having complied with the filling of SMS posts within the prescribed timeframes.

Table 3.3.5 Disciplinary steps taken for not complying with the prescribed timeframes for filling SMS posts within 12 months for the period 1 April 2024 and 31 March 2025

Reasons for vacancies not advertised within six months
Not applicable

PART D: HUMAN RESOURCE MANAGEMENT

Reasons for vacancies not filled within six months
Not applicable

3.4 Job Evaluation

Within a nationally determined framework, executing authorities may evaluate or re-evaluate any job in his or her organisation. In terms of the Regulations all vacancies on salary levels 9 and higher must be evaluated before they are filled. The following table summarises the number of jobs that were evaluated during the year under review. The table also provides statistics on the number of posts that were upgraded or downgraded.

Table 3.4.1 Job Evaluation by Salary band for the period 1 April 2024 and 31 March 2025

Salary band	Number of posts on approved establishment	Number of Jobs Evaluated	% of posts evaluated by salary bands	Posts Upgraded		Posts downgraded	
				Number	% of posts evaluated	Number	% of posts evaluated
Lower Skilled (Levels1-2)	160.00	0.00	0.00	0.00	0.00	0.00	0.00
Skilled (Levels 3-5)	2 534.00	1.00	0.00	8.00	100.00	0.00	0.00
Highly skilled production (Levels 6-8)	1 474.00	3.00	0.20	1.00	100.00	0.00	0.00
Highly skilled supervision (Levels 9-12)	432.00	1.00	0.20	2.00	100.00	0.00	0.00
Senior Management Service Band A	32.00	0.00	0.00	0.00	0.00	0.00	0.00
Senior Management Service Band B	12.00	0.00	0.00	0.00	0.00	0.00	0.00
Senior Management Service Band C	3.00	0.00	0.00	0.00	0.00	0.00	0.00
Senior Management Service Band D	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	4648	5.00	0.40	11	100	0	0

PART D: HUMAN RESOURCE MANAGEMENT

The following table provides a summary of the number of employees whose positions were upgraded due to their post being upgraded. The number of employees might differ from the number of posts upgraded since not all employees are automatically absorbed into the new posts and some of the posts upgraded could also be vacant.

Table 3.4.2 Profile of employees whose positions were upgraded due to their posts being upgraded for the period 1 April 2024 and 31 March 2025

Gender	African	Asian	Coloured	White	Total
Female	0	0	0	0	0
Male	0	0	0	0	0
Total	0	0	0	0	0
Employees with a disability					0

The following table summarises the number of cases where remuneration bands exceeded the grade determined by job evaluation. Reasons for the deviation are provided in each case.

Table 3.4.3 Employees with salary levels higher than those determined by job evaluation by occupation for the period 1 April 2024 and 31 March 2025

Occupation	Number of employees	Job evaluation level	Remuneration level	Reason for deviation
Not Applicable				
Total number of employees whose salaries exceeded the level determined by job evaluation				
Percentage of total employed				

The following table summarises the beneficiaries of the above in terms of race, gender, and disability.

Table 3.4.4 Profile of employees who have salary levels higher than those determined by job evaluation for the period 1 April 2024 and 31 March 2025

Gender	African	Asian	Coloured	White	Total
Female					
Male	Not applicable				
Total					

PART D: HUMAN RESOURCE MANAGEMENT

Employees with a disability					
-----------------------------	--	--	--	--	--

Notes

- If there were no cases where the salary levels were higher than those determined by job evaluation, keep the heading and replace the table with the following:

Total number of Employees whose salaries exceeded the grades determine by job evaluation	None
--	------

PART D: HUMAN RESOURCE MANAGEMENT

3.5 Employment Changes

This section provides information on changes in employment over the financial year. Turnover rates provide an indication of trends in the employment profile of the department. The following tables provide a summary of turnover rates by salary band and critical occupations (see definition in notes below).

Table 3.5.1 Annual turnover rates by salary band for the period 1 April 2024 and 31 March 2025

Salary band	Number of employees at beginning of period-1 April 2024	Appointments and transfers into the department	Terminations and transfers out of the department	Turnover rate
01 Lower Skilled (Levels 1-2) Permanent	147.00	11.00	3.00	2.00
02 Skilled (Levels 3-5) Permanent	2 087.00	307.00	68.00	3.30
03 Highly Skilled Production (Levels 6-8) Permanent	1 262.00	64.00	70.00	5.50
04 Highly Skilled Supervision (Levels 9-12) Permanent	326.00	12.00	9.00	2.80
05 Senior Management Service Band A Permanent	25.00	1.00	3.00	12.00
06 Senior Management Service Band B Permanent	8.00	1.00	0.00	0.00
07 Senior Management Service Band C Permanent	3.00	0.00	0.00	0.00
08 Senior Management Service Band D Permanent	1.00	0.00	0.00	0.00
09 Other Permanent	388.00	7.00	366.00	94.30
Contracts	422.00	55.00	48.00	247.80
Total	4 669.00	458.00	567.00	12.10

Table 3.5.2 Annual turnover rates by critical occupation for the period 1 April 2024 and 31 March 2025

Critical occupation	Number of employees at beginning of period-April 2024	Appointments and transfers into the department	Terminations and transfers out of the department	Turnover rate
Administration clerks permanent	21.00	65.00	19.00	90.50
Administration officer permanent	1.00	12.00	2.00	200.00

PART D: HUMAN RESOURCE MANAGEMENT

Administrative related permanent	158.00	0.00	5.00	3.20
Air-conditioning and refrigeration mechanic permanent	0.00	1.00	1.00	0.00
All artisans in the building metal machinery etc. Permanent	89.00	0.00	5.00	5.60
Artisan project and related superintendents permanent	15.00	0.00	1.00	6.70
Auxiliary and related workers permanent	25.00	0.00	1.00	4.00
Auxiliary child and youth care worker permanent	0.00	1.00	0.00	0.00
Auxiliary community development practitioner permanent	0.00	2.00	0.00	0.00
Building and other property caretakers permanent	8.00	0.00	0.00	0.00
Bus and heavy vehicle drivers permanent	4.00	0.00	0.00	0.00
Caretaker/ cleaner permanent	3.00	3.00	1.00	33.30
Cartographic surveying and related technicians permanent	10.00	0.00	2.00	20.00
Civil engineer permanent	24.00	20.00	12.00	50.00
Civil engineering constructor permanent	0.00	4.00	0.00	0.00
Civil engineering technician permanent	1.00	26.00	6.00	600.00
Civil engineering technicians permanent	216.00	0.00	16.00	7.40
Cleaners in offices workshops hospitals etc. Permanent	111.00	0.00	1.00	0.90
Clerical supplementary workers not elsewhere classified permanent	2.00	3.00	348.00	17 400.00
Client inform clerks (switchboard reception clerks) permanent	26.00	0.00	2.00	7.70
Communication and information related permanent	3.00	0.00	0.00	0.00
Computer system designers and analysts. Permanent	2.00	0.00	0.00	0.00
Craft & related workers not elsewhere classified permanent	0.00	0.00	1.00	0.00
Earthmoving plant operator (general) permanent	10.00	33.00	9.00	90.00
Elementary workers not elsewhere classified permanent	149.00	225.00	11.00	7.40
Engineering manager permanent	0.00	1.00	0.00	0.00

PART D: HUMAN RESOURCE MANAGEMENT

Engineering sciences related permanent	22.00	0.00	0.00	0.00
Engineers and related professionals permanent	57.00	0.00	0.00	0.00
Finance and economics related permanent	3.00	0.00	0.00	0.00
Finance clerk permanent	1.00	0.00	1.00	100.00
Finance manager permanent	0.00	1.00	0.00	0.00
Financial and related professionals permanent	11.00	0.00	0.00	0.00
Financial clerks and credit controllers permanent	37.00	0.00	3.00	8.10
Food services aids and waiters permanent	16.00	0.00	1.00	6.30
Grader operator permanent	2.00	0.00	0.00	0.00
Handyperson permanent	0.00	1.00	0.00	0.00
Head of department/chief executive officer permanent	1.00	0.00	0.00	0.00
Healthcare cleaner permanent	0.00	2.00	0.00	0.00
Human resource clerk permanent	0.00	1.00	2.00	0.00
Human resource manager permanent	0.00	1.00	0.00	0.00
Human resources & organisat developm & relate prof permanent	27.00	0.00	0.00	0.00
Human resources clerks permanent	80.00	1.00	0.00	0.00
Human resources related permanent	14.00	0.00	2.00	14.30
Industrial/ labour relations officer permanent	0.00	1.00	0.00	0.00
Language practitioners interpreters & other commun permanent	7.00	0.00	0.00	0.00
Legal related permanent	3.00	0.00	0.00	0.00
Librarians and related professionals permanent	1.00	0.00	0.00	0.00
Library mail and related clerks permanent	2.00	0.00	0.00	0.00
Light vehicle driver permanent	1.00	2.00	0.00	0.00
Light vehicle drivers permanent	3.00	0.00	0.00	0.00
Managers not elsewhere classified permanent	0.00	3.00	1.00	0.00
Mechanic trade assistant permanent	1.00	4.00	1.00	100.00

PART D: HUMAN RESOURCE MANAGEMENT

Messengers permanent	11.00	5.00	2.00	18.20
Messengers porters and deliverers permanent	52.00	0.00	4.00	7.70
Middle manager: administrative related permanent	0.00	4.00	1.00	0.00
Middle manager: finance and economics related permanent	1.00	0.00	0.00	0.00
Middle manager: natural science related permanent	0.00	1.00	0.00	0.00
Middle manager: communication & information related permanent	0.00	1.00	0.00	0.00
Mining geology & geophysical & related technicians permanent	1.00	0.00	0.00	0.00
Motor vehicle drivers permanent	274.00	0.00	4.00	1.50
Motorised farm and forestry plant operator permanent	0.00	1.00	0.00	0.00
Office cleaner permanent	2.00	3.00	2.00	100.00
Organisational development practitioner permanent	1.00	0.00	0.00	0.00
Other administrat & related clerks and organisers permanent	1 143.00	0.00	27.00	2.40
Other administrative policy and related officers permanent	210.00	0.00	6.00	2.90
Other clerical support workers permanent	0.00	2.00	0.00	0.00
Other information technology personnel. Permanent	2.00	0.00	0.00	0.00
Other occupations permanent	1.00	0.00	0.00	0.00
Personal assistant permanent	1.00	2.00	0.00	0.00
Printing planners and production controllers permanent	1.00	0.00	0.00	0.00
Professionals not elsewhere classified permanent	0.00	1.00	0.00	0.00
Professionals not elsewhere classified. Permanent	0.00	0.00	1.00	0.00
Registry and mailing clerk permanent	0.00	1.00	0.00	0.00
Regulatory and compliance and enforcement manager permanent	0.00	1.00	0.00	0.00
Regulatory inspector permanent	3.00	17.00	16.00	533.30
Regulatory inspector* permanent	798.00	0.00	18.00	2.30
Road construction plant operator permanent	1.00	0.00	0.00	0.00
Road superintendents permanent	13.00	0.00	0.00	0.00

PART D: HUMAN RESOURCE MANAGEMENT

Road trade workers. Permanent	101.00	0.00	7.00	6.90
Road workers permanent	652.00	0.00	19.00	2.90
Safety health and quality inspectors permanent	2.00	0.00	0.00	0.00
Secretaries & other keyboard operating clerks permanent	26.00	0.00	0.00	0.00
Security guards permanent	4.00	0.00	0.00	0.00
Security officers permanent	2.00	0.00	0.00	0.00
Senior managers permanent	36.00	0.00	4.00	11.10
Social auxiliary worker permanent	0.00	1.00	0.00	0.00
Strategy/monitoring & evaluation manager permanent	0.00	1.00	0.00	0.00
Supply chain clerk permanent	2.00	1.00	0.00	0.00
Switchboard operator permanent	0.00	1.00	0.00	0.00
Systems administrator permanent	0.00	1.00	0.00	0.00
Trade labourers permanent	132.00	1.00	2.00	1.50
Trade related permanent	26.00	0.00	0.00	0.00
Trade trainers permanent	2.00	0.00	0.00	0.00
Transport clerk permanent	1.00	0.00	0.00	0.00
Workshop cleaner permanent	1.00	0.00	0.00	0.00
TOTAL	4 669.00	458.00	567.00	12.10

The table below identifies the major reasons why staff left the department.

Table 3.5.3 Reasons why staff left the department for the period 1 April 2024 and 31 March 2025

Termination Type	Number	% of Total Resignations
Death, Permanent	18.00	3.20
Resignation, Permanent	103.00	18.20
Expiry of contract, Permanent	355.00	62.60
Discharged due to ill health, Permanent	9.00	1.60
Dismissal-misconduct, Permanent	9.00	1.60
Retirement, Permanent	73.00	12.90
Total number of employees who left as % of total employment	12.49%	
TOTAL	567	(4539 Total Employment)

Table 3.5.4 Promotions by critical occupation for the period 1 April 2023 and 31 March 2024

PART D: HUMAN RESOURCE MANAGEMENT

Occupation	Employees 1 April 2024	Promotions to another salary level	Salary level promotions as a % of employees by occupation	Progression s to another notch within a salary level	Notch progression as a % of employees by occupation
ADMINISTRATION CLERKS	986.00	6.00	0.60	501.00	50.80
ADMINISTRATION OFFICER	70.00	3.00	4.30	52.00	74.30
ADMINISTRATIVE AND GOVERNANCE POLICY MANAGER	2.00	0.00	0.00	2.00	100.00
ADMINISTRATIVE RELATED	1.00	0.00	0.00	0.00	0.00
ALARM & SECURITY /SURVEILLANCE MONITOR	3.00	0.00	0.00	2.00	66.70
AUXILIARY COMMUNITY DEVELOPMENT PRACTITIONER	21.00	4.00	19.00	15.00	71.40
AUXILIARY SUPPORT OFFICER (CUSTODIAL)	6.00	0.00	0.00	1.00	16.70
CARETAKER/ CLEANER	30.00	0.00	0.00	1.00	3.30
CIVIL ENGINEER	81.00	2.00	2.50	60.00	74.10
CIVIL ENGINEERING CONSTRUCTOR	48.00	4.00	8.30	27.00	56.30
CIVIL ENGINEERING TECHNICIANS	79.00	0.00	0.00	0.00	0.00
CLEANERS IN OFFICES WORKSHOPS HOSPITALS ETC.	2.00	0.00	0.00	0.00	0.00
CLERICAL SUPPLEME.WORKERS NOT ELSEWHERE CLASSIFIED	5.00	0.00	0.00	5.00	100.00
COMMUNICATION COORDINATOR	4.00	0.00	0.00	5.00	125.00
COMMUNITY DEVELOPMENT MANAGER	4.00	0.00	0.00	2.00	50.00
COMPLIANCE OFFICER	10.00	0.00	0.00	9.00	90.00
CRAFT & RELATED WORKERS NOT ELSEWHERE CLASSIFIED	10.00	0.00	0.00	2.00	20.00
EARTHMOVING PLANT OPERATOR (GENERAL)	280.00	0.00	0.00	135.00	48.20
ELEMENTARY WORKERS NOT ELSEWHERE CLASSIFIED	1 069.00	8.00	0.70	256.00	23.90
ENFORCEMENT AND COMPLIANCE MANAGER	1.00	0.00	0.00	1.00	100.00
ENGINEERING MANAGER	5.00	0.00	0.00	2.00	40.00
FINANCE CLERK	29.00	0.00	0.00	28.00	96.60
FOOD TRADE ASSISTANT	14.00	0.00	0.00	5.00	35.70
GEOPHYSICAL TECHNICIAN	2.00	0.00	0.00	2.00	100.00
GRADER OPERATOR	2.00	0.00	0.00	0.00	0.00
HEAD OF DEPARTMENT/CHIEF EXECUTIVE OFFICER	1.00	0.00	0.00	0.00	0.00
HUMAN RESOURCE CLERK	91.00	0.00	0.00	46.00	50.50
HUMAN RESOURCE MANAGER	4.00	1.00	25.00	2.00	50.00
HUMAN RESOURCES CLERKS	2.00	0.00	0.00	0.00	0.00
HUMAN RESOURCES RELATED	2.00	0.00	0.00	0.00	0.00
INFORMATION TECHNOLOGY & SYSTEMS MANAGER	4.00	0.00	0.00	3.00	75.00
INTERNAL AUDITOR	9.00	0.00	0.00	9.00	100.00
IT SECURITY OFFICER	2.00	0.00	0.00	2.00	100.00

PART D: HUMAN RESOURCE MANAGEMENT

LEGAL RELATED MANAGER	4.00	0.00	0.00	4.00	100.00
LIBRARIAN	1.00	0.00	0.00	1.00	100.00
LIBRARY ASSISTANT	2.00	0.00	0.00	2.00	100.00
LIGHT VEHICLE DRIVER	4.00	0.00	0.00	0.00	0.00
MECHANIC TRADE ASSISTANT	115.00	0.00	0.00	14.00	12.20
MECHANICAL ENGINEER	15.00	1.00	6.70	12.00	80.00
MESSENGERS	53.00	0.00	0.00	17.00	32.10
MESSENGERS PORTERS AND DELIVERERS	1.00	1.00	100.00	0.00	0.00
MIDD.MANAGER:HUMAN RESOURCE & ORGANISA.DEVEL.RELA	5.00	0.00	0.00	3.00	60.00
MIDDLE MANAGER: ADMINISTRATIVE RELATED	15.00	2.00	13.30	8.00	53.30
MIDDLE MANAGER: FINANCE AND ECONOMICS RELATED	9.00	0.00	0.00	2.00	22.20
MIDDLE MANAGER: LEGAL RELATED	3.00	0.00	0.00	1.00	33.30
MOTOR VEHICLE DRIVERS	1.00	0.00	0.00	0.00	0.00
OFFICE CLEANER	105.00	0.00	0.00	34.00	32.40
ORGANISATIONAL DEVELOPMENT PRACTITIONER	9.00	0.00	0.00	4.00	44.40
OTHER ADMINISTRAT & RELATED CLERKS AND ORGANISERS	3.00	0.00	0.00	0.00	0.00
OTHER ADMINISTRATIVE POLICY AND RELATED OFFICERS	1.00	0.00	0.00	0.00	0.00
OTHER CLERICAL SUPPORT WORKERS	6.00	0.00	0.00	2.00	33.30
OTHER MIDDLE MANAGER	2.00	0.00	0.00	2.00	100.00
PERSONAL ASSISTANT	27.00	2.00	7.40	9.00	33.30
PLANT& MACHINE OPERATORS& ASSEMBLERS NT CLASSIFIED	30.00	0.00	0.00	28.00	93.30
PROFESSIONALS NOT ELSEWHERE CLASSIFIED.	25.00	0.00	0.00	3.00	12.00
PROTECTION/SECURITY OFFICIAL	3.00	0.00	0.00	1.00	33.30
REGISTRY AND MAILING CLERK	5.00	0.00	0.00	4.00	80.00
REGULATORY AND COMPLIANCE AND ENFORCEMENT MANAGER	11.00	0.00	0.00	3.00	27.30
REGULATORY INSPECTOR	610.00	19.00	3.10	163.00	26.70
REGULATORY INSPECTOR*	1.00	1.00	100.00	0.00	0.00
ROAD CONSTRUCTION PLANT OPERATOR	8.00	0.00	0.00	8.00	100.00
ROAD WORKERS (1)	652.00	0.00	0.00	1.00	0.20
SAFETY INSPECTOR	2.00	0.00	0.00	2.00	100.00
SECRETARY (GENERAL)	6.00	0.00	0.00	6.00	100.00
SECURITY OFFICER	1.00	0.00	0.00	1.00	100.00
SENIOR MANAGERS(1)	1.00	0.00	0.00	0.00	0.00
SKILLS DEVELOPMENT FACILITATOR/ PRACTITIONER	3.00	0.00	0.00	3.00	100.00
STRATEGY/MONITORING & EVALUATION MANAGER	3.00	0.00	0.00	1.00	33.30
SUPPLY CHAIN CLERK	5.00	1.00	20.00	3.00	60.00
SURVEYING OR CARTOGRAPHIC TECHNICIAN	10.00	0.00	0.00	5.00	50.00

PART D: HUMAN RESOURCE MANAGEMENT

TRADE LABOURERS	12.00	0.00	0.00	1.00	8.30
TRADE RELATED	7.00	0.00	0.00	0.00	0.00
TRADE TRAINERS	0.00	0.00	0.00	0.00	0.00
TRANSPORT CLERK	5.00	0.00	0.00	3.00	60.00
TOTAL	4 660.00	58.00	1.20	1 526.00	32.70

PART D: HUMAN RESOURCE MANAGEMENT

Table 3.5.5 Promotions by salary band for the period 1 April 2024 and 31 March 2025

Salary Band	Employee es 1 April 2024	Promotion s to another salary level	Salary bands promotions as a % of employees by salary level	Progressio ns to another notch within a salary level	Notch progression as a % of employees by salary bands
Lower Skilled (Levels 1-2), Permanent	147.00	0.00	0.00	39.00	26.50
Skilled (Levels 3- 5), Permanent	2 087.00	15.00	0.70	893.00	42.80
Highly Skilled Production (Levels 6-8), Permanent	1 262.00	31.00	2.50	440.00	34.90
Highly Skilled Supervision (Levels 9-12), Permanent	326.00	12.00	3.70	149.00	45.70
Senior Management (Levels >= 13), Permanent	37.00	0.00	0.00	14.00	37.80
Other, Permanent	388.00	0.00	0.00	0.00	0.00
Contract (Levels 3-5), Permanent	237.00	0.00	0.00	18.00	7.60
Contract (Levels 6-8), Permanent	143.00	0.00	0.00	17.00	11.90
Contract (Levels 9-12), Permanent	40.00	0.00	0.00	16.00	40.00
Contract (Levels >= 13), Permanent	2.00	0.00	0.00	0.00	0.00
TOTAL	4 669.00	58.00	1.20	1 586.00	34.00

PART D: HUMAN RESOURCE MANAGEMENT

3.6 Employment Equity

Table 3.6.1 Total number of employees (including employees with disabilities) in each of the following occupational categories as on 31 March 2025

Occupational category	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Senior officials and managers	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	2.00
Professionals	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	2.00
Technicians and associate professionals	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	2.00
Clerks	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	2.00
Labourers and related workers	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	2.00
Clerical support workers	260.00	11.00	44.00	14.00	784.00	23.00	98.00	41.00	1 275.00
Elementary	725.00	1.00	4.00	3.00	687.00	0.00	1.00	0.00	1 421.00
Managers	39.00	1.00	3.00	1.00	40.00	0.00	6.00	1.00	91.00
Plant & machine operators & assemblers	297.00	0.00	0.00	1.00	27.00	0.00	0.00	0.00	325.00
Professionals	176.00	1.00	23.00	9.00	104.00	2.00	6.00	3.00	324.00
Protect rescue social health science support pers	10.00	0.00	2.00	0.00	13.00	0.00	0.00	2.00	27.00
Security & custodian personnel	5.00	0.00	0.00	1.00	2.00	0.00	0.00	1.00	9.00
Skill agri fores fish craft related trades workers	40.00	0.00	3.00	0.00	15.00	0.00	0.00	0.00	58.00
Technicians & associate technical occupations	470.00	29.00	70.00	28.00	342.00	14.00	31.00	15.00	999.00
Total	2 027	43	149	57	2 019	39	142	63	4 539

Commented [JK2]: [Nkosinathi Zondi](#) [Nokuphila Mbonane](#)

PART D: HUMAN RESOURCE MANAGEMENT

Employees with disabilities	38	2	5	4	23	0	6	3	81
------------------------------------	-----------	----------	----------	----------	-----------	----------	----------	----------	-----------

Table 3.6.2 Total number of employees (including employees with disabilities) in each of the following occupational bands as on 31 March 2025

Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Top Management, Permanent	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	4.00
Senior Management, Permanent	15.00	0.00	1.00	1.00	14.00	0.00	1.00	0.00	32.00
Professionally qualified and experienced specialists and mid-management, Permanent	136.00	8.00	26.00	17.00	132.00	3.00	15.00	5.00	342.00
Skilled technical and academically qualified workers, junior management, supervisors, foremen, Permanent	450.00	25.00	89.00	34.00	536.00	19.00	67.00	57.00	1 277.00
Semi-skilled and discretionary decision making, Permanent	1 103.00	6.00	25.00	5.00	1 071.00	14.00	51.00	1.00	2 276.00
Unskilled and defined decision making, Permanent	42.00	0.00	0.00	0.00	108.00	0.00	0.00	0.00	150.00
Not Available, Permanent	9.00	0.00	0.00	0.00	22.00	0.00	0.00	0.00	31.00
Contract (Top Management), Permanent	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Contract (Senior Management), Permanent	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	2.00

PART D: HUMAN RESOURCE MANAGEMENT

Contract (Professionally Qualified), Permanent	25.00	0.00	4.00	0.00	6.00	0.00	5.00	0.00	40.00
Contract (Skilled Technical), Permanent	81.00	0.00	2.00	0.00	43.00	0.00	1.00	0.00	127.00
Contract (Semi-Skilled), Permanent	162.00	4.00	2.00	0.00	84.00	3.00	2.00	0.00	257.00
TOTAL	2 027	43	149	57	2 019	39	142	63	4 539

Table 3.6.3 Recruitment for the period 1 April 2024 to 31 March 2025

Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Senior Management	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00
Professionally qualified and experienced specialists and mid-management	9.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00	12.00
Skilled technical and academically qualified workers, junior management, supervisors, foremen	29.00	1.00	0.00	1.00	30.00	2.00	0.00	1.00	64.00
Semi-skilled and discretionary decision making	166.00	1.00	1.00	0.00	139.00	0.00	0.00	0.00	307.00
Unskilled and defined decision making	6.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	11.00
TOTAL	212	2	1	1	177	2	0	1	396
Employees with Disabilities	1	0	0	0	1	0	0	0	2

PART D: HUMAN RESOURCE MANAGEMENT

Table 3.6.4 Promotions for the period 1 April 2024 to 31 March 2025

Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Senior Management	6.00	0.00	0.00	0.00	8.00	0.00	0.00	0.00	14.00
Professionally qualified and experienced specialists and mid-management	67.00	2.00	13.00	7.00	59.00	3.00	6.00	4.00	161.00
Skilled technical and academically qualified workers, junior management, supervisors, foremen	159.00	13.00	47.00	11.00	199.00	4.00	25.00	13.00	471.00
Semi-skilled and discretionary decision making	343.00	4.00	18.00	1.00	493.00	11.00	37.00	1.00	908.00
Unskilled and defined decision making	15.00	0.00	0.00	0.00	24.00	0.00	0.00	0.00	39.00
Total	590	19	78	19	783	18	68	18	1593
Employees with disabilities	13	1	4	1	14	0	3	1	37

Table 3.6.5 Terminations for the period 1 April 2024 to 31 March 2025

Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Senior Management	2.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00
Professionally qualified and experienced specialists and mid-management	3.00	0.00	1.00	1.00	3.00	0.00	1.00	0.00	9.00
Skilled technical and academically qualified workers, junior management, supervisors, foremen	31.00	2.00	9.00	3.00	20.00	1.00	1.00	3.00	70.00
Semi-skilled and discretionary decision making	45.00	1.00	0.00	0.00	20.00	2.00	0.00	0.00	68.00
Unskilled and defined decision making	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00	3.00
Total	81	3	10	5	46	3	2	3	153

PART D: HUMAN RESOURCE MANAGEMENT

Employees with Disabilities	1	0	0	0	0	0	0	0	1
-----------------------------	---	---	---	---	---	---	---	---	---

Table 3.6.6 Disciplinary action for the period 1 April 2024 to 31 March 2025

Disciplinary action	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	

Table 3.6.7 Skills development for the period 1 April 2024 to 31 March 2025

Occupational category	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Legislators, senior officials and managers	20	4	6	0	34	0	7	0	71
Professionals	18	0	0	0	30	0	0	3	51
Technicians and associate professionals	30	0	0	0	76	0	3	0	109
Clerks	115	0	2	1	282	6	7	0	413
Service and sales workers	54	6	3	1	53	1	1	1	120
Skilled agriculture and fishery workers	2	0	0	0	3	0	0	0	5
Craft and related trades workers	0	0	0	0	0	0	0	0	0
Plant and machine operators and assemblers	16	0	0	0	0	0	0	0	16
Elementary occupations	157	0	3	0	127	0	0	0	287
Total	412	10	14	2	605	7	18	4	1072
Employees with disabilities	35	1	5	1	22	0	5	3	75

PART D: HUMAN RESOURCE MANAGEMENT

3.7 Signing of Performance Agreements by SMS Members

All members of the SMS must conclude and sign performance agreements within specific timeframes. Information regarding the signing of performance agreements by SMS members, the reasons for not complying within the prescribed timeframes and disciplinary steps taken is presented here.

Commented [JK3]: [Nkosinathi Zondi](#) [Colin McDougall](#)

Table 3.7.1 Signing of Performance Agreements by SMS members as on 31 May 2024

SMS Level	Total number of funded SMS posts	Total number of SMS members	Total number of signed performance agreements	Signed performance agreements as % of total number of SMS members
Head of Department	1	1	1	100%
Salary Level 15	3	3	3	100%
Salary Level 14	10	9	9	100%
Salary Level 13	28	26	26	100%
Total	42	39	39	100%

Table 3.7.2 Reasons for not having concluded Performance agreements for all SMS members as on 31 March 2025

Reasons
NOT Applicable

Notes

- The reporting date in the heading of this table should be aligned with that of Table 3.7.1.

Table 3.7.3 Disciplinary steps taken against SMS members for not having concluded Performance agreements as on 31 March 2025

Reasons
Not Applicable

Notes

- The reporting date in the heading of this table should be aligned with that of Table 3.7.1.

PART D: HUMAN RESOURCE MANAGEMENT

3.8 Performance Rewards

Table 3.8.1 Performance Rewards by race, gender and disability for the period 1 April 2023 to 31 March 2024

Race and Gender	Beneficiary Profile			Cost	
	Number of beneficiaries	Number of employees	% of total within group	Cost (R'000)	Average cost per employee
African	Not Applicable				
Male					
Female					
Asian					
Male					
Female					
Coloured					
Male					
Female					
White					
Male					
Female					
Total					

Table 3.8.2 Performance Rewards by salary band for personnel below Senior Management Service for the period 1 April 2023 to 31 March 2024

Salary band	Beneficiary Profile			Cost		Total cost as a % of the total personnel expenditure
	Number of beneficiaries	Number of employees	% of total within salary bands	Total Cost (R'000)	Average cost per employee	
Lower Skilled (Levels 1-2)	Not applicable					
Skilled (level 3-5)						
Highly skilled production (level 6-8)						
Highly skilled supervision (level 9-12)						
Total						

Table 3.8.3 Performance Rewards by critical occupation for the period 1 April 2023 to 31 March 2024

PART D: HUMAN RESOURCE MANAGEMENT

Critical occupation	Beneficiary Profile			Cost	
	Number of beneficiaries	Number of employees	% of total within occupation	Total Cost (R'000)	Average cost per employee
Not applicable					
Total					

Table 3.8.4 Performance related rewards (cash bonus), by salary band for Senior Management Service for the period 1 April 2023 to 31 March 2024

Salary band	Beneficiary Profile			Cost		Total cost as a % of the total personnel expenditure
	Number of beneficiaries	Number of employees	% of total within salary bands	Total Cost (R'000)	Average cost per employee	
Band A	Not applicable					
Band B						
Band C						
Band D						
Total						

3.9 Foreign Workers

The tables below summarise the employment of foreign nationals in the department in terms of salary band and major occupation.

Table 3.9.1 Foreign workers by salary band for the period 1 April 2024 and 31 March 2025

Salary band	01 April 2024		31 March 2025		Change	
	Number	% of total	Number	% of total	Number	% Change
Lower skilled	Not applicable					
Highly skilled production (Lev. 6-8)						
Highly skilled supervision (Lev. 9-12)						
Contract (level 9-12)						
Contract (level 13-16)						
Total						

PART D: HUMAN RESOURCE MANAGEMENT

Table 3.9.2 Foreign workers by major occupation for the period 1 April 2024 and 31 March 2025

Major occupation	01 April 2024		31 March 2025		Change	
	Number	% of total	Number	% of total	Number	% Change
Not applicable						

3.10 Leave utilisation

The Public Service Commission identified the need for careful monitoring of sick leave within the public service. The following tables provide an indication of the use of sick leave and disability leave. In both cases, the estimated cost of the leave is also provided.

Table 3.10.1 Sick leave for the period 1 January 2024 to 31 December 2025

Salary band	Total days	% Days with Medical certification	Number of Employees using sick leave	% of total employees using sick leave	Average days per employee	Estimated Cost (R'000)
Lower Skills (Level 1-2)	714.00	79.00	94.00	3.20	8.00	528.00
Skilled (levels 3-5)	9 448.00	80.00	1 244.00	42.30	8.00	10 168.00
Highly skilled production (levels 6-8)	7 086.00	72.20	889.00	30.30	8.00	12 254.00
Highly skilled supervision (levels 9 - 12)	1 230.00	80.40	184.00	6.30	7.00	3 903.00
Top and Senior management (levels 13-16)	96.00	86.50	15.00	0.50	6.00	548.00
Total	19288.00	398.10	2426.00	82.60	37.00	27401.00

Table 3.10.2 Disability leave (temporary and permanent) for the period 1 January 2024 to 31 December 2024

Salary band	Total days	% Days with Medical certification	Number of Employees using disability leave	% of total employees using disability leave	Average days per employee	Estimated Cost (R'000)
Lower skilled (Levels 1-2)	392.00	100.00	6.00	4.00	65.00	306.00
Skilled (Levels 3-5)	1 433.00	98.20	48.00	31.80	30.00	1 574.00
Highly skilled production (Levels 6-8)	1 585.00	100.00	77.00	51.00	21.00	2 742.00

PART D: HUMAN RESOURCE MANAGEMENT

Highly skilled supervision (Levels 9-12)	77.00	100.00	11.00	7.30	7.00	258.00
TOTAL	3 487.00	99.30	142	100.00	30.75	4880

The table below summarises the utilisation of annual leave. The wage agreement concluded with trade unions in the PSCBC in 2000 requires management of annual leave to prevent high levels of accrued leave being paid at the time of termination of service.

Table 3.10.3 Annual Leave for the period 1 January 2024 to 31 December 2024

Salary band	Total days taken	Number of Employees using annual leave	Average per employee
Lower skilled (Levels 1-2)	2 657.00	139.00	19.00
Skilled Levels 3-5)	36 231.50	1 990.00	18.00
Highly skilled production (Levels 6-8)	30 139.00	1 252.00	24.00
Highly skilled supervision(Levels 9-12)	7 034.25	318.00	22.00
Senior management (Levels 13-16)	662.00	33.00	20.00
Total	76723.75	3732.00	20.60

Table 3.10.4 Capped leave for the period 1 January 2024 to 31 December 2024

Salary band	Total days of capped leave taken	Number of Employees using capped leave	Average number of days taken per employee	Average capped leave per employee as on 31 March 2025
Lower skilled (Levels 1-2)	0	0	0	0
Skilled Levels 3-5)	45	5	9	53
Highly skilled production (Levels 6-8)	85.27	12	7	42
Highly skilled supervision(Levels 9-12)	6	3	2	50
Senior management (Levels 13-16)	0	0	0	104
Total	136.27	29	18	62.25

The following table summarise payments made to employees as a result of leave that was not taken.

PART D: HUMAN RESOURCE MANAGEMENT

Table 3.10.5 Leave payouts for the period 1 April 2024 and 31 March 2025

Reason	Total amount (R'000)	Number of employees	Average per employee (R'000)
Leave payout for 2024/25 due to non-utilisation of leave for the previous cycle	0	0	0
Capped leave payouts on termination of service for 2024/25	6438.00	83	77566.00
Current leave payout on termination of service for 2024/25	5876.00	453	80769.00
Total	12134	536	295.40

3.11 HIV/AIDS & Health Promotion Programmes

Table 3.11.1 Steps taken to reduce the risk of occupational exposure

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 Employee who are at risks for contracting the HIV/AIDS are the employee who are abusing alcohol, because there is a close relationship between abused of alcohol and HIV/AIDS.	To raise awareness in the work place, and provision of HCT, working with GEMS Medical Aid.

Table 3.11.2 Details of Health Promotion and HIV/AIDS Programmes (tick the applicable boxes and provide the required information)

Question	Yes	No	Details, if yes
1. Has the department designated a member of the SMS to implement the provisions contained in Part VI E of Chapter 1 of the Public Service Regulations, 2001? If so, provide her/his name and position.	X		
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.	X		
3. Has the department introduced an Employee Assistance or Health Promotion Programme for your employees? If so, indicate the key elements/services of this Programme.	X		
4. Has the department established (a) committee(s) as contemplated in Part VI E.5 (e) of Chapter 1 of the Public Service Regulations, 2001? If so, please provide the names of the members of the committee and the stakeholder(s) that they represent.	X		Mr. NKOSINATHI ZONDI CHAIRPERSON KHOLIE MLAKUHLWA EMPLOYEE HEALTH AND WELLNESS NOSIPHO MAGUTSHWA MTS – PMB CHARMAIN WRIGHT RTI PMB Zama Dube Mkhondeni – Pmb Welile Sibisi Ttc – Pmb Sbo

PART D: HUMAN RESOURCE MANAGEMENT

			Ngcobo Head Office – Tirs Nozipho Mthethwa Public Freight Jolene Boulton Road Safety Thando Biyela Communications Nonhlanhla Hlope Pre – Pmb
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.	X		
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.	X		
7. Does the department encourage its employees to undergo Voluntary Counselling and Testing? If so, list the results that you have achieved.	X		
8. Has the department developed measures/indicators to monitor & evaluate the impact of its health promotion programme? If so, list these measures/indicators.	X		

3.12 Labour Relations

Table 3.12.1 Collective agreements for the period 1 April 2024 and 31 March 2025

Subject matter	Date
Resolution 1 of 2025: it outlined the salary adjustments and improvement in condition of service	17 February 2025

The following table summarises the outcome of disciplinary hearings conducted within the department for the year under review.

Table 3.12.2 Misconduct and disciplinary hearings finalised for the period 1 April 2024 and 31 March 2025

Outcomes of disciplinary hearings	Number	% of total
Corrective counselling	0	0%
Verbal warning	0	0%
Written warning	0	0%
Final written warning	3	13%
Suspended without pay	13	57%
Fine	0	0%
Demotion	0	0%
Dismissal	2	9%
Not guilty	1	4%
Case withdrawn	4	17%
Total		100%

PART D: HUMAN RESOURCE MANAGEMENT*Table 3.12.3 Types of misconduct addressed at disciplinary hearings for the 1 April 2024 and 31 March 2025*

Type of misconduct	Number	% of total
Fraud and Theft	6	20%
Insubordination	2	7%
Absenteeism	2	7%
Reporting on duty under the influence of alcohol	3	10%
Misrepresentation	1	3%
Using a cell phone while on training	1	3%
Assault	2	7%
Damage of State vehicle	4	14%
Unbecoming behaviour	1	3%
Maladministration	1	3%
Loss of TLB	1	3%
Negligence of State vehicle	1	3%
Misuse of State funds	2	7%
Soliciting a bribe	1	3%
Poor work performance	1	3%
Substance abuse and improper conduct	1	3%
Total	30	100%

Table 3.12.4 Grievances logged for the period 1 April 2024 and 31 March 2025

Grievances	Number	% of Total
Number of grievances resolved	60	92%
Number of grievances not resolved	5	8%
Total number of grievances lodged	65	100%

Table 3.12.5 Disputes logged with Councils for the period 1 April 2024 and 31 March 2025

Disputes	Number	% of Total
Number of disputes upheld	28	82%
Number of disputes dismissed	6	18%
Total number of disputes lodged	34	100%

Table 3.12.6 Strike actions for the period 1 April 2024 and 31 March 2025

Total number of persons working days lost	0
Total costs working days lost	0
Amount recovered as a result of no work no pay (R'000)	0

Table 3.12.7 Precautionary suspensions for the period 1 April 2024 and 31 March 2025

Number of people suspended	1
-----------------------------------	----------

PART D: HUMAN RESOURCE MANAGEMENT

Number of people who's suspension exceeded 30 days	1
Average number of days suspended	60
Cost of suspension(R'000)	R 61 862,25

3.13 Skills development

This section highlights the efforts of the department regarding skills development.

Table 3.13.1 Training needs identified for the period 1 April 2024 and 31 March 2025

Occupational category	Gender	Number of employees as at 1 April 2024	Training needs identified at start of the reporting period			
			Learnerships	Skills Programmes & other short courses	Other forms of training	Total
Legislators, senior officials and managers	Female	93	0	100	0	100
	Male	65	0	23	0	23
Professionals	Female	78	0	82	0	82
	Male	55	0	39	0	39
Technicians and associate professionals	Female	27	0	484	0	484
	Male	283	0	381	0	381
Clerks	Female	1013	0	1052	0	1052
	Male	356	0	48	0	48
Service and sales workers	Female	323	0	751	0	751
	Male	568	0	1139	0	1139
Skilled agriculture and fishery workers	Female	22	0	0	0	0
	Male	90	0	0	0	0
Craft and related trades workers	Female	0	0	4	0	4
	Male	0	0	39	0	39
Plant and machine operators and assemblers	Female	26	0	11	0	11
	Male	272	0	387	0	387
Elementary occupations	Female	554	0	191	0	191
	Male	575	0	224	0	224
Sub Total	Female	2136	0	2675	0	2675
	Male	2264	0	2280	0	2280
Total		4400	0	4955	0	4955

Table 3.13.2 Training provided for the period 1 April 2024 and 31 March 2025

	Gender		Training provided within the reporting period
--	--------	--	---

PART D: HUMAN RESOURCE MANAGEMENT

Occupational category		Number of employees as at 1 April 2024	Learnerships	Skills Programmes & other short courses	Other forms of training	Total
Legislators, senior officials and managers	Female	93	0	19	22	41
	Male	65	0	11	19	30
Professionals	Female	78	0	14	19	33
	Male	55	0	8	10	18
Technicians and associate professionals	Female	27	0	34	45	79
	Male	283	0	18	12	30
Clerks	Female	1013	0	201	94	295
	Male	356	0	79	39	118
Service and sales workers	Female	323	0	26	30	56
	Male	568	0	40	24	64
Skilled agriculture and fishery workers	Female	22	0	0	3	3
	Male	90	0	2	0	2
Craft and related trades workers	Female	0	0	0	0	0
	Male	0	0	0	0	0
Plant and machine operators and assemblers	Female	26	0	0	0	0
	Male	272	0	15	1	16
Elementary occupations	Female	554	0	89	38	127
	Male	575	0	101	59	160
Sub Total	Female	2136	0	380	254	631
	Male	2264	0	274	164	438
Total		4400	0	654	418	1072

3.14 Injury on duty

The following tables provide basic information on injury on duty.

Table 3.14.1 Injury on duty for the period 1 April 2024 and 31 March 2025

Nature of injury on duty	Number	% of total
Required basic medical attention only	57	90%
Temporary Total Disablement	5	8%
Permanent Disablement	1	2%
Fatal	0	0%
Total	63	100%

3.15 Utilisation of Consultants

The following tables relates information on the utilisation of consultants in the department. In terms of the Public Service Regulations “consultant” means a natural or juristic person or a partnership who or which provides in terms

PART D: HUMAN RESOURCE MANAGEMENT

of a specific contract on an ad hoc basis any of the following professional services to a department against remuneration received from any source:

- (a) The rendering of expert advice;
- (b) The drafting of proposals for the execution of specific tasks; and
- (c) The execution of a specific task which is of a technical or intellectual nature, but excludes an employee of a department.

Table 3.15.1 Report on consultant appointments using appropriated funds for the period 1 April 2024 and 31 March 2025

Project title	Total number of consultants that worked on project	Duration (work days)	Contract value in Rand
Not applicable			

Total number of projects	Total individual consultants	Total duration Work days	Total contract value in Rand
Not applicable			

Table 3.15.2 Analysis of consultant appointments using appropriated funds, in terms of Historically Disadvantaged Individuals (HDI) for the period 1 April 2024 and 31 March 2025

Project title	Percentage ownership by HDI groups	Percentage management by HDI groups	Number of consultants from HDI groups that work on the project
Not applicable			

Table 3.15.3 Report on consultant appointments using Donor funds for the period 1 April 2024 and 31 March 2025

Project title	Total Number of consultants that worked on project	Duration (Work days)	Donor and contract value in Rand
Not applicable			

Total number of projects	Total individual consultants	Total duration Work days	Total contract value in Rand
Not applicable			

PART D: HUMAN RESOURCE MANAGEMENT

Table 3.15.4 Analysis of consultant appointments using Donor funds, in terms of Historically Disadvantaged Individuals (HDIs) for the period 1 April 2024 and 31 March 2025

Project title	Percentage ownership by HDI groups	Percentage management by HDI groups	Number of consultants from HDI groups that work on the project
Not applicable			

3.16 Severance Packages

Table 3.16.1 Granting of employee initiated severance packages for the period 1 April 2024 and 31 March 2025

Salary band	Number of applications received	Number of applications referred to the MPSA	Number of applications supported by MPSA	Number of packages approved by department
Lower skilled (Levels 1-2)	Not applicable			
Skilled Levels 3-5)				
Highly skilled production (Levels 6-8)				
Highly skilled supervision(Levels 9-12)				
Senior management (Levels 13-16)				
Total				



2024/25
DEPARTMENT OF TRANSPORT
ANNUAL REPORT
VOTE 12

PART E :
PFMA
COMPLIANCE
REPORT

1. IRREGULAR, FRUITLESS AND WASTEFUL, UNAUTHORISED EXPENDITURE AND MATERIAL LOSSES

Commented [JK4]: @Thabane Nkomo @Zandile Moko

1.1. Irregular expenditure

a) Reconciliation of irregular expenditure

Description	2024/2025	2023/2024
	R'000	R'000
Opening balance	33 261 191	31 574 858
Adjustment to opening balance	-	-
Opening balance as restated	-	-
▲Add: Irregular expenditure confirmed	1 333 145	1 686 333
Less: Irregular expenditure condoned	149 534	0
Less: Irregular expenditure not condoned and removed	-	-
Less: Irregular expenditure recoverable ¹	-	-
Less: Irregular expenditure not recoverable and written off	-	-
Closing balance	34 444 802	33 261 191

Reconciling notes

Description	2024/2025	2023/2024
	R'000	R'000
Irregular expenditure that was under assessment	-	-
Irregular expenditure that relates to the prior year and identified in the current year	-	-
Irregular expenditure for the current year	1 333 145	1 686 333
Total	1 333 145	1 686 333

b) Details of irregular expenditure (under assessment, determination, and investigation)

Description ²	2024/2025	2023/2024
	R'000	R'000
Irregular expenditure under assessment	1 296 245	1 277 511
Irregular expenditure determination test not started	7 955 898	19 273 889
Irregular expenditure determination in progress	10 730 645	0
Irregular expenditure submitted for condonation, awaiting response from Provincial Treasury	8 374 212	8 350 708

¹ Transfer to receivables
² Group similar items

PART E: PFMA COMPLIANCE REPORT

Description ²	2024/2025	2023/2024
	R'000	R'000
Irregular expenditure determination test completed, awaiting consequence management	7 366 174	5 618 865
Irregular expenditure under forensic investigation	17 873	17 729
Irregular expenditure under investigation	0	0
Total	35 741 047	34 538 702

c) Details of irregular expenditure condoned

Description	2024/2025	2023/2024
	R'000	R'000
Irregular expenditure condoned	149 534	0
Total	149 534	0

The department has made submissions to Provincial Treasury, totalling R 8,374,212 for condonation which is being reviewed by the Provincial Treasury

d) Details of irregular expenditure removed - (not condoned)

Description	2024/2025	2023/2024
	R'000	R'000
Irregular expenditure NOT condoned and removed	0	0
Total	0	0

e) Details of irregular expenditure recoverable

Description	2024/2025	2023/2024
	R'000	R'000
Irregular expenditure recoverable	0	0
Total	0	0

f) Details of irregular expenditure written off (irrecoverable)

Description	2024/2025	2023/2024
	R'000	R'000
Irregular expenditure written off	0	0
Total	0	0

PART E: PFMA COMPLIANCE REPORT

Additional disclosure relating to Inter-Institutional Arrangements

g) Details of non-compliance cases where an institution is involved in an inter-institutional arrangement (where such institution is not responsible for the non-compliance)

Description
Not applicable
Total

h) Details of irregular expenditure cases where an institution is involved in an inter-institutional arrangement (where such institution is responsible for the non-compliance)³

Description	2024/2025	2023/2024
	R'000	R'000
Not applicable		
Total		

i) Details of disciplinary or criminal steps taken as a result of irregular expenditure

Disciplinary steps taken
Letters of intention to discipline were submitted to the relevant supervisors and managers of the implicated officials for issuing accordingly. One official has been provided with supporting documents on 13/03/2025 as requested. The second official is no longer with the department, and the HOD has since approved the request for transferring the file to Office of the Premier. The third official has made representations and submitted to the supervisor. Follow ups on finalisation of the disciplinary process have been made accordingly on 11/04/2025. Awaiting the supervisors' outcome of the disciplinary process for all the implicated officials.

1.2. Fruitless and wasteful expenditure

a) Reconciliation of fruitless and wasteful expenditure

Description	2024/2025	2023/2024
	R'000	R'000
Opening balance	4 070	3 827
Adjustment to opening balance	-	-
Opening balance as restated	-	-
Add: Fruitless and wasteful expenditure confirmed	207	320

PART E: PFMA COMPLIANCE REPORT

Less: Fruitless and wasteful expenditure recoverable ⁴	-	-
Less: Fruitless and wasteful expenditure not recoverable and written off	-	(77)
Closing balance	4 277	4 070

Reconciling notes

Description	2024/2025	2023/2024
	R'000	R'000
Fruitless and wasteful expenditure that was under assessment	-	-
Fruitless and wasteful expenditure that relates to the prior year and identified in the current year	-	-
Fruitless and wasteful expenditure for the current year	207	320
Total	207	320

b) Details of fruitless and wasteful expenditure (under assessment, determination, and investigation)

Description ⁵	2024/2025	2023/2024
	R'000	R'000
Fruitless and wasteful expenditure under assessment	3 760	-
Fruitless and wasteful expenditure under determination	-	-
Fruitless and wasteful expenditure under investigation	-	-
Total	3 760	0

c) Details of fruitless and wasteful expenditure recoverable

Description	2024/2025	2023/2024
	R'000	R'000
Fruitless and wasteful expenditure recoverable	310	-
Total	310	0

d) Details of fruitless and wasteful expenditure not recoverable and written off

Description	2024/2025	2023/2024
	R'000	R'000
Fruitless and wasteful expenditure written off	-	-
Total	0	0

PART E: PFMA COMPLIANCE REPORT**e) Details of disciplinary or criminal steps taken as a result of fruitless and wasteful expenditure**

Disciplinary steps taken
None.
Total

1.3. Unauthorised expenditure**a) Reconciliation of unauthorised expenditure**

Description	2024/2025	2023/2024
	R'000	R'000
Opening balance	3 305	3 177
Adjustment to opening balance	-	-
Opening balance as restated	-	-
Add: unauthorised expenditure confirmed	9	128
Less: unauthorised expenditure approved with funding	-	-
Less: unauthorised expenditure approved without funding	-	-
Less: unauthorised expenditure recoverable ⁶	-	-
Less: unauthorised not recoverable and written off ⁷	-	-
Closing balance	3 314	3 305

Reconciling notes

Description	2024/2025	2023/2024
	R'000	R'000
Unauthorised expenditure that was under assessment	-	-
Unauthorised expenditure that relates to the prior year and identified in the current year	-	-
Unauthorised expenditure for the current year	9	128
Total	9	128

b) Details of unauthorised expenditure (under assessment, determination, and investigation)

Description ⁸	2024/2025	2023/2024
	R'000	R'000
Unauthorised expenditure under assessment	-	-
Unauthorised expenditure under determination	-	-
Unauthorised expenditure under investigation	-	-
Total	0	0

2. LATE AND/OR NON-PAYMENT OF SUPPLIERS

Description	Number of invoices	Consolidated Value
		R'000
Valid invoices received	15 488	10 893 475
Invoices paid within 30 days or agreed period	14 195	10 050 097
Invoices paid after 30 days or agreed period	1 293	843 378
Invoices older than 30 days or agreed period (<i>unpaid and without dispute</i>)	895	720 109
Invoices older than 30 days or agreed period (<i>unpaid and in dispute</i>)	-	-

3. SUPPLY CHAIN MANAGEMENT

3.1. Procurement by other means

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
ANNUAL OMNISTAR VBS/RTX REAL TIME GPS SIGNAL SUBSCRIPTION FOR 3 YEARS	OPTRON - MAAA0051195	Deviation	DEV01748/00000/00/HOD/GEN/24/T	544 203.00
Supply & Fit tail lift and water pump motor to watercarts 17 Trucks	SUCROSE MOTORS AND SERVICE STATION - MAAA0221004	Deviation	DEV01759/00000/00/EMP/GEN/24/T	4 996 269.30
Supply & Fit water pump motor to watercarts 8 Trucks	AUTO HOUSE VRYHEID - MAAA0145925	Deviation	DEV01761/00000/00/EMP/GEN/24/T	1 775 325.15
Supply and fit water pump motor to watercarts X8	ETATA TRADING - MAAA0108423	Deviation	DEV01760/00000/00/EMP/GEN/24/T	1 765 377.70

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
Repairs to KZN1947, KZN1553 and KZN1557 at Empangeni Regional Office	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	Deviation	DEV01771/00000/00/EMP/GEN/24/T	814 552.25
Spares and repairs Isuzu Vehicles for COF X9 at Empangeni Regional Office	AUTO HOUSE VRYHEID - MAAA0145925	Deviation	DEV01774/00000/00/EMP/GEN/24/T	910 386.78
Spares and service kits for all Barloworld vehicles at Empangeni Regional Office	BARLOWORLD SOUTH AFRICA - MAAA0147921	Deviation	DEV01768/00000/00/EMP/GEN/24/T	977 500.00
Repairs and services on all STHILL vehicles at Empangeni Regional Office	HAIG'S MOWER AND CHAINSAW CENTRE - MAAA0135973	Deviation	DEV01772/00000/00/EMP/GEN/24/T	115 000.00
Repairs and services on all ISUZU vehicles at Empangeni Regional Office	HATFIELD HOLDINGS - MAAA1148152	Deviation	DEV01770/00000/00/EMP/GEN/24/T	500 000.00
Repairs and services on all ELB vehicles at Empangeni Regional Office	ELB EQUIPMENT HOLDINGS - MAAA0006477	Deviation	DEV01769/00000/00/EMP/GEN/24/T	977 500.00

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
Appointment of an SCM senior resource for Head Office for a period of 12 months	PEREZ CONSULTING SERVICES - MAAA0271054	Deviation	DEV01776/00000/00/HOD/GEN/24/T	1 748 736.00
Render repairs and services on all MAN vehicles at Empangeni Regional Office	INDODHA TRUCK CENTRE - ZULULAND - MAAA0145187	Deviation	DEV01798/00000/00/EMP/GEN/24/T	575 000.00
ELB- REPAIRS	ELB EQUIPMENT HOLDINGS - MAAA0006477	Deviation	DEV01795/00000/00/DUR/GEN/24/T	88 061.50
ELB - REPAIRS	ELB EQUIPMENT HOLDINGS - MAAA0006477	Deviation	DEV01781/00000/00/DUR/GEN/24/T	821 721.86
BELL - REPAIRS	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	Deviation	DEV01783/00000/00/DUR/GEN/24/T	1 495 496.82
BARLOWORLD - REPAIRS	BARLOWORLD SOUTH AFRICA - MAAA0147921	Deviation	DEV01779/00000/00/DUR/GEN/24/T	488 452.54
BARLOWORLD - SPARES	BARLOWORLD SOUTH AFRICA - MAAA0147921	Deviation	DEV01778/00000/00/DUR/GEN/24/T	169 651.99

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
PUBLICATION IN THE GOVERNMENT PROVINCIAL GAZETTE THROUGH GOVERNMENT PRINTING WORKS	Home Affairs - Government Printing Works - MAAA0090672	Deviation	DEV01731/00000/00/HOD/GEN/23/T	9 999 783.94
KZN vr1193 Attend to repair wiring and supply power source	MACS ELECTRODIESEL SERVICES - MAAA0442472	Deviation	DEV01811/00000/00/IXO/GEN/24/T	13 167.50
AE8 Replace g/box housing/cover, service machine and supply g/box oil 5litres	PIETERMARITZBURG POWER PRODUCTS - MAAA0001093	Deviation	DEV01809/00000/00/IXO/GEN/24/T	10 252.19
PP6 STIHL supply bar and chain x4 each, supply bar and chain x 4 each chain saw ms461, supply chain cover nuts x10	PIETERMARITZBURG POWER PRODUCTS - MAAA0001093	Deviation	DEV01808/00000/00/IXO/GEN/24/T	6 214.65
supply and deliver paper	Home Affairs - Government Printing Works - MAAA0090672	Deviation	DEV01805/00000/00/HOD/INF/24/T	397 900.00
Supply and deliver survey equipment at Empangeni Regional Office	OPTRON - MAAA0051195	Deviation	DEV01793/00000/00/EMP/GEN/24/T	999 223.50

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
KZN1547 attend to brakes faulty, replace door glass, repair steering cylinder & fill up aircon gas	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	Deviation	DEV01807/00000/ 00/IXO/GEN/24/T	499 534.42
KZN3980 Attend to supply brake spares	DATCENTRE MOTORS - MAAA0163777	Deviation	DEV01813/00000/ 00/IXO/GEN/24/T	32 342.59
HB52/221/222/SC174/175/176/318/489/490 Attend to supply spares and render service	SERVOTECH - MAAA0389732	Deviation	DEV01806/00000/ 00/IXO/GEN/24/T	345 000.00
KOMATSU- REPAIRS	KOMATSU SOUTH AFRICA - MAAA0119456	Deviation	DEV01782/00000/ 00/DUR/GEN/24/T	1 261 797.00
GEMINI - REPAIRS	RAJASTAN MOTORS - MAAA0172446	Deviation	DEV01785/00000/ 00/DUR/GEN/24/T	25 529.70
KEY MOBENI - REPAIRS	KEY TRUCKS (DURBAN) - MAAA0895476	Deviation	DEV01792/00000/ 00/DUR/GEN/24/T	242 193.43
geminisuzu - repairs	RAJASTAN MOTORS - MAAA0172446	Deviation	DEV01804/00000/ 00/DUR/GEN/24/T	95 472.84
KEY MOBENI - SPARES	KEY TRUCKS (DURBAN) - MAAA0895476	Deviation	DEV01803/00000/ 00/DUR/GEN/24/T	65 407.39

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
REPAIRS TO UDF LISTED VEHICLES	ULTRAFINE DEPTH FILTRATION KZN - MAAA0633558	Deviation	DEV01838/00000/00/EMP/GEN/24/T	675 504.99
REPAIRS AND SERVICES ON ALL ISUZU VEHICLES UNDER EMP REGION	AUTO HOUSE VRYHEID - MAAA0145925	Deviation	DEV01843/00000/00/EMP/GEN/24/T	977 500.00
Repairs and services on all WACKER vehicles at Empangeni Regional Office	SERVOTECH - MAAA0389732	Deviation	DEV01773/00000/00/EMP/GEN/24/T	287 500.00
SPARES AND SERVICE KITS FOR ALL ELB VEHICLES UNDER REGIONAL OFFICE EMPANGENI	ELB EQUIPMENT HOLDINGS - MAAA0006477	Deviation	DEV01839/00000/00/EMP/GEN/24/T	575 000.00
REPAIRS AND SERVICES ON ALL BABCOCK VEHICLES UNDER EMP REGION	BABCOCK AFRICA SERVICES - MAAA0096926	Deviation	DEV01844/00000/00/EMP/GEN/24/T	977 500.00
REPAIRS AND SERVICES TO ALL BELL VEHICLES UNDER EMP REGION	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	Deviation	DEV01849/00000/00/EMP/GEN/24/T	977 500.00
SPARES AND SERVICE KITS FOR ALL TATA VEHICLES UNDER EMP REGION	ETATA TRADING - MAAA0108423	Deviation	DEV01840/00000/00/EMP/GEN/24/T	575 000.00

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
ATTEND TO REPAIRS AND COF FOR 9 ISUZU VEHICLES UNDER EMPANGENI REGION	AUTO HOUSE VRYHEID - MAAA0145925	Deviation	DEV01842/00000/00/EMP/GEN/24/T	844 761.25
REPAIRS AND SERVICES ON ALL TATA VEHICLES UNDER EMP REGION	ETATA TRADING - MAAA0108423	Deviation	DEV01841/00000/00/EMP/GEN/24/T	575 000.00
REPAIRS - BELL EQUIPMENT SA	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	Deviation	DEV01822/00000/00/DUR/GEN/24/T	356 914.95
REPAIRS AND SERVICES TO ALL BARLOWORLD VEHICLES UNDER EMP REGION	BARLOWORLD SOUTH AFRICA - MAAA0147921	Deviation	DEV01848/00000/00/EMP/GEN/24/T	977 500.00
SPARES AND SERVICE KITS FOR ALL TOYOTA VEHICLES UNDER EMP REGION	MCCARTHY - MAAA0133264	Deviation	DEV01847/00000/00/EMP/GEN/24/T	460 000.00
REPAIRS AND SERVICES ON ALL NISSAN VEHICLES UNDER EMP REGION	SUCROSE MOTORS AND SERVICE STATION - MAAA0221004	Deviation	DEV01846/00000/00/EMP/GEN/24/T	977 500.00
BABCOCK - SPARES	BABCOCK AFRICA SERVICES - MAAA0096926	Deviation	DEV01794/00000/00/DUR/GEN/24/T	209 009.30

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
BABCOCK - REPAIRS	BABCOCK AFRICA SERVICES - MAAA0096926	Deviation	DEV01786/00000/ 00/DUR/GEN/24/T	64 461.69
SPARES - BARLOWORLD EQUIPMENT	BARLOWORLD SOUTH AFRICA - MAAA0147921	Deviation	DEV01824/00000/ 00/DUR/GEN/24/T	129 971.72
KOMATSU - SPARES	KOMATSU SOUTH AFRICA - MAAA0119456	Deviation	DEV01780/00000/ 00/DUR/GEN/24/T	134 601.11
repairs and maintenance	HALFWAY TRUCK CENTRE - MAAA0463935	Deviation	DEV01834/00000/ 00/DUR/GEN/24/T	63 865.16
SUPPLY SPARES AND SERVICE KITS FOR ALL ISUZU VEHICLES UNDER EMP REGION	HATFIELD HOLDINGS - MAAA1148152	Deviation	DEV01845/00000/ 00/EMP/GEN/24/T	460 000.00
repairs and maintenance	KEY TRUCKS (DURBAN) - MAAA0895476	Deviation	DEV01833/00000/ 00/DUR/GEN/24/T	67 438.44
repairs and maintenance	BERRY'S GARDEN MACHINERY - MAAA1333267	Deviation	DEV01852/00000/ 00/DUR/GEN/24/T	35 606.00
BERRY'S GARDEN MACHINERY	BERRY'S GARDEN MACHINERY - MAAA1333267	Deviation	DEV01821/00000/ 00/DUR/GEN/24/T	24 758.01

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
Spares supply	BARLOWORLD SOUTH AFRICA - MAAA0147921	Deviation	DEV01853/00000/00/DUR/GEN/24/T	8 950.80
KANU EQUIPMENT - SPARES	KEMACH EQUIPMENT - MAAA0235100	Deviation	DEV01796/00000/00/DUR/GEN/24/T	29 898.81
Request to Procure 1200 Boxes of Face Value forms (Z579) from GPW	Home Affairs - Government Printing Works - MAAA0090672	Deviation	DEV01745/00000/00/HOD/GEN/23/T	1 373 044.80
repairs and maintenance	YADS MOBILE MOTOR WORKSHOP - MAAA0330130	Deviation	DEV01857/00000/00/DUR/GEN/24/T	27 305.47
HINO PINETOWN - REPAIRS	MCCARTHY - MAAA0133264	Deviation	DEV01801/00000/00/DUR/GEN/24/T	243 114.07
Spares supply	DIESEL-ELECTRIC (NATAL) - MAAA0172618	Deviation	DEV01850/00000/00/DUR/GEN/24/T	52 101.90
repairs and maintenance	RAJASTAN MOTORS - MAAA0172446	Deviation	DEV01851/00000/00/DUR/GEN/24/T	28 985.64
REPAIRS - SERVOTECH	SERVOTECH - MAAA0389732	Deviation	DEV01855/00000/00/DUR/GEN/24/T	72 103.46
REPAIRS TO X1 BARLOWORLD VEHICLE	BARLOWORLD SOUTH AFRICA - MAAA0147921	Deviation	DEV01861/00000/00/EMP/GEN/24/T	210 338.76
REPAIRS TO X1 BOMAG VEHICLES - KANU	KEMACH EQUIPMENT - MAAA0235100	Deviation	DEV01862/00000/00/EMP/GEN/24/T	406 827.90

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
ATTEND TO REPAIRS TO X3 BELL VEHICLES	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	Deviation	DEV01860/00000/00/EMP/GEN/24/T	926 201.78
Spares supply	DIESEL-ELECTRIC (NATAL) - MAAA0172618	Deviation	DEV01872/00000/00/DUR/GEN/24/T	5 789.10
repairs - thompson UD	BRIAN THOMPSON AND BROTHERS - MAAA0379257	Deviation	DEV01854/00000/00/DUR/GEN/24/T	14 934.30
Render repairs and service on all Toyota vehicles at Empangeni Regional Office	MCCARTHY - MAAA0133264	Deviation	DEV01879/00000/00/EMP/GEN/24/T	575 000.00
Render repairs and service on all VW vehicles at Empangeni Regional Office	AUTO PREMIUM - MAAA0998561	Deviation	DEV01880/00000/00/EMP/GEN/24/T	287 500.00
Supply and deliver spares and service kits for all Isuzu vehicles at Empangeni Regional Office	HATFIELD HOLDINGS - MAAA1148152	Deviation	DEV01882/00000/00/EMP/GEN/24/T	575 000.00

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
Render repairs and service on KZN 1476,1693,1679 and 3685 Babcock vehicles at Empangeni Regional Office	BABCOCK AFRICA SERVICES - MAAA0096926	Deviation	DEV01877/00000/00/EMP/GEN/24/T	917 078.52
Render repairs and service on all Nissan Vehicles	MOTUS GROUP - MAAA0342557	Deviation	DEV01875/00000/00/EMP/GEN/24/T	977 500.00
Render repairs service to KZN1514 and 1493 Komatsu Vehicles at Empangeni Regional Office	KOMATSU SOUTH AFRICA - MAAA0119456	Deviation	DEV01876/00000/00/EMP/GEN/24/T	468 635.22
Supply and deliver spares and service kits for all Babcock vehicles at Empangeni Regional Office	BABCOCK AFRICA SERVICES - MAAA0096926	Deviation	DEV01885/00000/00/EMP/GEN/24/T	575 000.00
Supply and deliver spares for all Bosch vehicles at Empangeni Regional Office	DIESEL-ELECTRIC (NATAL) - MAAA0172618	Deviation	DEV01884/00000/00/EMP/GEN/24/T	345 000.00
repairs and maintenance	RAJASTAN MOTORS - MAAA0172446	Deviation	DEV01870/00000/00/DUR/GEN/24/T	13 126.41
CALIBRATION OF THE GPS (SURVEY MACHINE)	LEICA GEOSYSTEMS - MAAA0144464	Deviation	DEV01894/00000/00/PMC/GEN/24/T	21 019.70

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
repairs and maintenance	KEY TRUCKS (DURBAN) - MAAA0895476	Deviation	DEV01856/00000/00/DUR/GEN/24/T	128 274.09
repairs and maintenance	BERRY'S GARDEN MACHINERY - MAAA1333267	Deviation	DEV01832/00000/00/DUR/GEN/24/T	26 725.00
WIRTGEN - REPAIRS	WIRTGEN SOUTH AFRICA - MAAA0498305	Deviation	DEV01789/00000/00/DUR/GEN/24/T	11 449.29
repairs and maintenance	SOUTH COAST NEW HOLLAND - MAAA1465084	Deviation	DEV01866/00000/00/DUR/GEN/24/T	31 723.29
repairs and maintenance	BABCOCK AFRICA SERVICES - MAAA0096926	Deviation	DEV01864/00000/00/DUR/GEN/24/T	30 925.08
repairs - powerstar truck centre dbn	TRUCK CENTRE DURBAN - MAAA0194576	Deviation	DEV01887/00000/00/DUR/GEN/24/T	10 352.65
repairs and maintenance	RAJASTAN MOTORS - MAAA0172446	Deviation	DEV01835/00000/00/DUR/GEN/24/T	48 823.11
Render repairs and service on all Powerstar vehicles at Empangeni Regional Office	ALAYSA INVESTMENTS - MAAA1188461	Deviation	DEV01908/00000/00/EMP/GEN/24/T	977 500.00

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
SPARES THOMPSON MOTORS	BRIAN THOMPSON AND BROTHERS - MAAA0379257	Deviation	DEV01906/00000/00/DUR/GEN/24/T	5 783.93
Spares supply	RAJASTAN MOTORS - MAAA0172446	Deviation	DEV01858/00000/00/DUR/GEN/24/T	86 827.20
REPAIRS KEY TRUCKS DURBAN	KEY TRUCKS (DURBAN) - MAAA0895476	Deviation	DEV01898/00000/00/DUR/GEN/24/T	62 242.57
SPARES DIESEL ELECTRIC	DIESEL-ELECTRIC (NATAL) - MAAA0172618	Deviation	DEV01905/00000/00/DUR/GEN/24/T	8 027.00
REPAIRS- TRUCK CENTRE DURBAN	TRUCK CENTRE DURBAN - MAAA0194576	Deviation	DEV01896/00000/00/DUR/GEN/24/T	62 070.15
REPAIRS THOMPSON UD TRUCKS	BRIAN THOMPSON AND BROTHERS - MAAA0379257	Deviation	DEV01899/00000/00/DUR/GEN/24/T	49 500.44
REPAIRS- ROLI LUBRICATION	ROLI LUBRICATION SYSTEMS - MAAA0130433	Deviation	DEV01895/00000/00/DUR/GEN/24/T	18 503.50
Supply and deliver spares and service kits for all Isuzu vehicles at Empangeni Regional Office	AUTO HOUSE VRYHEID - MAAA0145925	Deviation	DEV01883/00000/00/EMP/GEN/24/T	575 000.00

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
Render repairs and service on all NISSAN vehicles at Empangeni Regional Office	SUCROSE MOTORS AND SERVICE STATION - MAAA0221004	Deviation	DEV01910/00000/00/EMP/GEN/24/T	977 500.00
Render repairs and service on all MAN vehicles at Empangeni Regional Office	INDODHA TRUCK CENTRE - ZULULAND - MAAA0145187	Deviation	DEV01913/00000/00/EMP/GEN/24/T	575 000.00
Render repairs and service on all Ford vehicles at Empangeni Regional Office	MORTIMER MOTORS - MAAA0014256	Deviation	DEV01878/00000/00/EMP/GEN/24/T	287 500.00
Render repairs and service on 12 x powerstar vehicles at Empangeni Regional Office	ALAYSA INVESTMENTS - MAAA1188461	Deviation	DEV01912/00000/00/EMP/GEN/24/T	718 684.00
Supply and deliver spares and service kits for all BELL vehicles at Empangeni Regional Office	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	Deviation	DEV01909/00000/00/EMP/GEN/24/T	977 500.00

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
Supply spares and render repairs on 10 x ISUZU vehicles for COF, Accident damage and Derust at Empangeni Regional Office	AUTO HOUSE VRYHEID - MAAA0145925	Deviation	DEV01911/00000/00/EMP/GEN/24/T	890 280.55
Request for Annual contract with Media Mark(East Coast Radio) for the 2024/25 financial year	MEDIAMARK - MAAA0120120	Deviation	DEV01917/00000/00/HOD/GEN/24/T	2 074 392.91
Request for Annual Contract with Vuma Fm for the 2024/25 Financial year	VUMA 103 FM - MAAA0175463	Deviation	DEV01920/00000/00/HOD/GEN/24/T	998 993.00
Request for Annual Contract with Gagasi Fm for the 2024/25 Financial Year	RADIO IGAGASI 99 5 - MAAA0220789	Deviation	DEV01919/00000/00/HOD/GEN/24/T	3 692 035.60
REQUEST RENEWAL OF DIGITAL SIGNATURES (SIGNING HUB)	ALTRON TMT - MAAA0990878	Deviation	DEV01968/00000/00/HOD/GEN/24/T	5 391 795.41
repairs - tata cordoba motors	YADS MOBILE MOTOR WORKSHOP - MAAA0330130	Deviation	DEV01886/00000/00/DUR/GEN/24/T	51 336.21

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
repairs - waylyn mechanical services	WAYLYN MECHANICAL SERVICES - MAAA0425379	Deviation	DEV01889/00000/00/DUR/GEN/24/T	3 015.30
REPAIRS KILLARNEY TOYOTA	CFAO MOTORS - MAAA0098592	Deviation	DEV01897/00000/00/DUR/GEN/24/T	8 018.44
Request for Annual Contract with Igunundu Agency(Bayede)for the 2024/25 Financial Year	IGUNUNDU AGENCY - MAAA0886417	Deviation	DEV01924/00000/00/HOD/GEN/24/T	581 671.94
EAPA Conference	EMPLOYEE ASSISTANCE PROFESSIONALS ASSOCIATION OF SOUTH AFRICA - MAAA0848296	Deviation	DEV01893/00000/00/HOD/GEN/24/T	25 198.00
HINO SHELLEY BEACH - SPARES	HALFWAY TRUCK CENTRE - MAAA0463935	Deviation	DEV01802/00000/00/DUR/GEN/24/T	6 204.66
REPAIRS THOMPSON UD TRUCKS	BRIAN THOMPSON AND BROTHERS - MAAA0379257	Deviation	DEV01960/00000/00/DUR/GEN/24/T	250 000.00
repairs servotech	SERVOTECH - MAAA0389732	Deviation	DEV01959/00000/00/DUR/GEN/24/T	50 000.00

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
Render repairs and service on all ISUZU vehicles at Empangeni Regional Office	AUTO HOUSE VRYHEID - MAAA0145925	Deviation	DEV01915/00000/00/EMP/GEN/24/T	977 500.00
SPARES TRUCK CENTRE	TRUCK CENTRE DURBAN - MAAA0194576	Deviation	DEV01954/00000/00/DUR/GEN/24/T	400 000.00
repairs hino shelly beach	HALFWAY TRUCK CENTRE - MAAA0463935	Deviation	DEV01964/00000/00/DUR/GEN/24/T	150 000.00
REPAIRS	BARLOWORLD SOUTH AFRICA - MAAA0147921	Deviation	DEV01965/00000/00/DUR/GEN/24/T	500 000.00
spares cordoba motors	YADS MOBILE MOTOR WORKSHOP - MAAA0330130	Deviation	DEV01948/00000/00/DUR/GEN/24/T	100 000.00
spares hampsons isuzu	D G HAMPSON - MAAA0379152	Deviation	DEV01950/00000/00/DUR/GEN/24/T	75 000.00
spares key trucks	KEY TRUCKS (DURBAN) - MAAA0895476	Deviation	DEV01952/00000/00/DUR/GEN/24/T	150 000.00
repairs cordoba motors	YADS MOBILE MOTOR WORKSHOP - MAAA0330130	Deviation	DEV01961/00000/00/DUR/GEN/24/T	300 000.00
REPAIRS ELB	ELB EQUIPMENT HOLDINGS - MAAA0006477	Deviation	DEV01956/00000/00/DUR/GEN/24/T	400 000.00

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
Request for Annual Contract with SABC (Ukhozi Fm) for the 2024/25 Financial year	SOUTH AFRICAN BROADCASTING CORPORATION - MAAA0076566	Deviation	DEV01918/00000/00/HOD/GEN/24/T	11 590 433.70
REPAIRS AND MAINTANANCE OF KZN6656	CFAO MOTORS - MAAA0098592	Deviation	DEV01944/00000/00/DUR/GEN/24/T	3 680.00
SPARES BABCOCK	BABCOCK AFRICA SERVICES - MAAA0096926	Deviation	DEV01900/00000/00/DUR/GEN/24/T	15 388.04
REPAIRS BABCOCK	BABCOCK AFRICA SERVICES - MAAA0056762	Deviation	DEV01928/00000/00/DUR/GEN/24/T	21 601.30
SPARES BARLOWORLD	BARLOWORLD SOUTH AFRICA - MAAA0147921	Deviation	DEV01903/00000/00/DUR/GEN/24/T	1 854.72
repairs and maintenance	CFAO MOTORS - MAAA0098592	Deviation	DEV01865/00000/00/DUR/GEN/24/T	2 875.00
REPAIRS TRUCK CENTRE POWERSTAR	TRUCK CENTRE DURBAN - MAAA0194576	Deviation	DEV01927/00000/00/DUR/GEN/24/T	15 239.95
repairs and maintenance	TRUCK CENTRE DURBAN - MAAA0194576	Deviation	DEV01871/00000/00/DUR/GEN/24/T	54 087.51

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
REPAIRS AND MAINTANANCE OF KZN 1637 AND 1566	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	Deviation	DEV01943/00000/00/DUR/GEN/24/T	161 213.97
REPAIRS WIRTGEN	WIRTGEN SOUTH AFRICA - MAAA0369874	Deviation	DEV01931/00000/00/DUR/GEN/24/T	2 284.25
CIVIL DESIGN SOFTWARE TRAINING FOR 16 TIDS OFFICIALS	ARCTIPOINT - MAAA0459897	Deviation	DEV01916/00000/00/HOD/GEN/24/T	368 000.00
SERVICE AND REPAIRS OF VARIOUS KZN PLANTS	BRIAN THOMPSON AND BROTHERS - MAAA0379257	Deviation	DEV01972/00000/00/DUR/GEN/24/T	350 000.00
REQUEST REPAIRS FOR VARIOUS KZN VEHICLES (96)	KEMACH EQUIPMENT - MAAA0235100	Deviation	DEV01970/00000/00/DUR/GEN/24/T	250 000.00
REPAIRS AND MAINTANANCE OF KZN4395, KZN5157, KZN3943, KZN3714	KEY TRUCKS (DURBAN) - MAAA0895476	Deviation	DEV01942/00000/00/DUR/GEN/24/T	267 895.22
SERVICE AND REPAIRS FOR VARIOUS KZN VEHICLES	KEY TRUCKS (DURBAN) - MAAA0895476	Deviation	DEV01971/00000/00/DUR/GEN/24/T	299 999.99
REPAIRS FOR VARIOUS KZN VEHICLES	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	Deviation	DEV01969/00000/00/DUR/GEN/24/T	499 749.75

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
REPAIRS BATES MOTORS	ISIPHO CAPITAL MOTORS - MAAA0712968	Deviation	DEV01932/00000/00/DUR/GEN/24/T	322 263.20
supply and deliver items from Government Printing Works	Home Affairs - Government Printing Works - MAAA0090672	Deviation	DEV01837/00000/00/HOD/INF/24/T	159 352.63
Attending the SARF KZN branch annual womens month empowerment high tea	SOUTH AFRICAN ROAD FEDERATION - MAAA0022619	Deviation	DEV01859/00000/00/HOD/GEN/24/T	27 000.00
SPARES GEMINI ISUZU	RAJASTAN MOTORS - MAAA0172446	Deviation	DEV01901/00000/00/DUR/GEN/24/T	27 193.38
SOCIETY FOR ASPHALT TECHNOLOGY (SAT) BINDERRR CONFERENCE 4 - 5 SEPTEMBER 2024	SOCSAT - MAAA0339263	Deviation	DEV02002/00000/00/HOD/GEN/24/T	133 000.00
repairs cordoba motors	YADS MOBILE MOTOR WORKSHOP - MAAA0330130	Deviation	DEV01973/00000/00/DUR/GEN/24/T	120 807.88
repairs- ud trucks thompson motors	BRIAN THOMPSON AND BROTHERS - MAAA0379257	Deviation	DEV01888/00000/00/DUR/GEN/24/T	48 681.97

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
repairs and maintenance	CFAO MOTORS - MAAA0098592	Deviation	DEV01869/00000/00/DUR/GEN/24/T	146 662.81
SUPPLY SERVICE KITS AND SPARES FOR ALL MAN VEHICLES UNDER EMP REGION	INDODHA TRUCK CENTRE - ZULULAND - MAAA0145187	Deviation	DEV02086/00000/00/EMP/GEN/24/T	575 000.00
ATTEND TO REPAIRS AND SERVICES TO ALL BABCOCK VEHICLES UNDER EMP REGION	BABCOCK AFRICA SERVICES - MAAA0096926	Deviation	DEV02089/00000/00/EMP/GEN/24/T	862 500.00
ATTEND TO REPAIRS TO X6 BELL VEHICLES	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	Deviation	DEV02088/00000/00/EMP/GEN/24/T	944 748.99
ATTEND TO REPAIRS AND SUPPLY SPARES FOR ALL KOMATSU VEHICLES UNDER EMP REGION	KOMATSU SOUTH AFRICA - MAAA0119456	Deviation	DEV02090/00000/00/EMP/GEN/24/T	977 500.00
REPAIRS TO X14 POWERSTAR VEHICLES UNDER EMPANGENI REGION	ALAYSA INVESTMENTS - MAAA1188461	Deviation	DEV02084/00000/00/EMP/GEN/24/T	997 726.00
repairs hampsons isuzu	D G HAMPSON - MAAA0379152	Deviation	DEV01962/00000/00/DUR/GEN/24/T	200 000.00

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
SPARES BARLOWORLD	BARLOWORLD SOUTH AFRICA - MAAA0147921	Deviation	DEV01946/00000/ 00/DUR/GEN/24/T	150 000.00
REPAIRS KOMATSU	KOMATSU SOUTH AFRICA - MAAA0119456	Deviation	DEV01957/00000/ 00/DUR/GEN/24/T	500 000.00
repairs gemini isuzu	RAJASTAN MOTORS - MAAA0172446	Deviation	DEV01963/00000/ 00/DUR/GEN/24/T	300 000.00
REPAIRS THOMPSON UD TRUCKS	BRIAN THOMPSON AND BROTHERS - MAAA0379257	Deviation	DEV01934/00000/ 00/DUR/GEN/24/T	310 279.27
NUMBER PLATES FOR CC METRO GRADER ELB (151)	TRUCK CENTRE DURBAN - MAAA0194576	Deviation	DEV02062/00000/ 00/DUR/GEN/24/T	4 475.75
REPAIRS THOMPSON MOTORS	BRIAN THOMPSON AND BROTHERS - MAAA0379257	Deviation	DEV02053/00000/ 00/DUR/GEN/24/T	470 693.36
repairs - elb	ELB EQUIPMENT HOLDINGS - MAAA0006477	Deviation	DEV01891/00000/ 00/DUR/GEN/24/T	46 070.60
REPAIRS ELB	ELB EQUIPMENT HOLDINGS - MAAA0006477	Deviation	DEV02068/00000/ 00/DUR/GEN/24/T	2 620.28
REPAIRS GEMINI ISUZU	RAJASTAN MOTORS - MAAA0172446	Deviation	DEV02063/00000/ 00/DUR/GEN/24/T	15 876.09

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
REPAIRS TRUCK CENTRE DURBAN	TRUCK CENTRE DURBAN - MAAA0194576	Deviation	DEV02056/00000/00/DUR/GEN/24/T	35 192.56
BARLOWORLD REPAIRS	BARLOWORLD SOUTH AFRICA - MAAA0147921	Deviation	DEV01784/00000/00/DUR/GEN/24/T	616 187.56
REPAIRS FOR VARIOUS PLANTS	BABCOCK AFRICA SERVICES - MAAA0096926	Deviation	DEV01966/00000/00/DUR/GEN/24/T	500 000.00
SUPPLY SERVICE KIT FOR VARIOUS KZN PLANTS (132)	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	Deviation	DEV01991/00000/00/DUR/GEN/24/T	230 776.26
spares bates motors isuzu	ISIPHO CAPITAL MOTORS - MAAA0712968	Deviation	DEV01940/00000/00/DUR/GEN/24/T	75 000.00
SPARES ELB	ELB EQUIPMENT HOLDINGS - MAAA0006477	Deviation	DEV01987/00000/00/DUR/GEN/24/T	75 000.00
SERVICES AND REPAIRS FOR VARIOUS KZN PLANTS (87)	ISIPHO CAPITAL MOTORS - MAAA0712968	Deviation	DEV01976/00000/00/DUR/GEN/24/T	200 000.00
SPARES BERRY'S GARDEN SERVICE	BERRY'S GARDEN MACHINERY - MAAA1333267	Deviation	DEV02066/00000/00/DUR/GEN/24/T	38 295.00
SPARES GEMINI ISUZU	RAJASTAN MOTORS - MAAA0172446	Deviation	DEV01951/00000/00/DUR/GEN/24/T	150 000.00

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
repairs truck centre	TRUCK CENTRE DURBAN - MAAA0194576	Deviation	DEV01984/00000/ 00/DUR/GEN/24/T	400 000.00
SPARES THOMPSON MOTORS	BRIAN THOMPSON AND BROTHERS - MAAA0379257	Deviation	DEV01986/00000/ 00/DUR/GEN/24/T	150 000.00
REPAIRS GEMINI ISUZU	RAJASTAN MOTORS - MAAA0172446	Deviation	DEV02057/00000/ 00/DUR/GEN/24/T	4 025.00
Attend to repairs and services and supply spares to all EICHER vehicles under Empangeni Region	RICHARDS BAY COMMERCIAL VEHICLES - MAAA1065013	Deviation	DEV02110/00000/ 00/EMP/GEN/24/T	575 000.00
Attend to repairs to 7 x ISUZU vehicles under Empangeni Region	AUTO HOUSE VRYHEID - MAAA0145925	Deviation	DEV02111/00000/0 0/EMP/GEN/24/T	909 852.77
Supply and deliver spares and service kits at Empangeni Regional Office	RITCHIE MOTORS (ZULULAND) - MAAA0159442	Deviation	DEV01881/00000/ 00/EMP/GEN/24/T	402 500.00
GRADER BLADE 7 FOOT,BOLT AND NUT M16 X 55,M16 X 75	BARLOWORLD SOUTH AFRICA - MAAA0147921	Deviation	DEV02097/00000/ 00/POR/GEN/24/T	274 850.00

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
GRADER BLADE 7 FOOT,BOLT AND NUT M16 X 55,M16 X 75	BABCOCK AFRICA SERVICES - MAAA0096926	Deviation	DEV02100/00000/00/POR/GEN/24/T	89 878.95
GRADER BLADE 7 FOOT,BOLT AND NUT M16 X 55,M16 X 75	ELB EQUIPMENT HOLDINGS - MAAA0006477	Deviation	DEV02099/00000/00/POR/GEN/24/T	59 201.26
Render repairs and service on all NISSAN vehicles	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	Deviation	DEV02113/00000/00/EMP/GEN/24/T	977 500.00
REPAIRS TRUCK CENTRE POWERSTAR	TRUCK CENTRE DURBAN - MAAA0194576	Deviation	DEV02070/00000/00/DUR/GEN/24/T	140 906.17
SUPPLY SPARES KILLARNEY TOYOTA	CFAO MOTORS - MAAA0098592	Deviation	DEV01996/00000/00/DUR/GEN/24/T	49 926.89
REPAIRS WAYLYN MAN TRUCKS	WAYLYN MECHANICAL SERVICES - MAAA0425379	Deviation	DEV01930/00000/00/DUR/GEN/24/T	52 808.69
SUPPLY SERVICE KIT AND REPAIRS FOR VARIOUS KZN PLANTS (142)	KEY TRUCKS (DURBAN) - MAAA0895476	Deviation	DEV02001/00000/00/DUR/GEN/24/T	22 629.70
REPAIRS GOOLAM	ESSOP MOOLLA - MAAA0051942	Deviation	DEV01955/00000/00/DUR/GEN/24/T	100 000.00
SUPPLY SPARES BABCOCK	BABCOCK AFRICA SERVICES - MAAA0096926	Deviation	DEV02071/00000/00/DUR/GEN/24/T	150 000.00

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
Request for Annual Contract with 1KZNTV for the 2024/25 Financial Year	BAY COMMUNITY TELEVISION - MAAA0114717	Deviation	DEV01921/00000/00/HOD/GEN/24/T	1 151 150.00
Request for Annual Contract with Brand Edge Media(Isolezwe)for the 2024/25 Financial year	BRAND EDGE MEDIA ADVERTISING SERVICES - MAAA1327610	Deviation	DEV01925/00000/00/HOD/GEN/24/T	488 757.04
Request for Annual Contract with Mandla Matla Publishing(Ilanga) for the 2024/25 Financial Year	MANDLA-MATLA PUBLISHING - MAAA0749435	Deviation	DEV01923/00000/00/HOD/GEN/24/T	524 219.21
Request for Annual Contract with Capotal Media Group(The Witness) for 2024/25 Financial year	WITNESS NEWSPAPER COMPANY - MAAA1235529	Deviation	DEV01922/00000/00/HOD/GEN/24/T	144 509.00
Modification to NISSAN vehicles	SUCROSE MOTORS AND SERVICE STATION - MAAA0221004	Deviation	DEV02112/00000/00/EMP/GEN/24/T	4 915 891.20
Supply and deliver spares and service kits for all Nissan vehicles	NTT MOTORS LOWVELD - MAAA1525249	Deviation	DEV02132/00000/00/EMP/GEN/24/T	977 500.00

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
ATTEND TO REPAIRS AND SUPPLY SPARES FOR ALL DEZZI VEHICLES UNDER EMP REGION	DESMOND EQUIPMENT SA - MAAA1114924	Deviation	DEV02085/00000/00/EMP/GEN/24/T	287 500.00
ATTEND TO REPAIRS AND SUPPLY SPARES FOR ALL TOYOTA VEHICLES UNDER EMP REGION	NTT MOTOR INVESTMENTS - MAAA0130663	Deviation	DEV02087/00000/00/EMP/GEN/24/T	920 000.00
REPAIRS KOMATSU	KOMATSU SOUTH AFRICA - MAAA0119456	Deviation	DEV01929/00000/00/DUR/GEN/24/T	500 000.00
spares - kanu equipment	KEMACH EQUIPMENT - MAAA0235100	Deviation	DEV01890/00000/00/DUR/GEN/24/T	63 287.73
spares waylyn man trucks	WAYLYN MECHANICAL SERVICES - MAAA0425379	Deviation	DEV01941/00000/00/DUR/GEN/24/T	50 000.00
SUPPLY SERVICE KIT FOR VARIOUS KZN PLANTS (134)	KOMATSU SOUTH AFRICA - MAAA0119456	Deviation	DEV01992/00000/00/DUR/GEN/24/T	150 000.00
REPAIRS BARLOWORLD	BARLOWORLD SOUTH AFRICA - MAAA0147921	Deviation	DEV02093/00000/00/DUR/GEN/24/T	33 824.94

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
(191) REQUEST FOR SPARES - SUPPLY EQUIPMENT/ACCESSORIES KZN2475, KZN2520	BRIAN THOMPSON AND BROTHERS - MAAA0379257	Deviation	DEV02124/00000/00/DUR/GEN/24/T	53 842.07
REPAIRS AND MAINTENANCE KZN1653 - (152)	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	Deviation	DEV02064/00000/00/DUR/GEN/24/T	349 146.73
Spares supply	KEY TRUCKS (DURBAN) - MAAA0895476	Deviation	DEV01873/00000/00/DUR/GEN/24/T	31 713.87
(189) SPECIFICATION FOR REPAIRS AND MAINTENANCE KZN1567	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	Deviation	DEV02121/00000/00/DUR/GEN/24/T	120 313.14
REPAIRS BERRYS GARDEN	BERRY'S GARDEN MACHINERY - MAAA1333267	Deviation	DEV02077/00000/00/DUR/GEN/24/T	42 159.99
REPAIRS AND MAINTENANCE KZN3735 - (153)	ISIPHO CAPITAL MOTORS - MAAA0712968	Deviation	DEV02067/00000/00/DUR/GEN/24/T	149 558.39
184 REQUEST - REPAIRS AND MAINTENANCE GCW5331ZN, KZN5060	ISIPHO CAPITAL MOTORS - MAAA0712968	Deviation	DEV02106/00000/00/DUR/GEN/24/T	52 504.84

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
SUPPLY SPARES BELL EQUIPMENT	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	Deviation	DEV02003/00000/00/DUR/GEN/24/T	4 312.50
169 - REQUEST FOR REPAIR AND MAINTENANCE (KZN5475, GCB019ZN, GCB017ZN))	BRIAN THOMPSON AND BROTHERS - MAAA0379257	Deviation	DEV02079/00000/00/DUR/GEN/24/T	56 641.62
SPARES BARLOWORLD	BARLOWORLD SOUTH AFRICA - MAAA0147921	Deviation	DEV02117/00000/00/DUR/GEN/24/T	11 812.97
REPAIRS CORDOBA MOTORS	YADS MOBILE MOTOR WORKSHOP - MAAA0330130	Deviation	DEV02103/00000/00/DUR/GEN/24/T	97 444.54
REPAIRS AND MAINTANANCE OF KZN 5103 & KZN 5140	SERVOTECH - MAAA0389732	Deviation	DEV02119/00000/00/DUR/GEN/24/T	58 953.17
REPAIRS AND MAINTENANCE FOR KZN 2174 AND KZN5343	KEY TRUCKS (DURBAN) - MAAA0895476	Deviation	DEV02101/00000/00/DUR/GEN/24/T	51 608.55
repairs and maintenance	BRIAN THOMPSON AND BROTHERS - MAAA0379257	Deviation	DEV01836/00000/00/DUR/GEN/24/T	166 696.34
Women in Law enforcement conference	INTELLIGENCE TRANSFER CENTRE - MAAA0012096	Deviation	DEV02144/00000/00/LAD/GEN/24/T	51 744.25

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
SPARES DIESEL ELECTRIC	DIESEL-ELECTRIC (NATAL) - MAAA0172618	Deviation	DEV02098/00000/00/DUR/GEN/24/T	6 612.50
REPAIRS TRUCK CENTRE	TRUCK CENTRE DURBAN - MAAA0194576	Deviation	DEV02107/00000/00/DUR/GEN/24/T	47 610.71
OFFICIALS ATTENDING CONFERENCE IN JHB ON THE 28 AND 29 AUGUST 2024	INTELLIGENCE TRANSFER CENTRE - MAAA0012096	Deviation	DEV02075/00000/00/EMP/GEN/24/T	51 744.25
REPAIRS TATA CORDOBA	YADS MOBILE MOTOR WORKSHOP - MAAA0330130	Deviation	DEV02055/00000/00/DUR/GEN/24/T	164 629.39
REPAIRS AND MAINTANANCE OF WP847,SC554,SC553,SC556	SERVOTECH - MAAA0389732	Deviation	DEV02081/00000/00/DUR/GEN/24/T	46 271.89
REPAIRS KEY TRUCKS DURBAN	KEY TRUCKS (NEW GERMANY) - MAAA0260563	Deviation	DEV01974/00000/00/DUR/GEN/24/T	300 000.00
Repairs and services on all Nissan vehicles	SUCROSE MOTORS AND SERVICE STATION - MAAA0221004	Deviation	DEV02148/00000/00/EMP/GEN/24/T	977 500.00
Repairs and services on 10 x Powerstar vehicles at Empangeni Region	ALAYSA INVESTMENTS - MAAA1188461	Deviation	DEV02149/00000/00/EMP/GEN/24/T	954 546.00

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
GRADER BLADE 7 FOOT, BOLT AND NUT M16 X55, M16 X 75	KOMATSU SOUTH AFRICA - MAAA0119456	Deviation	DEV02133/00000/00/POR/GEN/24/T	110 062.73
request to purchase order commitment books	Home Affairs - Government Printing Works - MAAA0090672	Deviation	DEV01765/00000/00/HOD/GEN/24/T	106 869.50
Repairs to 3 x Barloworld vehicle at Empangeni Region	BARLOWORLD SOUTH AFRICA - MAAA0147921	Deviation	DEV02151/00000/00/EMP/GEN/24/T	898 232.21
Repairs to KZN 1518 ELB vehicle at Empangeni Region	ELB EQUIPMENT HOLDINGS - MAAA0006477	Deviation	DEV02150/00000/00/EMP/GEN/24/T	405 143.93
Repairs to KZN1495 Komatsu Vehicle at Empangeni Region	KOMATSU SOUTH AFRICA - MAAA0119456	Deviation	DEV02147/00000/00/EMP/GEN/24/T	302 168.81
Repairs to 6 x Bell vehicles at Empangeni Region	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	Deviation	DEV02146/00000/00/EMP/GEN/24/T	973 661.62
REPAIRS MASCOR STIHL	BERRY'S GARDEN MACHINERY - MAAA1333267	Deviation	DEV02094/00000/00/DUR/GEN/24/T	150 000.00
179 - SUPPLY SERVICE KITS AND SPARES FOR REPAIRS	BERRY'S GARDEN MACHINERY - MAAA1333267	Deviation	DEV02096/00000/00/DUR/GEN/24/T	50 000.00

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
(197) REQUEST FOR REPAIRS AND MAINTENANCE KZN4391,2301, 2302, 2288, 3188	RAJASTAN MOTORS - MAAA0172446	Deviation	DEV02129/00000/00/DUR/GEN/24/T	119 672.42
SPARES GEMINI ISUZU	RAJASTAN MOTORS - MAAA0172446	Deviation	DEV02116/00000/00/DUR/GEN/24/T	17 817.05
REPAIRS M&F	M AND F TRACTOR PARTS - MAAA0327258	Deviation	DEV01958/00000/00/DUR/GEN/24/T	50 000.00
Render repairs and service on all TATA vehicles at Empangeni Region	ETATA TRADING - MAAA0108423	Deviation	DEV02156/00000/00/EMP/GEN/24/T	977 500.00
Supply and deliver spares and service kits for all Sthill vehicles at Empangeni Region	HAIG'S MOWER AND CHAINSAW CENTRE - MAAA0135973	Deviation	DEV02152/00000/00/EMP/GEN/24/T	57 500.00
Supply and deliver service kits for all ISUZU vehicles	AUTO HOUSE VRYHEID - MAAA0145925	Deviation	DEV02153/00000/00/EMP/GEN/24/T	977 500.00
Supply and deliver spares and service kits for all Karcher vehicles at Empangeni Region	KARCHER - MAAA0017050	Deviation	DEV02158/00000/00/EMP/GEN/24/T	402 500.00

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
Supply and deliver spares and service kits for all Bell vehicles at Empangeni Region	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	Deviation	DEV02154/00000/00/EMP/GEN/24/T	977 500.00
To conduct earth moving equipment mechanic/heavy diesel mechanic section apprenticeship programme	BELL EQUIPMENT COMPANY S A - MAAA0663360	Deviation	DEV02139/00000/00/HOD/GEN/24/T	2 634 384.93
repairs and maintenance	TRUCK CENTRE DURBAN - MAAA0194576	Deviation	DEV01863/00000/00/DUR/GEN/24/T	137 451.22
REPAIRS KOMATSU	KOMATSU SOUTH AFRICA - MAAA0119456	Deviation	DEV02030/00000/00/DUR/GEN/24/T	166 469.08
Render repairs and services on 11 x Powerstar vehicles under Empangeni Region	ALAYSA INVESTMENTS - MAAA1188461	Deviation	DEV02164/00000/00/EMP/GEN/24/T	898 919.00
SPARES DIESEL ELECTRIC	DIESEL-ELECTRIC (NATAL) - MAAA0172618	Deviation	DEV02120/00000/00/DUR/GEN/24/T	100 000.00
SUPPLY SERVICE KIT AND REPAIRS FOR VARIOUS KZN PLANTS (138)	DATCENTRE MOTORS - MAAA0163777	Deviation	DEV01997/00000/00/DUR/GEN/24/T	100 000.00

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
SUPPLY SERVICE KIT FOR VARIOUS KZN PLANTS (131)	KEMACH EQUIPMENT - MAAA0235100	Deviation	DEV01990/00000/00/DUR/GEN/24/T	100 000.00
REPAIRS CMH COMMERCIAL	DATCENTRE MOTORS - MAAA0163777	Deviation	DEV02127/00000/00/DUR/GEN/24/T	250 000.00
spares tata	NEWSHELF 1369 - MAAA0760383	Deviation	DEV01947/00000/00/DUR/GEN/24/T	75 000.00
SPARES DIESEL ELECTRIC	DIESEL-ELECTRIC (NATAL) - MAAA0172618	Deviation	DEV02118/00000/00/DUR/GEN/24/T	6 532.00
BABCOCK REPAIRS	BABCOCK AFRICA SERVICES - MAAA0096926	Deviation	DEV01777/00000/00/DUR/GEN/24/T	413 011.97
REPAIRS AND MAINTANANCE OF KZN 3668, KZN1669	BABCOCK AFRICA SERVICES - MAAA0096926	Deviation	DEV02082/00000/00/DUR/GEN/24/T	60 129.29
REPAIRS FORD PINETOWN	NMI DURBAN SOUTH MOTORS - MAAA0226646	Deviation	DEV02140/00000/00/DUR/GEN/24/T	19 333.94
REQUEST FOR SPARES	SERVOTECH - MAAA0389732	Deviation	DEV02141/00000/00/DUR/GEN/24/T	306 809.65

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
Attend bridged and culvert inspector visual assessment and introduction to bridge management course	SOUTH AFRICAN ROAD FEDERATION - MAAA0022619	Deviation	DEV02162/00000/00/HOD/GEN/24/T	69 800.00
Request to Procure Registration and Licensing forms for KZN Registering Authorities	Home Affairs - Government Printing Works - MAAA0090672	Deviation	DEV02020/00000/00/HOD/GEN/24/T	1 498 168.25
ICDL MANUALS, REGISTRATION AND TESTING FEES FOR THE DEPARTMENT OF TRANSPORT	INTERNATIONAL COMPUTER DRIVING LICENCE OF SOUTH AFRICA - MAAA0039698	Deviation	DEV02083/00000/00/HOD/GEN/24/T	145 760.20
REPAIRS THOMPSON UD TRUCKS	BRIAN THOMPSON AND BROTHERS - MAAA0379257	Deviation	DEV02102/00000/00/DUR/GEN/24/T	86 742.50
REPAIRS THOMPSON UD TRUCKS	BRIAN THOMPSON AND BROTHERS - MAAA0379257	Deviation	DEV02135/00000/00/DUR/GEN/24/T	41 791.00
REPAIRS BARLOWORLD EX3048	BARLOWORLD SOUTH AFRICA - MAAA0147921	Deviation	DEV02166/00000/00/DUR/GEN/24/T	446 387.27

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
REPAIRS BARLOWORLD EX3033	BARLOWORLD SOUTH AFRICA - MAAA0147921	Deviation	DEV02165/00000/00/DUR/GEN/24/T	291 114.80
SPARES GOOLAM YAMAHA	ESSOP MOOLLA - MAAA0051942	Deviation	DEV01988/00000/00/DUR/GEN/24/T	50 000.00
REPAIRS NEW HOLLAND	SOUTH COAST NEW HOLLAND - MAAA1465084	Deviation	DEV02069/00000/00/DUR/GEN/24/T	138 346.48
REPAIRS ROLI LUBRICATION	ROLI LUBRICATION SYSTEMS - MAAA0130433	Deviation	DEV02073/00000/00/DUR/GEN/24/T	69 324.30
REPAIRS MAN AUTOMOTIVE	MAN AUTOMOTIVE (SOUTH AFRICA) - MAAA0506812	Deviation	DEV02054/00000/00/DUR/GEN/24/T	171 698.70
REPAIRS WAYLYN MECHANICAL KZN5135 AND KZN5136	WAYLYN MECHANICAL SERVICES - MAAA0425379	Deviation	DEV02168/00000/00/DUR/GEN/24/T	348 439.98
REPAIRS UD THOMPSON KZN4415	BRIAN THOMPSON AND BROTHERS - MAAA0379257	Deviation	DEV02167/00000/00/DUR/GEN/24/T	121 398.32
REQUEST FOR PURCHASING AND DELIVERY OF ORAL LEARNERS LICENSE TEST MATERIAL	MINDMUZIK MEDIA - MAAA0149080	Deviation	DEV02092/00000/00/DUR/GEN/24/T	1 346.36

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
ATTEND TO REPAIRS AND SERVICES FOR ALL NISSAN VEHICLES UNDER EMP REG	SUCROSE MOTORS AND SERVICE STATION - MAAA0221004	Deviation	DEV02170/00000/00/EMP/GEN/24/T	977 500.00
REPAIRS AND MAINTANANCE OF KZN 2993	NMI DURBAN SOUTH MOTORS - MAAA0226646	Deviation	DEV01937/00000/00/DUR/GEN/24/T	2 711.14
REPAIRS NMI FORD	NMI DURBAN SOUTH MOTORS - MAAA0226646	Deviation	DEV02061/00000/00/DUR/GEN/24/T	10 361.42
repairs new holland	SOUTH COAST NEW HOLLAND - MAAA1465084	Deviation	DEV01985/00000/00/DUR/GEN/24/T	31 723.29
SUPPLY SPARE NMI MERCEDES	NMI DURBAN SOUTH MOTORS - MAAA0567929	Deviation	DEV01994/00000/00/DUR/GEN/24/T	483.00
repairs waylyn mechanical services	WAYLYN MECHANICAL SERVICES - MAAA0425379	Deviation	DEV01983/00000/00/DUR/GEN/24/T	250 000.00
SPARES THOMPSON MOTORS	BRIAN THOMPSON AND BROTHERS - MAAA0379257	Deviation	DEV01949/00000/00/DUR/GEN/24/T	100 000.00
REPAIRS ROLI LUBRICATION VARIOUS PLANTS	ROLI LUBRICATION SYSTEMS - MAAA0130433	Deviation	DEV02175/00000/00/DUR/GEN/24/T	400 000.00
Request to appoint Ayanda Msweli(inkundla Events Management)as a Communications	707 INKUNDLA EVENTS MANAGEMENT AND	Deviation	DEV02178/00000/00/HOD/GEN/24/T	750 000.00

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
Road Safety Ambassador for the remainder of the 2024/25 financial year.	COMMUNICATIONS - MAAA0416170			
authority to deviate from normal bidding processes as a interim procurement strategy to appoint Tourvest as a single source service provider for online travel management services for 6 months	TOURVEST HOLDINGS - MAAA0012268	Deviation	DEV02155/00000/00/HOD/GEN/24/T	249 180.77
SPARES-NUMBER PLATES (132)	NMI DURBAN SOUTH MOTORS - MAAA0226646	Deviation	DEV02059/00000/00/DUR/GEN/24/T	4 278.00
REPAIRS TATA INTERNATIONAL	NEWSHELF 1369 - MAAA0760383	Deviation	DEV01981/00000/00/DUR/GEN/24/T	250 000.00
REPAIRS NMI MERCEDES	NMI DURBAN SOUTH MOTORS - MAAA0226646	Deviation	DEV02105/00000/00/DUR/GEN/24/T	935.00
REPAIRS WAYLYN MAN TRUCKS KZN4701	WAYLYN MECHANICAL SERVICES - MAAA0425379	Deviation	DEV02171/00000/00/DUR/GEN/24/T	301 631.96
SPARES NMI FORD	NMI DURBAN SOUTH MOTORS - MAAA0567929	Deviation	DEV01902/00000/00/DUR/GEN/24/T	4 830.42
REPAIRS BABCOCK KZN3535	BABCOCK AFRICA SERVICES - MAAA0096926	Deviation	DEV02160/00000/00/DUR/GEN/24/T	151 081.07
approval for single sourcing - Invictus consulting for the provision of software use, licence and support for KZN transport , scm and financial reporting for 6 months	INVICTUS CONSULTING - MAAA0001146	Deviation	DEV02179/00000/00/HOD/GEN/24/T	6 869 643.20

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
Render repairs and service on all Komatsu vehicles at Empangeni Region	KOMATSU SOUTH AFRICA - MAAA0119456	Deviation	DEV02187/00000/00/EMP/GEN/24/T	977 500.00
Supply and deliver spares and service kits for all TATA vehicles at Empangeni Region	ETATA TRADING - MAAA0108423	Deviation	DEV02189/00000/00/EMP/GEN/24/T	977 500.00
Supply and deliver spares and service kits for all Babcock vehicles at Empangeni Region	BABCOCK AFRICA SERVICES - MAAA0096926	Deviation	DEV02190/00000/00/EMP/GEN/24/T	575 000.00
Render repairs and services for all ELB vehicles at Empangeni Region	ELB EQUIPMENT HOLDINGS - MAAA0006477	Deviation	DEV02183/00000/00/EMP/GEN/24/T	977 500.00
Render repairs and service on all BELL vehicles at Empangeni Region	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	Deviation	DEV02184/00000/00/EMP/GEN/24/T	977 500.00
Repairs and services and spares service kits on all MAN vehicles at Empangeni Region	INDODHA TRUCK CENTRE - ZULULAND - MAAA0145187	Deviation	DEV02182/00000/00/EMP/GEN/24/T	977 500.00
Supply and deliver spares and service kits and render repairs and service for all Powerstar vehicles at Empangeni Region	ALAYSA INVESTMENTS - MAAA1188461	Deviation	DEV02185/00000/00/EMP/GEN/24/T	977 500.00
Render repairs, service and new fitment on 539 UDF vehicles at Empangeni Region	ULTRAFINE DEPTH FILTRATION KZN - MAAA0633558	Deviation	DEV02181/00000/00/EMP/GEN/24/T	3 512 190.06

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
Supply and deliver spares and service kits for all Nissan vehicles at Empangeni Region	NTT MOTORS LOWVELD - MAAA1525249	Deviation	DEV02188/00000/00/EMP/GEN/24/T	517 500.00
Repairs, Service and supply and deliver spares and service kits for all Eicher vehicles at Empangeni Region	RICHARDS BAY COMMERCIAL VEHICLES - MAAA1065013	Deviation	DEV02186/00000/00/EMP/GEN/24/T	977 500.00
Render repairs and services on all ISUZU vehicles under Empangeni Region	AUTO HOUSE VRYHEID - MAAA0145925	Deviation	DEV02193/00000/00/EMP/GEN/24/T	977 500.00
Repairs accident and COF on 5 x Nissan Vehicles under Empangeni Region	SUCROSE MOTORS AND SERVICE STATION - MAAA0221004	Deviation	DEV02199/00000/00/EMP/GEN/24/T	958 004.61
Catering for the Departmental Strategic Planning Session	MKHUMBI FLORIST AND GENERAL TRADING - MAAA0814795	Deviation	DEV02205/00000/00/HOD/GEN/24/T	94 645.00
Repairs and services on 7 x Powerstar vehicles under Empangeni Region	ALAYSA INVESTMENTS - MAAA1188461	Deviation	DEV02200/00000/00/EMP/GEN/24/T	967 065.99
Supply and deliver spares on all Bosch vehicles under Empangeni Region	DIESEL-ELECTRIC (NATAL) - MAAA0172618	Deviation	DEV02202/00000/00/EMP/GEN/24/T	345 000.00
Repairs and services on 3 x Komatsu vehicles under Empangeni Region	KOMATSU SOUTH AFRICA - MAAA0119456	Deviation	DEV02201/00000/00/EMP/GEN/24/T	1 416 068.08
Repairs and services on all Bomag vehicles under Empangeni Region	KEMACH EQUIPMENT - MAAA0235100	Deviation	DEV02203/00000/00/EMP/GEN/24/T	977 500.00
REPAIRS AND MAINTANANCE OF KZN 5494	ROUTE MANAGEMENT - MAAA1349814	Deviation	DEV01935/00000/00/DUR/GEN/24/T	201 870.43

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
spares new holland	SOUTH COAST NEW HOLLAND - MAAA1465084	Deviation	DEV01953/00000/00/DUR/GEN/24/T	50 000.00
SUPPLY AND DELIVER OF IT-EQUIPMENTS-DIFFERENT DIRECTORATES	BIDVEST OFFICE - MAAA0007692	Deviation	DEV02163/00000/00/HOD/GEN/24/T	20 770.72
The law relating to construction contracts	SOUTH AFRICAN ROAD FEDERATION - MAAA0022619	Deviation	DEV02176/00000/00/HOD/GEN/24/T	390 000.00
Repairs to 4 x Bell vehicles under Empangeni Region	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	Deviation	DEV02206/00000/00/EMP/GEN/24/T	888 276.94
consultive services	NDAYI CONSULTING - MAAA0136414	Deviation	DEV02198/00000/00/HOD/GEN/24/T	1 513 958.40
Upgrade of survey system in Cost Centre Newcastle	OPTRON - MAAA0051195	Deviation	DEV02091/00000/00/NEW/GEN/24/T	1 977 459.50
Repairs and COF on 12 x Nissan vehicles	SUCROSE MOTORS AND SERVICE STATION - MAAA0221004	Deviation	DEV02210/00000/00/EMP/GEN/24/T	979 421.21
SUPPLY AND DELIVER OF SURVEY EQUIPMENT	OPTRON - MAAA0051195	Deviation	DEV02159/00000/00/LAD/GEN/24/T	1 994 479.50
Purchase of A4 Photocopy Paper Xerographic Bond	Home Affairs - Government Printing Works - MAAA0090672	Deviation	DEV02123/00000/00/HOD/GEN/24/T	198 950.00

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
supply and deliver receipt books	Home Affairs - Government Printing Works - MAAA0090672	Deviation	DEV02137/00000/00/HOD/GEN/24/T	66 743.70
REQUEST TO PURCHASE PARTS KZN 2007	MEGAZONE 159 - MAAA0025404	Deviation	DEV02267/00000/00/NEW/GEN/24/T	10 463.20
REQUEST TO DO OPEN ORDER FOR SERVICE, PARTS, REPAIRS GCW 573 ZN, GCW 571 ZN	MORTIMER MOTORS - MAAA0014256	Deviation	DEV02264/00000/00/NEW/GEN/24/T	299 999.25
REPAIRS GARDEN CITY MOTORS	NMI DURBAN SOUTH MOTORS - MAAA0989178	Deviation	DEV02104/00000/00/DUR/GEN/24/T	159 970.20
REPAIRS AND MAINTENANCE WAYLYN MAN GCB355ZN	WAYLYN MECHANICAL SERVICES - MAAA0425379	Deviation	DEV02208/00000/00/DUR/GEN/24/T	4 000.62
Request to purchase A3 and A4 photocopy paper	Home Affairs - Government Printing Works - MAAA0090672	Deviation	DEV02143/00000/00/HOD/GEN/24/T	1 003 107.17
Check Repair and install greasing system for all cc Dundee plant	ROLI LUBRICATION SYSTEMS - MAAA0130433	Deviation	DEV02215/00000/00/DUN/GEN/24/T	500 000.00
To attend to COF, repairs, service and supply with spares on the following trucks kzn4407,kzn,4707,kzn4961,kzn4966,kzn3726,kzn3727	TR HI WAY MOTORS - MAAA0636728	Deviation	DEV02214/00000/00/DUN/GEN/24/T	500 000.00
To attend to service repair and supply with spares for KZN2440, kzn2626, and kzn2627	TR HI WAY MOTORS - MAAA0636728	Deviation	DEV02213/00000/00/DUN/GEN/24/T	500 000.00

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
To attend to repairs service and supply with spares for kzn4962,kzn4961 kzn5061	TR HI WAY MOTORS - MAAA0636728	Deviation	DEV02216/00000/00/DUN/GEN/24/T	500 000.00
CONSULTING FEES - UMZIMKHULU BRIDGE 1221 ON P3-1	NAIDU CONSULTING - MAAA0027380	Deviation	DEV02270/00000/00/DUR/INF/25/T	52 768 944.70
15th annual women in engineering africa network conference and expo at Birchwood Hotel and OR Tambo conference Centre in Boksburg from 27 to 29 November 2024	INTELLIGENCE TRANSFER CENTRE - MAAA0012096	Deviation	DEV02194/00000/00/HOD/GEN/24/T	372 568.95
REPAIRS AND MAINTENANCE MCCARTHY TOYOTA VARIOUS PLANTS	MCCARTHY - MAAA0299148	Deviation	DEV02192/00000/00/DUR/GEN/24/T	250 000.00
REPAIRS AND MAINTENANCE WIRTGEN VR1201, VR1202, VR1204	WIRTGEN SOUTH AFRICA - MAAA0498305	Deviation	DEV02207/00000/00/DUR/GEN/24/T	27 078.64
REPAIRS & MAINTENANCE BARLOWORLD EQUIPMENT	BARLOWORLD SOUTH AFRICA - MAAA0147921	Deviation	DEV02217/00000/00/DUR/GEN/24/T	361 347.10
PROFESSIONAL SERVICES FOR DESIGN OF ARMCO COLLAPSE ON P340	IMPANDE CONSULTING ENGINEERS - MAAA0638261	Deviation	DEV02274/00000/00/LAD/INF/25/T	2 930 142.50
SUPPLY AND DELIVER OF SURVEY EQUIPMENT.	OPTRON - MAAA0051195	Deviation	DEV02212/00000/00/DUN/GEN/24/T	1 997 826.00
supply and deliver of survey equipment	OPTRON - MAAA0051195	Deviation	DEV02276/00000/00/EST/INF/25/T	1 977 459.50
REPAIRS AND MAINTANANCE OF KZN 5103 & KZN 5140	MAN AUTOMOTIVE (SOUTH AFRICA) - MAAA0506812	Deviation	DEV01936/00000/00/DUR/GEN/24/T	137 219.36

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
(190) REQUEST FOR REPAIRS AND MAINTENANCE KZN5739	MAN AUTOMOTIVE (SOUTH AFRICA) - MAAA0506812	Deviation	DEV02122/00000/00/DUR/GEN/24/T	32 428.75
SERVICE AND REPAIRS FOR VARIOUS KZN VEHICLES (89)	MCCARTHY - MAAA0133264	Deviation	DEV01980/00000/00/DUR/GEN/24/T	100 000.00
REPAIRS BARLOWORLD EX3056	BARLOWORLD SOUTH AFRICA - MAAA0147921	Deviation	DEV02174/00000/00/DUR/GEN/24/T	253 937.70
INSTRUMENT CALLIBRATION & SERVICE- REGIONAL OFFICE	OPTRON - MAAA0051195	Deviation	DEV02277/00000/00/DUR/GEN/25/T	11 155.00
SUPPLY AND INSTALL FUEL ANTI SYPHONING DEVICES- BABCOCK	BABCOCK AFRICA SERVICES - MAAA0096926	Deviation	DEV02278/00000/00/DUR/GEN/25/T	478 000.00
REPAIRS AND MAINTENANCE NMI GCB047ZN	NMI DURBAN SOUTH MOTORS - MAAA0567929	Deviation	DEV02209/00000/00/DUR/GEN/24/T	29 372.38
TO REPAIR TRACTOR GCN 844 ZN	MORTPROP - MAAA0168793	Deviation	DEV02282/00000/00/NEW/GEN/25/T	65 183.29
BATTERY AND PRE CLEANER ASSY GCN 843 ZN	MORTPROP - MAAA0168793	Deviation	DEV02281/00000/00/NEW/GEN/25/T	5 413.68
Spares Bates Motors Isuzu (225) - Various Plant	ISIPHO CAPITAL MOTORS - MAAA0712968	Deviation	DEV02289/00000/00/DUR/GEN/25/T	150 000.00
SPARES KILLARNEY TOYOTA (226)	CFAO MOTORS - MAAA0098592	Deviation	DEV02287/00000/00/DUR/GEN/25/T	75 000.00

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
Repairs & Maintenance - Bates Motors Isuzu (223) Various Plants	ISIPHO CAPITAL MOTORS - MAAA0712968	Deviation	DEV02290/00000/00/DUR/GEN/25/T	500 000.00
URGENT REPAIRS OF THE UMZIMKHULU RIVER BRIDGE 1221 ON P3/1 AT KM 3.575	YENA UYABUSA TRADING - MAAA1347229	Deviation	DEV02197/00000/00/DUR/INF/24/T	199 580 000.00
Supply maintenance spares and carryout repairs on all Ford fleet vehicles	MORTIMER MOTORS - MAAA0014256	Deviation	DEV02291/00000/00/DUN/GEN/25/T	499 999.30
Supply maintenance spares and carryout repairs on all Isuzu fleet vehicles	TR HI WAY MOTORS - MAAA0636728	Deviation	DEV02292/00000/00/DUN/GEN/25/T	750 000.00
Request to Procure Registration and Licensing forms for KZN Registering Authorities	Home Affairs - Government Printing Works - MAAA0090672	Deviation	DEV02275/00000/00/HOD/GEN/25/T	1 022 189.00
Attend to repairs on 6 x ISUZU vehicles at Empangeni Region	AUTO HOUSE VRYHEID - MAAA0145925	Deviation	DEV02316/00000/00/EMP/GEN/25/T	950 274.90
Repairs and spares for X3 Bell vehicles under Emp Region	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	Deviation	DEV02318/00000/00/EMP/GEN/25/T	866 385.85
Attend to repairs on 7 x Nissan vehicles under Empangeni Region	SUCROSE MOTORS AND SERVICE STATION - MAAA0221004	Deviation	DEV02317/00000/00/EMP/GEN/25/T	981 946.89
REPAIRS THOMPSON UD TRUCKS (220)	BRIAN THOMPSON AND BROTHERS - MAAA0379257	Deviation	DEV02288/00000/00/DUR/GEN/25/T	500 000.00

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Type of procurement by other means	Contract number	Value of contract
REPAIRS KILLARNEY TOYOTA VARIOUS PLANTS (REF NO; 224)	CFAO MOTORS - MAAA0098592	Deviation	DEV02286/00000/00/DUR/GEN/25/T	400 000.25
repairs key trucks durban mobeni kzn4876	KEY TRUCKS (DURBAN) - MAAA0895476	Deviation	DEV02284/00000/00/DUR/GEN/25/T	243 072.67
Attend to 7 x Nissan vehicles under Empangeni Region	SUCROSE MOTORS AND SERVICE STATION - MAAA0221004	Deviation	DEV02320/00000/00/EMP/GEN/25/T	971 705.10
Attend to repairs on 14 x Powestar vehicles at Empangeni Region	ALAYSA INVESTMENTS - MAAA1188461	Deviation	DEV02321/00000/00/EMP/GEN/25/T	949 533.00
TO SERVICE VR 1051	MEGAZONE 159 - MAAA0025404	Deviation	DEV02314/00000/00/NEW/GEN/25/T	28 840.60
Road Safety Engineering to take place in Gauteng on the 11 to 15 November 2024 (SARF)	SOUTH AFRICAN ROAD FEDERATION - MAAA0022619	Deviation	DEV02196/00000/00/HOD/GEN/24/T	176 800.00
To attend the drone and unnamed aviation conference 2025 in Johannesburg OR TAMBO from the 27th to 28th March 2025.	BUSSYNET ADVANCED TRADING - MAAA0072340	Deviation	DEV02325/00000/00/HOD/GEN/25/T	204 677.00
Attend to repairs on 7 x ISUZU vehicles under Empangeni Region	AUTO HOUSE VRYHEID - MAAA0145925	Deviation	DEV02326/00000/00/EMP/GEN/25/T	959 521.47
Attend to repairs to 15 x Bell vehicles under Empangeni Region	BELL EQUIPMENT SALES SOUTH AFRICA - MAAA0014707	Deviation	DEV02322/00000/00/EMP/GEN/25/T	972 992.66
REPAIRS TO 8 NISSAN VEHICLES – SUCROSE	SUCROSE MOTORS AND SERVICE STATION - MAAA0221004	Deviation	DEV02327/00000/00/EMP/GEN/25/T	962 788.90
TOTAL				443 829 146.37

PART E: PFMA COMPLIANCE REPORT

3.2. Contract variations and expansions

Project description	Name of supplier	Contract modification type (Expansion or Variation)	Contract number	Original contract value	Value of previous contract expansion /s or variation/s (if applicable)	Value of current contract expansion or variation
				R'000	R'000	R'000
VARIATION ORDER FOR ADDITIONAL FUNDING TO UMLALAZI RIVER BRIDGE NO. 3782 ZNT3617/15T	ISF CONSTRUCTION SERVICES - MAAA0003665	Variation	VO00181	29 962	R -	3 828
Request for three-year security services contract for Ladysmith Region.	THABZO SECURITY SERVICES - MAAA0061274	Variation	VO00341	101 351	R -	6 031
Request for three year security services contract for Empangeni	ANOTHA GROUP - MAAA0129611	Variation	VO00342	157 483	R -	4 032
Request for three year security services contract for Durban Region for 4 additional sites	REAL SEC - MAAA0810054	Variation	VO00343	123 360	R -	7 308
6 months extension MTM Traffic	MTM KZN Traffic	Variation	VO00344	217 726	R -	20 236
VO2 for additional funding due to CPA and rise and fall for the rehabilitation of main road P189 from km0.00 to km6.00	FIRST WORKS 119 - MAAA0190166	Variation	VO00346	49 806	R -	6 171
VO for the construction of Mabedlana portal culvert structure No.3886	UYINQABA YAMI TRADING AND PROJECTS - MAAA0100333	Variation	VO00347	11 387	R -	2 039
VO - Box culvert P20-1	NAIDU CONSULTING - MAAA0027380	Variation	VO00348	3 010	R -	1 231
Variation Order for rehabilitation of main road P235-1 (km0.0 - km47.31) in the Umkhanyakude district of Empangeni region.	RAUBEX KZN	Variation	VO00349	21 786	R -	2 355

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Contract modification type (Expansion or Variation)	Contract number	Original contract value	Value of previous contract expansion /s or variation/s (if applicable)	Value of current contract expansion or variation
				R'000	R'000	R'000
Additional funds for the construction of Phetu river bridge no3526	ISF CONSTRUCTION SERVICES - MAAA0003665	Variation	VO00351	21 786	R -	5 582
Variation of Order 2 for additional Funding for ZNB1250/00000/00/PM C/inf/21/T D59 BRIDGE	G L R PROPS 001 - MAAA0146748	Variation	VO00352	28 274	1 502	4 159
Request to extend integrated traffic contravention management system.	MTM KZN Traffix	Variation	VO00353	217	20	0.15
Variation order for Cleaning services at RO Empangeni - Siphwenonkosi	SIPHIWENONKOSI TRADING - MAAA0122486	Variation	VO00354	1 410	R -	85
Variation order for security services at RO Empangeni - Anotha Security	ANOTHA GROUP - MAAA0129611	Variation	VO00355		R -	R 85
Hire Maritzburg Golf Course and Official Referees	MZAMO EMIHLE TRADING	Variation	VO00356	938	R -	19
VARIATION ORDER NO.5, THE CONSTRUCTION OF MPOLWENI RIVER BRIDGE NO. 3796 & REALIGNMENT OF D708	CLIVES TRANSPORT	Variation	VO00357	55 428	R -	8 236
VARIATION ORDER FOR THE REHABILITATION OF P577-2 (KM7+560 TO KM10+940) SUBBASE AND BASE REPAIRS	MAGEDLA CONSTRUCTION SERVICES	Variation	VO00358	65 136	R -	22 667
VO 6 for the construction of Mpolweni Rb no3796 and the re alignment of D708	CLIVES TRANSPORT - MAAA0447859	Variation	VO00360	55 428	12 791	899
Variation for the scope of work with costs under contract number znb00658/znb00658/znt	MUTEO CONSULTING - MAAA0126493	Variation	VO00361	145 890	R -	16 566

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Contract modification type (Expansion or Variation)	Contract number	Original contract value	Value of previous contract expansion /s or variation/s (if applicable)	Value of current contract expansion or variation
				R'000	R'000	R'000
20219/20/HOD/INFRA/23/T						
Request for approval of an addition of scope on a contract ZNQ0031/ZNT1973/HOD/GEN/23/T	REAL SEC - MAAA0810054	Variation	VO00362	123 360	R -	1 462
VARIATION ORDER FOR THE EXISTING CLEANING CONTRACTOR AT HEAD OFFICE	MANCINZA CIVIL CONTRACTORS & ROAD MAINTENANCE	Variation	VO00363	18 927	R -	150
Re generation of Bus subsidies order commitments	DUZI BUS SERVICE - MAAA0232221	Variation	VO00364	N/A	R -	1 465
Re generation of Bus subsidies order commitments	Dumbe Bus Service Trust - MAAA0135985	Variation	VO00368	N/A	R -	3 649
Re generation of Bus subsidies order commitments	HLANGANANI BUS SERVICES - MAAA0039291	Variation	VO00378	N/A	R -	8 143
Re generation of Bus subsidies order commitments ZNT1172	NONDWENI BUS SERVICE - MAAA0706669	Variation	VO00380	N/A	R -	7 101
Re generation of Bus subsidies order commitments	COMBINED TRANSPORT SERVICES - MAAA0171907	Variation	VO00386	N/A	R -	3 780
Re generation of Bus subsidies order commitments ZNT 1102	COMBINED TRANSPORT SERVICES - MAAA0171907	Variation	VO00387	N/A	R -	4 145
Re generation of Bus subsidies order commitments ZNT 1159	KZT BUS SERVICES - MAAA0441991	Variation	VO00388	N/A	R -	4 790
Re generation of Bus subsidies order commitments	MAPUMULO MAIL SERVICE - MAAA0144147	Variation	VO00394	N/A	R -	3 318
Request for re-generating bus subsidies	MTHONJANENI TRANSPORT	Variation	VO00396	N/A	R -	4 286

PART E: PFMA COMPLIANCE REPORT

Project description	Name of supplier	Contract modification type (Expansion or Variation)	Contract number	Original contract value	Value of previous contract expansion /s or variation/s (if applicable)	Value of current contract expansion or variation
				R'000	R'000	R'000
orders commitment for a period of six (06) months	SERVICES CO-OPERATIVE LIMITED - MAAA0225525					
Request for re-generating bus subsidies orders commitment for a period of six (06) months	COMBINED TRANSPORT SERVICES - MAAA0171907	Variation	VO00398	N/A	R -	4 537
Re generation of Bus subsidies order commitments	IKHWEZI BUS SERVICE - MAAA0141505	Variation	VO00400	N/A	R -	6 995
Re generation of Bus subsidies order commitments ZNT1167	TANSNAT COACHLINES - MAAA0339141	Variation	VO00404	N/A	R -	2 726
Total				34 530		168 239



2024/25
DEPARTMENT OF TRANSPORT
ANNUAL REPORT
VOTE 12

PART F :
FINANCIAL
INFORMATION

PART F: FINANCIAL INFORMATION

REPORT OF THE AUDITOR- GENERAL TO THE KWAZULU-NATAL PROVINCIAL LEGISLATURE ON VOTE NO. 12: DEPARTMENT OF TRANSPORT

Report on the audit of the financial statements

Opinion

1. I have audited the financial statements of the Department of Transport set out on pages 308 to 377 which comprise the appropriation statement, statement of financial position as at 31 March 2025, statement of financial performance, statement of changes in net assets, and the cash flow statement for the year then ended, 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 Department of Transport as at 31 March 2025 and its financial performance and cash flows for the year then ended in accordance with Modified Cash Standard (MCS) and the requirements of the Public Finance Management Act 1 of 1999 (PFMA) and the Division of Revenue Act 5 of 2023 (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 responsibilities of the auditor-general 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.

PART F: FINANCIAL INFORMATION

Emphasis of matter

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

An uncertainty relating to the future outcome of exceptional litigation or regulatory action

7. With reference to note 18 to the financial statements, the department is the defendant to various civil claim lawsuits of R9,3 billion for the damage to property due to the April 2022 floods on the M30 and R102. 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.

Other matter

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

Unaudited supplementary schedules

9. The supplementary information set out on pages 378 to 393 does not form part of the financial statements and is presented as additional information. I have not audited these schedule(s) and, accordingly, I do not express an opinion on them.

Responsibilities of the accounting officer for the financial statements

10. The accounting officer is responsible for the preparation and fair presentation of the financial statements in accordance with the MCS and the requirements of the PFMA and Dora and for such internal control as the accounting officer determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.
11. In preparing the financial statements, the accounting officer is responsible for assessing the 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.

Responsibilities of the auditor-general for the audit of the financial statements

12. My objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error; and to issue an auditor's report that includes my opinion. Reasonable

PART F: FINANCIAL INFORMATION

assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with the ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

13. A further description of my responsibilities for the audit of the financial statements is included in the annexure to this auditor's report. This description, which is located at page 305, forms part of my auditor's report.

Report on the audit of the annual performance report

14. In accordance with the Public Audit Act 25 of 2004 (PAA) and the general notice issued in terms thereof, I must audit and report on the usefulness and reliability of the reported performance against predetermined objectives for the selected programmes presented in the annual performance report. The accounting officer is responsible for the preparation of the annual performance report.
15. I selected the following programmes presented in the annual performance report for the year ended 31 March 2025 for auditing. I selected programmes that measure the department's performance on its primary mandated functions and that are of significant national, community or public interest.

Programme	Page numbers	Purpose
Transport infrastructure	60 to 77	The purpose of this programme is to promote accessibility and the safe, affordable movement of people, goods and services through the delivery and maintenance of transport infrastructure that is sustainable, integrated and environmentally sensitive, and which supports and facilitates social empowerment and economic growth.
Transport operations	78 to 81	The purpose of this programme is to plan, regulate and facilitate the provision of integrated land transport services through co-ordination and co-operation with national planning authorities, CBO's, NGO's and the private sector in order to enhance the mobility of all communities particularly those currently without or with limited access to transportation services.

PART F: FINANCIAL INFORMATION

16. I evaluated the reported performance information for the selected programmes against the criteria developed from the performance management and reporting framework, as defined in the general notice. When an annual performance report is prepared using these criteria, it provides useful and reliable information and insights to users on the department's planning and delivery on its mandate and objectives.
17. I performed procedures to test whether:
- the indicators used for planning and reporting on performance can be linked directly to the department's mandate and the achievement of its planned objectives
 - all the indicators relevant for measuring the department's performance against its primary mandated and prioritised functions and planned objectives are included
 - the indicators are well defined to ensure that they are easy to understand and can be applied consistently, as well as verifiable so that I can confirm the methods and processes to be used for measuring achievements
 - the targets can be linked directly to the achievement of the indicators and are specific, time bound and measurable to ensure that it is easy to understand what should be delivered and by when, the required level of performance as well as how performance will be evaluated
 - the indicators and targets reported on in the annual performance report are the same as those committed to in the approved initial or revised planning documents
 - the reported performance information is presented in the annual performance report in the prescribed manner and is comparable and understandable.
 - there is adequate supporting evidence for the achievements reported and for the reasons provided for any over- or underachievement of targets.
18. I performed the procedures for the purpose of reporting material findings only; and not to express an assurance opinion or conclusion.
19. The material findings on the reported performance information for the selected programmes are as follows:

Transport infrastructure

Various indicators

20. Under achievements and overachievements were reported against the related planned targets together with the reasons for this. However, adequate supporting evidence was not provided for auditing. Consequently, I could not confirm the reliability of the reported reasons.

PART F: FINANCIAL INFORMATION

Indicator	Target	Reported achievement	Reported reason
Number of safety interventions in hazardous locations	3	0	There has been delays in the finalisation of the documentation for the appointment of the service provider to perform audits thus enabling the implementation of interventions.
Number of kilometres of new gravel access roads constructed	5	5.1	Target achieved
Number of pedestrian bridges constructed	1	0	The planned target was under achieved due to the contract for iLovu Bridge being re- advertised.
Number of weighbridges constructed	1	0	Due to legal challenges in the beginning of the project) there were delays experienced, therefore the Kokstad TCC weighbridge will only be completed by 30 June 2025
Number of public transport infrastructure facilities constructed	2	1	The Department planned to construct two public transport facilities, i.e. one in Port Shepstone and one in Jozini. Due to delays in planning and design, only the Port Shepstone facility was completed in the 2024/25 financial year
Number of square metres of surfaced roads rehabilitated	1 342 115	407 950.88	The planned target was under achieved due to the following: P12-1 (83 000 m²) The main contractor abandoned the site that led to the contract being terminated on the 10th of August 2023. P164 (68 000 m²) The contractor has experienced financial challenges since the beginning of the project. P8-1 (5 275 m²) The rain delays had a negative impact in achieving the targeted outputs that equated to a loss of 46 days. The prioritization of material supply to National projects i.e. SANRAL projects caused major delays in material supply.
Number of square metres of surfaced roads resealed	592 351	8 640	The planned target was under achieved due to the following: P309-1 (25 360 m²) The contractor is experiencing financial constraints. As a result, the output was not achieved. 8640 m² achieved in the 2024/25 FY

PART F: FINANCIAL INFORMATION

Number of m2 of non-motorised transport facility constructed

21. A target of zero was set for this indicator. The reason provided by the management for this was that the deliverables on the key indicators are dependent on the Master Planning process currently underway. However, evidence was not provided to support this. Consequently, the target is not useful for measuring and monitoring progress against the department's planned objectives.

Various indicators

22. Based on the audit evidence, the actual achievements for six indicators did not agree to what was reported. I could not determine the actual achievements, but I estimated them to be materially less. Consequently, the targets were not achieved, the under achievements on the targets were more than reported and the achievements against the targets were lower than reported.

Indicator	Target	Reported achievement
Star rating of strategic networks of 3 416 kms	2	2
Number of new major vehicle bridges constructed	7	4
Number of public transport infrastructure facilities constructed	2	1
Number of square metres of surfaced roads rehabilitated	1 342 115	407 950.88
Number of square metres of surfaced roads resealed	592 351	8 640
Number of square metres of blacktop patching	327 266	395 756

Various indicators

23. The reported achievements in the annual performance report were inconsistent with the commitments made in the approved planning documents, in this regard, the reported achievement included items that were not in the planned targets. These discrepancies highlight misalignment between approved plans and operations, while the incorrect reporting undermines transparency and accountability.

Indicator	Target	Reported achievement
Number of kilometres of gravel roads upgraded to surfaced roads	45	39.45
Number of kilometres of new gravel access roads constructed	5	5.10

PART F: FINANCIAL INFORMATION

Indicator	Target	Reported achievement
Number of new major vehicle bridges constructed	7	4
Number of m2 of non-motorised transport facility constructed	0	11 047.50
Number of public transport infrastructure facilities constructed	2	1
Number of square metres of surfaced roads rehabilitated	1 342 115	407 950.88
Number of kilometres of gravel road re-gravelled	777	1 235.14
Number of square metres of blacktop patching	327 266	395 756
Number of kilometres of gravel roads bladed	39 230	60 905.59

Transport operations**Various indicators**

24. Under achievements and overachievements were reported against the related planned targets together with the reasons for this. However, adequate supporting evidence was not provided for auditing. Consequently, I could not confirm the reliability of the reported reasons.

Indicator	Target	Reported achievement	Reported reason
Number of kilometres of public transport subsidised	41 341 194	39 718 943	Durban Transport is not yet running at 100% efficiency. This is due to the shortage of buses being made available to Durban Transport to operate optimally. However, the main reason for underperforming was the collapse of Zululand Bus service from the end of quarter three until February of quarter four.
Number of public transport trips subsidised	1 120 263	1 109 207	Durban Transport is not yet running at 100% efficiency. This is due to the shortage of buses being made available to Durban Transport to operate optimally. However, the main reason for underperforming was the collapse of Zululand Bus service from the end of quarter three until February of quarter four.
Subsidy per passenger	30.50	29.44	Subsidy per passenger is determined by the subsidy being divided by number of passenger trips. The non- performance of Zululand bus services affected the total amount paid towards the subsidy

PART F: FINANCIAL INFORMATION

Various indicators

25. Targets were not set for indicators or, if they were, they were set at zero. Reasons for this were either not provided or did not agree to the audit evidence. Consequently, the targets are not useful for measuring and monitoring progress against the department's planned objectives.

Indicator	Target	Reason provided by management for zero target
Number of Provincial Transportation Frameworks developed	0	The inclusion of a zero target for these indicators was deliberate and based on the operational reality for the 2024/25 financial year. It reflected the anticipated performance given that no output under these indicators was expected or planned during the period.
Percentage of Provincial Rail Plan developed	0	
Number of feasibility studies for revitalisation of rail branch-lines completed	0	
Number of railway level crossings developments	0	No level of planned performance was expected on these indicators for the 2024/25 financial year as the deliverables on the key indicators are dependent on the Master Planning process currently underway.
Number of Integrated Transit Oriented plans developed	0	
Number of feasibility studies for greenfields (Makhathini flats) rail lines completed	0	
		However, evidence was not provided to support this.

Other matters

26. I draw attention to the matters below.

Achievement of planned targets

27. The annual performance report includes information on reported achievements against planned targets and provides explanations for over- or under achievements. This information should be considered in the context of the material findings on the reported performance information.
28. The tables that follow provide information on the achievement of planned targets and lists the key service delivery indicators that were not achieved as reported in the annual performance report. The reasons for any underachievement of targets are included in the annual performance report on pages 60 to 81.

PART F: FINANCIAL INFORMATION

Programme 2 – Transport infrastructure

<i>Targets achieved: (9/18) 50%</i>		
<i>Budget spent: (R8 081 765 000) 100%</i>		
Key service delivery indicator not achieved	Planned target	Reported achievement
Number of safety interventions in hazardous locations	3	0
Number of kilometres of gravel roads upgraded to surfaced roads	45	39.45
Number of new major vehicle bridges constructed	7	4
Number of pedestrian bridges constructed	1	0
Number of weighbridges constructed	1	0
Number of public transport infrastructure facilities constructed	2	1
Number of square metres of surfaced roads rehabilitated	1 342 115	407 950.88
Number of square metres of surfaced roads resealed	592 351	8 640
Number of contractors participating in the National Contractor Development Programme (NCDP)	264	0

PART F: FINANCIAL INFORMATION

Programme 3 – Transport operations

Targets achieved: (4/7) 57%		
Budget spent: (R2 456 707 000) 100%		
Key operations indicator not achieved	Planned target	Reported achievement
Number of kilometres of public transport subsidised	41 341 194	39 718 943
Number of public transport trips subsidised	1 120 263	1 109 207
Subsidy per passenger	30.50	29.44

Material misstatements

29. I identified material misstatements in the annual performance report submitted for auditing.
These material misstatements were in the reported performance information for programme 2: transport infrastructure and programme 3: transport operations. Management did not correct all of the misstatements and I reported material findings in this regard.

Report on compliance with legislation

30. In accordance with the PAA and the general notice issued in terms thereof, I must audit and report on compliance with applicable legislation relating to financial matters, financial management and other related matters. The accounting officer is responsible for the department's compliance with legislation.
31. I performed procedures to test compliance with selected requirements in key legislation in accordance with the findings engagement methodology of the Auditor-General of South Africa (AGSA). This engagement is not an assurance engagement. Accordingly, I do not express an assurance opinion or conclusion.
32. Through an established AGSA process, I selected requirements in key legislation for compliance testing that are relevant to the financial and performance management of the department, clear to allow consistent measurement and evaluation, while also sufficiently detailed and readily available to report in an understandable manner. The selected legislative requirements are included in the annexure to this auditor's report.
33. The material findings on compliance with the selected legislative requirements, presented per compliance theme, are as follows:

PART F: FINANCIAL INFORMATION

Annual financial statements

34. The financial statements submitted for auditing were not fully prepared in accordance with the prescribed financial reporting framework, as required by section 40(1)(a) of the PFMA. Material misstatements of disclosure items identified by the auditors in the submitted financial statement were corrected, resulting in the financial statements receiving an unqualified opinion.

Expenditure management

35. Effective and appropriate steps were not taken to prevent irregular expenditure, as disclosed in note xx to the annual financial statements, as required by section 38(1)(c)(ii) of the PFMA and treasury regulation 9.1.1.
36. Payments were not made within 30 days or an agreed period after receipt of an invoice, as required by section 38(1)(f) of the PFMA and treasury regulation 8.2.3.

Revenue management

37. Appropriate processes were not implemented to provide for the identification, collection, recording and reconciliation and/or safeguarding of information about revenue as required by treasury regulation 7.2.1.
38. Effective and appropriate steps were not taken to collect all money due, as required by section 38(1)(c)(i) of the PFMA.

Asset management

39. Proper control systems were not in place at the department to ensure the safeguarding and maintenance of assets, as required by section 38(1)(d) of the PFMA.
40. Preventative mechanisms were not in place to eliminate theft of assets, as required by treasury regulation 10.1.1(a).

Consequence management

41. I was unable to obtain sufficient appropriate audit evidence that disciplinary steps were taken against officials who had incurred irregular expenditure as required by section 38(1)(h)(iii) of the PFMA.
42. I was unable to obtain sufficient appropriate audit evidence that disciplinary steps were taken against officials who had incurred fruitless and wasteful expenditure as required by section 38(1)(h)(iii) of the PFMA.

PART F: FINANCIAL INFORMATION

43. Disciplinary hearings were not held for confirmed cases of financial misconduct committed by some of the officials, as required by treasury regulation 4.1.1.

Strategic planning and performance management

44. Specific information systems were not implemented to enable the monitoring of progress made towards achieving targets, core objectives and service delivery as required by public service regulation 25(1)(e)(i) and (iii).

Other information in the annual report

45. The accounting officer is responsible for the other information included in the annual report.
The other information does not include the financial statements, the auditor's report and those selected programmes presented in the annual performance report that have been specifically reported on in this auditor's report.
46. My opinion on the financial statements and my reports on the audit of the annual performance report and compliance with legislation do not cover the other information included in the annual report and I do not express an audit opinion or any form of assurance conclusion on it.
47. My responsibility is to read this other information and, in doing so, consider whether it is materially inconsistent with the financial statements and the selected presented in the annual performance report or my knowledge obtained in the audit, or otherwise appears to be materially misstated.
48. I did not receive the other information prior to the date of this auditor's report. When I do receive and read this information, if I conclude that there is a material misstatement therein, I am required to communicate the matter to those charged with governance and request that the other information be corrected. If the other information is not corrected, I may have to retract this auditor's report and re-issue an amended report as appropriate. However, if it is corrected this will not be necessary.

Internal control deficiencies

49. I considered internal control relevant to my audit of the financial statements, annual performance report and compliance with applicable legislation; however, my objective was not to express any form of assurance on it.
50. The matters reported below are limited to the significant internal control deficiencies that resulted in opinion, the material findings on the annual performance report and the material findings on compliance with legislation included in this report.

PART F: FINANCIAL INFORMATION

51. Leadership and management did not implement effective review and monitoring controls to ensure accurate financial and performance reporting. In addition, adequate oversight of compliance with applicable legislation was not exercised, which resulted in material findings on financial statements, performance information and non-compliance with key legislation.
52. Monitoring of financial information and compliance with key legislation was not effective to ensure that the objectives of transparency, credible and reliable reporting were achieved due to slow response by management on the previous audit recommendations and failure to implement consequence management.

Material irregularities

53. In accordance with the PAA and the Material Irregularity Regulations, I have a responsibility to report on material irregularities identified during the audit and on the status of material irregularities as previously reported in the auditor's report.

Status of previously reported material irregularities

Performance guarantees due to the department in terms of contract ZNT 3837/15T not recovered from the guarantor

54. The department awarded a tender, to the value of R61,21 million for the construction of earthworks, layer works, surfacing, drainage and retaining structures on D1126. The service provider abandoned the construction site on 2 October 2018, and the accounting officer approved the termination of the contract on 31 January 2019.
55. The department then appointed another service provider in 2019 to continue with the contract at an award value of R69,18 million. The contract commenced on 27 May 2019 and was planned to achieve practical completion on 28 November 2020. The department issued a termination letter on 29 January 2020 for abandoning the construction site, slow progress and not executing the works according to the contract. The amount of R4,65 million relates to the performance guarantees that are due to the department from the service providers as at year end 31 March 2023.
56. The accounting officer did not take appropriate and effective steps to collect performance guarantees that were due to the department, and this is in contravention of section 38 (1) (c) of the PFMA.
57. The non-compliance is likely to result in a material financial loss for the Department of Transport amounting to R4,65 million as the performance guarantees have not been recovered from the guarantors.

PART F: FINANCIAL INFORMATION

58. The accounting officer was notified of the material irregularity on 22 September 2022 and was invited to make a written submission on the actions taken and that will be taken to address the matter.

59. The following actions have been taken to resolve the material irregularity:

- Summons were issued to the two service providers by the registrar of the high court dated 12 December 2022, however the summons were served on 21 December 2022 and the Sherriff returned with a nil return (there was no one to receive the summon).
- The Chief Director has been allocated responsibilities of monitoring the process of the financial guarantee effective from 13 April 2023.
- A tracking schedule of all performance guarantee documents has been compiled to track the expiry dates of the documents in case of any terminations to start the process of recovering before the guarantee expires. All the official financial guarantee documents are kept in a secure safe in the office of the Chief Director.
- The department determined that the contractors still exist, and the cost estimate for the project was estimated to initiate recovery of the loss.
- The notification letter was sent to debtors on 8 August 2023. First reminder was sent to debtors through registered mail on 9 September 2023. Second reminder was sent to the debtors through registered mail on 1 November 2023. The third and final reminder was sent to the debtors through registered mail on 8 December 2023.
- As of 16 January 2024, the department had not received any response, therefore on 26 January 2024, the case was referred to legal department to recover through state attorney.
- An attorney was appointed on 9 February 2024 for recoveries in terms of the terminated contracts.
- The attorney was instructed on 18 April 2024, and the department received the memorandum of advice on 30 September 2024.
- The attorney advised that the debt be written off as in accordance with para. 9.1(a) of the KZN Provincial Treasury Instruction Note 2 of 2024 (amended 1 of 2024), by law, the matter had prescribed as the debt was not recovered immediately as it was due, which was a year after date of termination and/or within three (03) years as per the Section 11(d) read with Section 12(1) of the Prescription Act The department also engaged two tracing agents, on 10 September 2024 and 30 September 2024.

PART F: FINANCIAL INFORMATION

- The tracing agents advised that the one supplier was finally sequestered by the North Gauteng High Court under case no. 22072/20 on 19 May 2021 and that it had exceeded all avenues in trying to get details on the information provided and had used numerous tracing tools and search engines with no success to trace the second supplier. They advised to take their trace as unsuccessful.

60. The actions taken by the accounting officer were considered sufficient and appropriate in addressing the material irregularity.

Other reports

61. In addition to the investigations relating to material irregularities, I draw attention to the following engagements conducted by various parties. These reports did not form part of my opinion on the financial statements or my findings on the reported performance information or compliance with legislation.

62. The provincial forensic unit performed 37 investigations relating to various procurement irregularities and fraudulent payments made to suppliers and employees covering the period 1 April 2012 to 25 February 2025. Twenty-eight investigations were completed and nine were still in progress at year-end. The implementation of recommendations for all the completed cases are in progress at the date of this report.

63. In terms of Proclamation No. 156 of 2024, issued in Government Gazette 50163 of 23 February 2024, the SIU is investigating the following:

- The procurement of, or contracting for goods, works or services by or on behalf of the department in relation to the construction of Mngwenya River Bridge on D385 in terms of tender number ZNT3748/15T; construction of Umlalazi River Bridge No.3782 on D1551 in terms of tender number ZNT3617/15T; construction of Mhlathuze Tiver Bridge No. 3837 on D 2238 in term of tender ZNT3901/16T; and construction of Phethu River Bridge No. 3526 in terms of tender number ZNT3506/18T including any payments made as well as any related unauthorised, irregular or fruitless and wasteful expenditure incurred by the department
- Any unlawful or irregular conduct by employees of the department; or any other person or entity, relating to the allegations above. This investigation was still in progress at the date of this report.

64. In terms of Proclamation No. R76 of 2022, issued in Government Gazette 47055 of 22 July 2022, the SIU is investigating the following:

PART F: FINANCIAL INFORMATION

- Allegations of serious maladministration which has led to the department incurring irregular expenditure and fruitless and wasteful expenditure.
- The procurement of and contracting for a fibre data link to the department's Information Technology Server Room including any payments made as well as any related unauthorised, irregular or fruitless and wasteful expenditure incurred by the department.
- Any unlawful or irregular conduct by employees of the department; or any other person or entity, relating to the allegations above. This investigation was still in progress at the date of this report.

65. In terms of Proclamation No. R16 of 2021, issued in Government Gazette No. 44546 of 7 May 2021, the SIU is investigating various irregularities at the department relating to the procurement and payments made in respect of the concrete barrier wall between uMkhanyakude and Mozambique border post. This investigation was still in progress at the date of this report.

66. In terms of Proclamation No. R36 of 2018, issued in Government Gazette 42101 of 14 December 2018, the SIU is investigating various irregularities at the department relating to the procurement of consultancy services. This investigation was still in progress at the date of this report.

AUDITOR - GENERAL

Pietermaritzburg

31 July 2025



PART F: FINANCIAL INFORMATION

The annexure includes the following:

- The auditor-general's responsibility for the audit
- The selected legislative requirements for compliance testing

Auditor-general's responsibility for the audit

Professional judgement and professional scepticism

As part of an audit in accordance with the ISAs, I exercise professional judgement and maintain professional scepticism throughout my audit of the financial statements and the procedures performed on reported performance information for selected programmes and on the department's compliance with selected requirements in key legislation.

Financial statements

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
- conclude on the appropriateness of the 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

PART F: FINANCIAL INFORMATION

am required to draw attention in my auditor's report to the related disclosures in the financial statements about the material uncertainty or, if such disclosures are inadequate, to modify my opinion on the financial statements. My conclusions are based on the information available to me at the date of this auditor's report. However, future events or conditions may cause a department to cease operating as a going concern

- evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and determine whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

Communication with those charged with governance

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.

I also provide the accounting officer with a statement that I have complied with relevant ethical requirements regarding independence and communicate with 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.

The selected legislative requirements are as follows:

Legislation	Sections or regulations
Public Finance Management Act 1 of 1999	Section 1; 38(1)(b); 38(1)(c)(i); 38(1)(c)(ii); Section 38(1)(d); 38(1)(h)(iii); 38(1)(j); 39(1)(a); Section 39(2)(a); 40(1)(a); 40(1)(b); 40(1)(c)(i); Section 43(1); 43(4); 44(1); 44(2); 45(b)
Treasury Regulations, 2005	Regulation 4.1.1; 4.1.3; 5.1.1; 5.2.1; 5.2.3(a); Regulation 5.2.3(d); 5.3.14; 6.3.1(a); 6.3.1(b); Regulation 6.3.1(c); 6.3.1(d); 6.4.1(b); 7.2.1; Regulation 8.1.1; 8.2.1; 8.2.3; 8.4.1; 9.1.1; 9.1.4; Regulation 10.1.1(a); 10.1.2; 11.4.1; 11.4.2; Regulation 11.5.1; 12.5.1; 15.10.1.2(c); 16A3.2; Regulation 16A3.2(a); 16A6.1; 16A6.2(a); Regulation 16A6.2(b); 16A6.3(a); 16A6.3(b); Regulation 16A6.3(c); 16A 6.3(e); 16A6.4; Regulation 16A6.5; 16A6.6; 16A7.1; 16A7.3; Regulation 16A7.6; 16A7.7; 16A8.2(1); 16A8.2(2); Regulation 16A8.3; 16A8.4; 16A9.1(b)(ii); Regulation 16A 9.1(d); 16A 9.1(e); 16A9.1(f); Regulation 16A9.2; 16A9.2(a)(ii); 17.1.1; 18.2; Regulation 19.8.4
Construction Industry Development Board Act 38 of 2000	Section 18(1)
Construction Industry Development Board Regulations 2004	Regulation 17; 25(7A)
Division of Revenue Act 5 of 2023	Section 11(6)(a); 12(5); 16(1); 16(3); 16(3)(a)(i); Section 16(3)(a)(ii)(bb)

PART F: FINANCIAL INFORMATION

Legislation	Sections or regulations
Second amendment National Treasury Instruction No. 5 of 202/21	Paragraph 1
Erratum National Treasury Instruction No. 5 of 202/21	Paragraph 2
National Treasury instruction No 5 of 2020/21	Paragraph 4.8; 4.9; 5.3
National Treasury Instruction No. 1 of 2021/22	Paragraph 4.1
National Treasury Instruction No. 4 of 2015/16	Paragraph 3.4
National Treasury SCM Instruction No. 4A of 2016/17	Paragraph 6
National Treasury SCM Instruction No. 03 of 2021/22	Paragraph 4.1; 4.2 (b); 4.3; 4.4(a); 4.17; 7.2; 7.6
National Treasury SCM Instruction No. 11 of 2020/21	Paragraph 3.4(a); 3.4(b); 3.9
National Treasury SCM Instruction No. 2 of 2021/22	Paragraph 3.2.1; 3.2.4; 3.2.4(a); 3.3.1;
Practice Note 11 of 2008/9	Paragraph 2.1; 3.1 (b)
Practice Note 5 of 2009/10	Paragraph 3.3
Practice Note 7 of 2009/10	Paragraph 4.1.2
Preferential Procurement Policy Framework Act 5 of 2000	Section 1; 2.1(a); 2.1(f)
Preferential Procurement Regulation, 2022	Regulation 4.1; 4.2; 4.3; 4.4; 5.1; 5.2; 5.3; 5.4
Preferential Procurement Regulation, 2017	Regulation 4.1; 4.2; 5.1; 5.3; 5.6; 5.7; 6.1; 6.2; 6.3; Regulation 6.5; 6.6; 6.8; 7.1; 7.2; 7.3; 7.5; 7.6; 7.8; Regulation 8.2; 8.5; 9.1 10.1; 10.2; 11.1; 11.2;
Prevention and Combating of Corrupt Activities Act 12 of 2004	Section 34(1)
State Information Technology Agency Act 88 of 1998	Section 7(3)

PART F: FINANCIAL INFORMATION

APPROPRIATION STATEMENT

for the year ended 31 March 2025

Appropriation per programme									
2024/25								2023/24	
	Adjusted Budget	Shifting of Funds	Virement	Final Budget	Actual Expenditure	Variance	Expenditure as % of final budget	Final Budget	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Programme									
1.Administration	1 153 179	-	(92 255)	1 060 924	1 060 933	(9)	100.0%	993 177	993 305
2. Transport Infrastructure	8 056 399	-	25 366	8 081 765	8 081 765	-	100.0%	8 716 698	8 716 698
3. Transport Operations	2 443 446	-	13 261	2 456 707	2 456 707	-	100.0%	2 173 672	2 173 672
4. Transport Regulations	1 322 227	-	57 507	1 379 734	1 379 734	-	100.0%	1 153 509	1 153 509
5. Community Based Programmes	48 380	-	(3 879)	44 501	44 501	-	100.0%	44 410	44 410
Subtotal	13 023 631	-	-	13 023 631	13 023 640	(9)	100.0%	13 081 466	13 081 594

PART F: FINANCIAL INFORMATION

APPROPRIATION STATEMENT
for the year ended 31 March 2025

	2024/25				2023/24	
	Final Budget	Actual Expenditure			Final Budget	Actual Expenditure
	R'000	R'000			R'000	R'000
TOTAL (brought forward)	13 023 631	13 023 640	(9)	100.0%	13 081 466	13 081 594
Reconciliation with statement of financial performance						
ADD						
Departmental receipts	2 614 038				2 527 879	
NRF Receipts	-				-	
Aid assistance	-				-	
Actual amounts per statement of financial performance (Total revenue)	15 637 669				15 609 345	
ADD						
Aid assistance		-				-
Prior year unauthorised expenditure approved without funding		-				-
Actual amounts per statement of financial performance (Total expenditure)		13 023 640				13 081 594

PART F: FINANCIAL INFORMATION

APPROPRIATION STATEMENT
for the year ended 31 March 2025

Appropriation per economic classification									
2024/25								2024/25	
	Approved Budget	Shifting of Funds	Virement	Final Budget	Actual Expenditure	Variance	Expenditure as % of final budget	Final Budget	Actual expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Economic classification									
Current payments	7 688 961	-	-	7 688 961	7 815 911	(126 950)	101.7%	8 210 425	8 206 627
Compensation of employees	2 294 379	-	-	2 294 379	2 192 082	102 297	95.5%	1 861 692	1 867 572
Goods and services	5 394 582	-	-	5 394 582	5 623 829	(229 247)	104.2%	6 348 733	6 339 055
Transfers and subsidies	1 755 714	-	-	1 755 714	1 586 747	168 967	90.4%	1 769 678	1 723 360
Provinces and municipalities	33 949	-	-	33 949	33 687	262	99.2%	229 495	186 771
Departmental agencies and accounts	12 309	-	-	12 309	13 288	(979)	108.0%	7 108	5 371
Public corporations and private enterprises	1 658 401	-	-	1 658 401	1 490 983	167 418	89.9%	1 484 009	1 497 012
Non-profit institutions	27 673	-	-	27 673	25 614	2 059	92.6%	26 654	12 436
Households	23 382	-	-	23 382	23 175	207	99.1%	22 412	21 770
Payments for capital assets	3 577 956	-	-	3 577 956	3 618 841	(40 885)	101.1%	3 084 721	3 132 954
Buildings and other fixed structures	3 188 956	-	-	3 188 956	3 017 727	171 229	94.6%	2 884 725	2 777 697

PART F: FINANCIAL INFORMATION

APPROPRIATION STATEMENT
for the year ended 31 March 2025

Machinery and equipment	387 652	-	-	387 652	601 114	(213 462)	155.1%	198 706	347 490
Intangible assets	1 348	-	-	1 348	-	1 348		1 290	7 767
Payments for financial assets	1 000	-	-	1 000	2 141	(1 141)	214.1%	16 642	18 653
Total	13 023 631	-	-	13 023 631	13 023 640	(9)	100.0%	13 081 466	13 081 594

PART F: FINANCIAL INFORMATION

APPROPRIATION STATEMENT

for the year ended 31 March 2025

Programme 1: ADMINISTRATION									
2024/25								2024/25	
	Approved Budget	Shifting of Funds	Virement	Final Budget	Actual Expenditure	Variance	Expenditure as % of final Budget	Final Budget	Actual expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Sub programme									
1. Office Of The MEC	21 923	-	-	21 923	21 578	345	98.4%	22 723	22 723
2. Management	21 118	-	-	21 118	23 909	(2 791)	113.2%	15 798	15 798
3. Corporate Support	1 085 355	-	(92 255)	993 100	992 501	599	99.9%	937 292	937 420
4. Departmental Strategy	24 783	-	-	24 783	22 945	1 838	92.6%	17 364	17 364
Total for sub programmes	1 153 179	-	(92 255)	1 060 924	1 060 933	(9)	100.0%	993 177	993 305
Economic classification									
Current payments	1 011 955	-	(92 255)	919 700	885 460	34 240	96.3%	879 771	790 933
Compensation of employees	250 341	-	-	250 341	222 881	27 460	89.0%	201 303	208 077
Goods and services	761 614	-	(92 255)	669 359	662 579	6 780	99.0%	678 468	582 856
Transfers and subsidies	16 062	-	-	16 062	20 735	(4 673)	129.1%	15 369	15 655
Provinces and municipalities	278	-	-	278	854	(576)	307.2%	265	5 539
Departmental agencies and accounts	7 428	-	-	7 428	8 212	(784)	110.6%	7 108	-

PART F: FINANCIAL INFORMATION

APPROPRIATION STATEMENT
for the year ended 31 March 2025

Households	8 356	-	-	8 356	11 669	(3 313)	139.6%	7 996	10 116
Payments for capital assets	125 162	-	-	125 162	154 309	(29 147)	123.3%	97 981	186 662
Buildings and other fixed structures	75 018	-	-	75 018	105 474	(30 456)	140.6%	50 000	31 017
Machinery and equipment	50 144	-	-	50 144	48 835	1 309	97.4%	47 981	155 645
Payments for financial assets	-	-	-	-	429	(429)	-	56	55
Total	1 153 179	-	(92 255)	1 060 924	1 060 933	(9)	100.0%	993 177	993 305

PART F: FINANCIAL INFORMATION

APPROPRIATION STATEMENT
for the year ended 31 March 2025

Programme 2: TRANSPORT INFRASTRUCTURE									
2024/25								2024/25	
	Approved Budget	Shifting of Funds	Virement	Final Budget	Actual Expenditur e	Variance	Expenditure as % of final budget	Final Budget	Actual expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Sub programme									
1. Programme Support Infrastructure	917 547	-	-	917 547	986 131	(68 584)	107.5%	985 358	985 358
2. Infrastructure Planning	40 041	-	-	40 041	52 731	(12 690)	131.7%	28 004	28 004
3. Infrastructure Design	58 429	-	-	58 429	59 324	(895)	101.5%	61 710	61 710
4. Construction	3 138 819	-	-	3 138 819	2 919 927	219 522	93%	3 048 350	2 929 998
5. Maintenance	3 901 563	-	25 366	3 926 929	4 064 282	(137 353)	103%	4 593 276	4 711 628
Total for sub programmes	8 056 399	-	25 366	8 081 765	8 081 765	-	100.0%	8 716 698	8 716 698
Current payments	4 591 228	-	25 366	4 616 594	4 781 975	(165 381)	103.6%	5 499 460	5 593 945
Compensation of employees	1 068 119	-	-	1 068 119	1 068 177	(58)	100.0%	845 482	871 180
Goods and services	3 523 109	-	25 366	3 548 475	3 713 798	(165 323)	104.7%	4 653 978	4 722 765
Transfers and subsidies	44 693	-	-	44 693	43 860	833	98.1%	232 671	190 862
Provinces and municipalities	31 078	-	-	31 078	30 853	225	99.3%	224 277	178 270

PART F: FINANCIAL INFORMATION**APPROPRIATION STATEMENT**

for the year ended 31 March 2025

Departmental agencies and accounts	4 881	-	-	4 881	5 076	(195)	104.0%	-	5 369
Households	8 734	-	-	8 734	7 931	803	90.8%	8 394	7 223
Payments for capital assets	3 419 478	-	-	3 419 478	3 255 047	164 431	95.2%	2 983 567	2 929 060
Buildings and other fixed structures	3 113 938	-	-	3 113 938	2 912 253	201 685	93.5%	2 834 725	2 746 680
Machinery and equipment	304 192	-	-	304 192	342 794	(38 602)	112.7%	147 552	174 613
Intangible assets	1 348	-	-	1 348	-	1 348	-	1 290	7 767
Payments for financial assets	1 000	-	-	1 000	883	117	88.3%	1 000	2 831
Total	8 056 399	-	25 366	8 081 765	8 081 765	-	100.0%	8 716 698	8 716 698

PART F: FINANCIAL INFORMATION

APPROPRIATION STATEMENT
for the year ended 31 March 2025

Programme 3: TRANSPORT OPERATIONS									
2024/25								2024/25	
	Approved Budget	Shifting of Funds	Virement	Final Budget	Actual Expenditure	Variance	Expenditure as % of final Budget	Final Budget	Actual expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Sub programme									
1. Programme Support Operations	72 636	-	13 261	85 897	319 491	(233 594)	371.9%	78 23	78 223
2. Public Transport Services	2 259 491	-	-	2 259 491	2 005 254	254 237	88.7%	1 986 824	1 986 824
3. Transport Safety and Compliance	111 319	-	-	111 319	131 962	(20 643)	118.5%	108 625	108 625
Total for sub programmes	2 443 446	-	13 261	2 456 707	2 456 707	-	100.0%	2 173 672	2 173 672
Economic classification									
Current payments	779 335	-	13 261	792 596	802 554	(9 958)	101.3%	681 555	672 901
Compensation of employees	53 930	-	-	53 930	47 756	6 174	88.6%	56 597	49 690
Goods and services	725 405	-	13 261	738 666	754 798	(16 132)	102.2%	624 958	623 211
Transfers and subsidies	1 663 998	-	-	1 663 998	1 495 064	168 934	89.8%	1 492 009	1 499 877
Provinces and municipalities	1 597	-	-	1 597	1 598	(1)	100.1%	4 000	2 420
Public corporations and private enterprises	1 658 401	-	-	1 658 401	1 490 983	167 418	89.9%	1 484 009	1 497 012
Non-profit institutions	4 000	-	-	4 000	2 160	1 840	54.0%	4 000	-
Households	-	-	-	-	323	(323)	-	-	445
Payments for capital assets	113	-	-	113	159 080	(158 967)	140778.8%	108	894
Machinery and equipment	113	-	-	113	159 080	(158 967)	140778.8%	108	894

PART F: FINANCIAL INFORMATION

APPROPRIATION STATEMENT
for the year ended 31 March 2025

Payments for financial assets	-	-	-	-	9	(9)	-	-	-
Total	2 443 446	-	13 261	2456 707	2 456 707	-	100.0%	2 173 672	2 173 672

PART F: FINANCIAL INFORMATION

APPROPRIATION STATEMENT
for the year ended 31 March 2025

Programme 4: TRANSPORT REGULATION									
2024/25								2024/25	
	Approved Budget	Shifting of Funds	Virement	Final Budget	Actual Expenditure	Variance	Expenditure as % of final Budget	Final Budget	Actual expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Sub programme									
1. Programme Support Regulation	12 685	-	-	12 685	4 579	8 106	36.1%	4 323	4 323
2. Transport Administration and Licensing	307 773	-	-	307 773	301 822	5 951	98.1%	299 747	299 747
3. Operator Licenses and Permit	76 092	-	-	76 092	82 944	(6 852)	109.0%	83 579	83 579
4. Law Enforcement	925 677	-	57 507	983 184	990 389	(7 205)	100.7%	765 860	765 860
Total for sub programmes	1 322 227	-	57 507	1 379 734	1 379 734	-	100.0%	1 153 509	1 153 509
Economic classification									
Current payments	1 258 063	-	57 507	1 315 570	1 302 437	13 133	99.0%	1 105 229	1 105 639
Compensation of employees	898 659	-	-	898 659	827 837	70 822	92.1%	737 016	719 866
Goods and services	359 404	-	57 507	416 911	474 600	(57 689)	113.8%	368 213	385 773
Transfers and subsidies	30 961	-	-	30 961	27 019	3 942	87.3%	29 629	16 966
Provinces and municipalities	996	-	-	996	382	614	38.4%	953	542

PART F: FINANCIAL INFORMATION

APPROPRIATION STATEMENT
for the year ended 31 March 2025

Departmental agencies and accounts	-	-	-	-	-	-	-	-	2
Non-profit institutions	23 673	-	-	23 673	23 454	219	99.1%	22 654	12 436
Households	6 292	-	-	6 292	3 183	3 109	50.6%	6 022	3 986
Payments for capital assets	33 203	-	-	33 203	50 070	(16 867)	150.8%	3 065	15 146
Machinery and equipment	33 203	-	-	33 203	50 070	(16 867)	150.8%	3 065	15 146
Payments for financial assets	-	-	-	-	208	(208)	-	15 586	15 758
Total	1 322 227	-	57 507	1 379 734	1 379 734	-	100.0%	1 153 509	1 153 509

PART F: FINANCIAL INFORMATION

APPROPRIATION STATEMENT

for the year ended 31 March 2025

Programme 5: COMMUNITY BASED PROGRAMMES									
2024/25								2024/25	
	Approved Budget	Shifting of Funds	Virement	Final Budget	Actual Expenditure	Variance	Expenditure as % of final Budget	Final Budget	Actual expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Sub programme									
1. Programme Support Community Based	19 089	-	-	19 089	23 110	(4 021)	121.1%	15 241	15 241
2. Community Development	1 213	-	-	1 213	123	1 090	10.1%	18	18
3. Innovation And Empowerment	20 284	-	(3 879)	16 405	11 179	5 226	68.1%	11 749	11 749
4. EPWP Co-Ordination and Monitoring	7 794	-	-	7 794	10 089	(2 295)	129.4%	17 402	17 402
Total for sub programmes	48 380	-	(3 879)	44 501	44 501	-	100.0%	44 410	44 410
Economic classification									
Current payments	48 380	-	(3 879)	44 501	43 485	1 016	97.7%	44 410	43 209
Compensation of employees	23 330	-	-	23 330	25 431	(2 101)	109.0%	21 294	18 759
Goods and services	25 050	-	(3 879)	21 171	18 054	3 117	85.3%	23 116	24 450
Transfers and subsidies	-	-	-	-	69	(69)	-	-	-
Households	-	-	-	-	69	(69)	-	-	-

PART F: FINANCIAL INFORMATION

APPROPRIATION STATEMENT
for the year ended 31 March 2025

Payments for capital assets	-	-	-	-	335	(335)	-	-	1 192
Machinery and equipment	-	-	-	-	335	(335)	-	-	1 192
Payments for financial assets	-	-	-	-	612	(612)	-	-	9
Total	48 380	-	(3 879)	44 501	44 501	-	100.0%	44 410	44 410

PART F: FINANCIAL INFORMATION

NOTES TO APPROPRIATION STATEMENT

for the year ended 31 March 2025

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, and Annexure 1A-H of the Annual Financial Statements.

2. Detail of specifically and exclusively appropriated amounts voted (after Virement)

Detail of these transactions can be viewed in the note on Annual Appropriation to the Annual Financial Statements.

3. Detail on payments for financial assets

Detail of these transactions can be viewed in the note on Payments for financial assets to the Annual Financial Statements.

4. Explanations of material variances from Amounts Voted (after Virement):

4.1 Per programme

Programme Name	Final Budget	Actual Expenditure	Variance	Variance as a % of Final Budget
	R'000	R'000	R'000	%
Administration	1 060 924	1 060 933	(9)	100
Transport Infrastructure	8 081 765	8 081 765	0	100
Transport Operations	2 456 707	2 456 707	0	100
Transport Regulations	1 379 734	1 379 734	0	100
Community based Programmes	44 501	44 501	0	100
Total	13 023 631	13 023 640	(9)	100

The department is showing an over expenditure under Administration of R9 thousand as a result of a fleet services invoice for R1.4 million which was the last invoice authorised and released for payment.

PART F: FINANCIAL INFORMATION

NOTES TO APPROPRIATION STATEMENT

for the year ended 31 March 2025

4.2 Per economic classification

Economic classification	Final Budget	Actual Expenditure	Variance	Variance as a % of Final Budget
	R'000	R'000	R'000	%
Current payments				
Compensation of employees	2 294 379	2 192 082	102 297	96
Goods and services	5 394 582	5 623 829	(229 247)	104
Transfers and subsidies				
Provinces and municipalities	33 949	33 687	262	99
Departmental agencies and accounts	12 309	13 288	(979)	108
Public corporations and private enterprises	1 658 401	1 490 983	167 418	90
Non-profit institutions	27 673	25 614	2 059	93
Households	23 382	23 175	207	99
Payments for capital assets				
Buildings and other fixed structures	3 188 956	3 017 727	171 229	95
Machinery and equipment	387 652	601 114	(213 462)	155
Intangible assets	1 348	0	1 348	0
Payments for financial assets	1 000	2 141	(1 141)	214
Total	13 023 631	13 023 640	(9)	100

4.3 Per conditional grant

Conditional grant	Final Budget	Actual Expenditure	Variance	Variance as a percentage of Final Budget
	R'000	R'000	R'000	%
Provincial Roads Maintenance Grant	3 152 284	3 152 284	-	100
Public Transport Operations Grant	1 428 401	1 428 401	-	100
EPWP Incentive Grant	41 339	41 339	-	100
Total	4 622 024	4 622 024	-	100

PART F: FINANCIAL INFORMATION**STATEMENT OF FINANCIAL PERFORMANCE**

for the year ended 31 March 2025

	Note	2024/25 R'000	2023/24 R'000
REVENUE			
Annual appropriation	1	13 023 631	13 081 466
Departmental revenue	2	2 614 038	2 527 879
TOTAL REVENUE		15 637 669	15 609 345
EXPENDITURE			
Current expenditure			
Compensation of employees	4	2 192 078	1 867 576
Goods and services	5	5 622 197	6 140 093
Interest and rent on land	6	1	-
Total current expenditure		7 814 276	8 007 669
Transfers and subsidies			
Transfers and subsidies	8	1 589 887	1 723 344
Aid assistance	3	-	-
Total transfers and subsidies		1 589 887	1 723 344
Expenditure for capital assets			
Tangible assets	9	3 617 336	3 203 283
Intangible assets	9	-	128 643
Total expenditure for capital assets		3 617 336	3 331 926
Unauthorised expenditure approved without funding		-	-
Payments for financial assets	7	2 141	18 655
TOTAL EXPENDITURE		13 023 640	13 081 594
SURPLUS FOR THE YEAR		2 614 029	2 527 751
Reconciliation of Net Surplus for the year			
Voted funds		(9)	(128)
Annual appropriation		(9)	(128)
Statutory appropriation		-	-
Conditional grants		-	-
Departmental revenue and NRF receipts	14	2 614 038	2 527 879
SURPLUS FOR THE YEAR		2 614 029	2 527 751

PART F: FINANCIAL INFORMATION**STATEMENT OF FINANCIAL POSITION**

as at 31 March 2025

	Note	2024/25 R'000	2023/24 R'000
ASSETS			
Current assets		236 390	191 095
Cash and cash equivalents	10	170 301	112 615
Receivables	12	66 089	78 480
Non-current assets		42 534	45 789
Prepayments and advances	11	962	962
Receivables	12	41 572	44 827
TOTAL ASSETS		278 924	236 884
LIABILITIES			
Current liabilities		278 376	236 748
Voted funds to be surrendered to the Revenue Fund	13	-	-
Departmental revenue and NRF Receipts to be surrendered to the Revenue Fund	14	230 841	213 550
Payables	15	36 934	12 597
Aid assistance unutilised	3	10 601	10 601
Non-current liabilities		-	-
TOTAL LIABILITIES		278 376	236 748
NET ASSETS		548	136

	Note	2024/25 R'000	2023/24 R'000
Represented by:			
Recoverable revenue		3 862	3 441
Unauthorised expenditure		(3 314)	(3 305)
TOTAL		548	136

PART F: FINANCIAL INFORMATION**STATEMENT OF CHANGES IN NET ASSETS**

as at 31 March 2025

	Note	2024/25 R'000	2023/24 R'000
Recoverable revenue			
Opening balance		3 441	4 131
Transfers:		421	(690)
Recoverable revenue written off	7.1	(312)	(814)
Debts revised		-	-
Debts recovered (included in departmental revenue)		(720)	(792)
Debts raised		1 453	916
Closing balance		3 862	3 441
Unauthorised expenditure			
Opening balance		(3 305)	(3 177)
Unauthorised expenditure - current year		(9)	(128)
Relating to overspending of the vote or main division within the vote		(9)	(128)
Closing Balance		(3 314)	(3 305)
TOTAL		548	136

PART F: FINANCIAL INFORMATION**CASH FLOW STATEMENT**

for the year ended 31 March 2025

	Note	2024/25 R'000	2023/24 R'000
CASH FLOWS FROM OPERATING ACTIVITIES			
Receipts		15 612 043	15 579 644
Annual appropriation funds received	1.1	13 023 631	13 081 466
Departmental revenue received	2	2 588 394	2 498 172
Interest received	2.3	18	6
Net (increase)/decrease in net working capital		39 983	(54 240)
Surrendered to Revenue Fund		(2 596 747)	(2 606 854)
Current payments		(7 814 275)	(8 001 529)
Interest paid	6	(1)	-
Payments for financial assets	7	(2 141)	(18 655)
Transfers and subsidies paid		(1 589 887)	(1 723 344)
Net cash flow available from operating activities	16	3 648 975	3 175 022
CASH FLOWS FROM INVESTING ACTIVITIES			
Payments for capital assets	9	(3 617 336)	(3 338 066)
Proceeds from sale of capital assets	2.4	25 626	29 701
(Increase)/decrease in non-current receivables	12	-	(6 052)
Net cash flow available from investing activities		(3 591 710)	(3 314 417)
CASH FLOWS FROM FINANCING ACTIVITIES			
Increase/(decrease) in net assets		421	(690)
Increase/(decrease) in non-current payables		-	-
Net cash flows from financing activities		421	(690)
Net increase/(decrease) in cash and cash equivalents		57 686	(140 085)
Cash and cash equivalents at beginning of period		112 615	252 700
Cash and cash equivalents at end of period	17	170 301	112 615

PART F: FINANCIAL INFORMATION

NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2025

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

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS****for the year ended 31 March 2025**

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 comprises 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. Appropriated funds are measured at the amounts receivable. 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.
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. Departmental revenue is measured at the cash amount received. In-kind donations received are recorded in the notes to the financial statements on the date of receipt and are measured at fair value. Any amount owing to the relevant revenue fund at the reporting date is recognised as a payable in the statement of financial position.
8.	Expenditure
8.1	Compensation of employees
8.1.1	Salaries and wages

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS****for the year ended 31 March 2025**

	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. Donations made in kind are recorded in the notes to the financial statements on the date of transfer and are measured at cost or fair value.
8.3	Accruals and payables not recognised Accruals and payables not recognised are recorded in the notes to the financial statements at cost or fair value 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 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.

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS****for the year ended 31 March 2025**

	At commencement of the finance lease term, finance lease assets acquired are recorded and measured at: the fair value of the leased asset; or if lower, the present value of the minimum lease payments. Finance lease assets acquired prior to 1 April 2024, are recorded and measured at the present value of the minimum lease payments.
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. CARA Funds are recognised when receivable and measured at the amounts receivable. 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

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

	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. Prepayments and advances expensed before 1 April 2024 are recorded until the goods, services, or capital assets are received, or the funds are utilised in accordance with the contractual agreement.
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 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

PART F: FINANCIAL INFORMATION

NOTES TO THE ANNUAL FINANCIAL STATEMENTS

for the year ended 31 March 2025

	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 capital 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.

PART F: FINANCIAL INFORMATION

NOTES TO THE ANNUAL FINANCIAL STATEMENTS

for the year ended 31 March 2025

	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. 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.

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

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 measured at the amount of the confirmed unauthorised expenditure. Unauthorised expenditure is recognised in the statement of changes in net assets 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 recorded in the notes to the financial statements comprise of • unauthorised expenditure that was under assessment in the previous financial year; • unauthorised expenditure relating to previous financial year and identified in the current year; and • Unauthorised expenditure incurred in the current year.
18.	Fruitless and wasteful expenditure Fruitless and wasteful expenditure receivables are recognised in the statement of financial position when recoverable. The receivable is measured at the amount that is expected to be recovered and is de-recognised when settled or subsequently written-off as irrecoverable. Fruitless and wasteful expenditure is recorded in the notes to the financial statements when and at amounts confirmed, and comprises of: • fruitless and wasteful expenditure that was under assessment in the previous financial year; • fruitless and wasteful expenditure relating to previous financial year and identified in the current year; and • fruitless and wasteful expenditure incurred in the current year.
19.	Irregular expenditure

PART F: FINANCIAL INFORMATION

NOTES TO THE ANNUAL FINANCIAL STATEMENTS

for the year ended 31 March 2025

	Losses emanating from irregular expenditure are recognised as a receivable in the statement of financial position when recoverable. The receivable is measured at the amount that is expected to be recovered and is de-recognised when settled or subsequently written-off as irrecoverable. Irregular expenditure is recorded in the notes to the financial statements when and at amounts confirmed and comprises of: • irregular expenditure that was under assessment in the previous financial year; • irregular expenditure relating to previous financial year and identified in the current year; and • irregular expenditure incurred in the current year.
20.	Changes in accounting policies, estimates and errors Changes in accounting policies are applied in accordance with MCS requirements. 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.

PART F: FINANCIAL INFORMATION

NOTES TO THE ANNUAL FINANCIAL STATEMENTS

for the year ended 31 March 2025

22.	Principal-Agent arrangements The department is party to a principal-agent arrangement for collecting motor vehicle license fees. In terms of the arrangement the department is the principal and is responsible for paying 10% agency fee on revenue collected as determined by the SLA. All related revenues, expenditures, assets and liabilities have been recognised or recorded in terms of the relevant policies listed herein. Additional disclosures have been provided in the notes to the financial statements where appropriate.
23.	Departures from the MCS requirements <i>Management confirms that the financial statements present fairly the department's primary and secondary information and the department complied with MCS.</i>
24.	Recoverable revenue Amounts are recognised as recoverable revenue when a payment made in a previous financial year becomes recoverable from a debtor in the current financial year. Amounts are either transferred to the National/Provincial Revenue Fund when recovered or are transferred to the statement of financial performance when written-off.
25.	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 full compensation of key management personnel is recorded in the notes to the financial statements.
26.	Inventories At the date of acquisition, inventories are recognised at cost in the statement of financial performance.

PART F: FINANCIAL INFORMATION

NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2025

27.	Employee benefits The value of each major class of employee benefit obligation (accruals, payables not recognised and provisions) is recorded in the Employee benefits note. Accruals and payables not recognised for employee benefits are measured at cost or fair value at the reporting date. The provision for employee benefits is measured as the best estimate of the funds required to settle the present obligation at the reporting date.

PART F: FINANCIAL INFORMATION

NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2025

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:

Programmes	2024/25			2023/24		
	Final Budget	Actual Funds Received	Funds not requested / not received	Final Budget	Appropriation Received	Funds not requested / not received
	R'000	R'000	R'000	R'000	R'000	R'000
Administration	1 060 924	1 060 924	-	926 381	926 381	-
Transport Infrastructure	8 081 765	8 081 765	-	8 828 325	8 828 325	-
Transport Operations	2 456 707	2 456 707	-	2 062 045	2 062 045	-
Transport Regulation	1 379 734	1 379 734	-	1 218 447	1 218 447	-
Community Based Programmes	44 501	44 501	-	46 268	46 268	-
Total	13 023 631	13 023 631	-	13 081 466	13 081 466	-

1.2. Conditional grants

	Note	2024/25 R'000	2023/24 R'000
Total grants received	33	4 622 024	4 759 915
Provincial grants included in total grants received		-	-

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

2. Departmental revenue

		2024/25	2023/24
	Note	R'000	R'000
Tax revenue		2 243 850	2 155 810
Sales of goods and services other than capital assets	2.1	159 378	154 605
Fines, penalties and forfeits	2.2	186 148	165 617
Interest, dividends and rent on land	2.3	59	6
Sales of capital assets	2.4	25 626	29 701
Transactions in financial assets and liabilities	2.5	(1 023)	22 140
Total revenue collected		2 614 038	2 527 879

2.1. Sales of goods and services other than capital assets

		2024/25	2023/24
	Note	R'000	R'000
Sales of goods and services produced by the department		157 844	154 472
Sales by market establishment		5 520	4 848
Administrative fees		152 319	149 610
Other sales		5	14
Sales of scrap, waste and other used current goods		1 534	133
Total	2	159 378	154 605

2.2. Fines, penalties and forfeits

		2024/25	2023/24
	Note	R'000	R'000
Fines		24 328	9 032
Penalties		161 820	156 585
Total	2	186 148	165 617

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

2.3. Interest, dividends and rent on land

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Interest		18	6
Rent on land		41	-
Total	2	59	6

2.4. Sales of capital assets

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Tangible capital assets		25 626	29 701
Machinery and equipment		25 626	29 701
Total	2	25 626	29 701

2.5. Transactions in financial assets and liabilities

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Other receipts including Recoverable Revenue		(1 023)	22 140
Total	2	(1 023)	22 140

2.6 Transfers received**2.6.1 Gifts, donations and sponsorships received in-kind (not included in the main note or sub note)**

	<i>Note</i>	2024/25 R'000	2023/24 R'000
	<i>Annex 1H</i>		
Donations		-	1 808
Total gifts, donations and sponsorships received in kind		-	1 808

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

3. Aid assistance

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Opening balance		10 601	10 601
Prior period error			-
As restated		10 601	10 601
Transferred from statement of financial performance		-	-
Transfers to or from retained funds			-
Paid during the year			-
Closing balance		10 601	10 601

3.1. Analysis of balance by source

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Aid assistance from other sources		10 601	10 601
Closing balance	3	10 601	10 601

3.2. Analysis of balance

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Aid assistance unutilised		10 601	10 601
Closing balance	3	10 601	10 601
Aid assistance not requested/not received		-	-

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

4. Compensation of employees**4.1. Analysis of balance**

	2024/25	2023/24
	R'000	R'000
<i>Note</i>		
Basic salary	1 254 859	1 085 894
Performance award	340	561
Service based	3 109	1 995
Compensative/circumstantial	246 580	191 735
Periodic payments	147 276	140 068
Other non-pensionable allowances	224 541	192 358
Total	1 876 705	1 612 611

4.2. Social contributions

	2024/25	2023/24
	R'000	R'000
<i>Note</i>		
Employer contributions		
Pension	153 959	131 435
Medical	155 933	119 921
UIF	1 037	559
Bargaining council	531	405
Insurance	3 913	2 645
Total	315 373	254 965
Total compensation of employees	2 192 078	1 867 576
Average number of employees	5 089	4 544

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

5. Goods and services

	Note	2024/25 R'000	2023/24 R'000
Administrative fees		148 705	141 597
Advertising		7 697	18 511
Minor assets	5.1	6 640	2 804
Bursaries (employees)		1 268	2 291
Catering		4 357	12 880
Communication		26 532	21 651
Computer services	5.2	480 259	285 392
Consultants: Business and advisory services	5.9	230 413	26 358
Infrastructure and planning services		651 388	801 757
Laboratory services		450	339
Legal services		23 622	18 507
Contractors		1 843 844	2 892 177
Agency and support / outsourced services		268 325	182 557
Audit cost – external	5.3	31 510	22 434
Fleet services		436 740	422 900
Inventories	5.4	107 894	160 281
Consumables	5.5	109 362	49 411
Operating leases		73 329	75 528
Property payments	5.6	345 982	290 161
Rental and hiring		843	877
Transport provided as part of the departmental activities		520 270	496 188
Travel and subsistence	5.7	174 599	154 607
Venues and facilities		55 978	32 200
Training and development		59 154	11 130
Other operating expenditure	5.8	13 036	17 555
Total		5 622 197	6 140 093

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

5.1. Minor assets

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Tangible capital assets		6 640	2 804
Machinery and equipment		6 640	2 804
Total	5	6 640	2 804

5.2. Computer services

	<i>Note</i>	2024/25 R'000	2023/24 R'000
SITA computer services		38 159	35 208
External computer service providers		442 100	250 184
Total	5	480 259	285 392

5.3. Audit cost - external

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Regularity audits		14 604	12 703
Investigations		14 581	7 087
Computer audits		2 325	2 644
Total	5	31 510	22 434

5.4. Inventories

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Clothing material and accessories		3 718	31 851
Fuel, oil and gas		47 858	64 818
Materials and supplies		56 318	63 612
Total	5	107 894	160 281

5.5. Consumables

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Consumable supplies		86 857	26 182
Uniform and clothing		56 201	7 917
Household supplies		6 351	5 489
IT consumables		57	374
Other consumables		24 248	12 402
Stationery, printing and office supplies		22 505	23 229
Total	5	109 362	49 411

5.6. Property payments

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Municipal services		60 451	123 289
Property maintenance and repairs		21 273	23 749
Other		264 258	143 123
Total	5	345 982	290 161

5.7. Travel and subsistence

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Local		174 251	153 724
Foreign		348	883
Total	5	174 599	154 607

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

5.8. Other operating expenditure

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Professional bodies, membership and subscription fees		9	231
Resettlement costs		1 266	2 901
Other		11 761	14 423
Total	5	13 036	17 555

6. Interest and rent on land

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Interest paid		1	-
Total		1	-

7. Payments for financial assets

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Debts written off	7.1	2 141	18 655
Total		2 141	18 655

7.1. Debts written off

Nature of debts written off	<i>Note</i>	2024/25 R'000	2023/24 R'000
Employee debt		312	814
Zibambele		1 536	2 150
Other debt		-	191
Inter-governmental debt		293	15 500
Total		2 141	18 655
Total debt written off	7	2 141	18 655

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

8. Transfers and subsidies

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Provinces and municipalities		33 685	181 440
Departmental agencies and accounts	<i>Annex 1B</i>	13 288	10 688
Public corporations and private enterprises	<i>Annex 1C</i>	1 491 078	1 497 014
Non-profit institutions	<i>Annex 1D</i>	28 931	12 436
Households	<i>Annex 1E</i>	22 905	21 766
Total		1 589 887	1 723 344

8.1. Gifts, donations and sponsorships made in kind (not included in the main note)

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Donations	<i>Annex 1F</i>	555	-
Total		555	-

9. Expenditure for capital assets

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Tangible capital assets		3 617 336	3 203 283
Buildings and other fixed structures		3 017 730	2 813 003
Machinery and equipment		599 606	390 280
Intangible capital assets			128 643
Software		-	8 664
Patents, licences, copyright, brand names and trademarks		-	119 979
Total		3 617 336	3 331 926

The original amount of R 14 804m for the comparative figure for Software was reduced by R 6 140m due to the misclassification of expenditure for items that did not meet the definition of intangible assets.

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

9.1. Analysis of funds utilised to acquire capital assets - Current year

	2024/25		
	Voted funds	Aid assistance	Total
	R'000	R'000	R'000
Tangible capital assets	3 617 336	-	3 617 336
Buildings and other fixed structures	3 017 730	-	3 017 730
Machinery and equipment	599 606	-	599 606
Intangible capital assets	-	-	-
Total	3 617 336	-	3 617 336

9.2. Analysis of funds utilised to acquire capital assets - Prior year

	2023/24		
	Voted funds	Aid assistance	Total
	R'000	R'000	R'000
Tangible capital assets	3 203 283	-	3 203 283
Buildings and other fixed structures	2 813 003	-	2 813 003
Machinery and equipment	390 280	-	390 280
Intangible capital assets	128 643	-	128 643
Software	8 664	-	8 664
Patents, licences, copyright, brand names and trademarks	119 979	-	119 979
Total	3 331 926	-	3 331 926

10. Cash and cash equivalents

	2024/25	2023/24
Note	R'000	R'000
Consolidated Paymaster General Account	164 035	100 752
Cash receipts	6 233	11 833
Cash on hand	33	30
Total	170 301	112 615

11. Prepayments and advances

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Travel and subsistence		962	962
Total		962	962

Analysis of Total Prepayments and advances

Non-current Prepayments and advances		962	962
Total		962	962

12. Receivables

Details	<i>Note</i>	2024/25			2023/24		
		Current	Non-current	Total	Current	Non-current	Total
		R'000	R'000	R'000	R'000	R'000	R'000
Claims recoverable	12.1	60 603	39 126	99 729	75 305	40 739	116 044
Staff debt	12.2	2 634	2 446	5 080	745	4 088	4 833
Other receivables	12.3	2 852	-	2 852	2 430	-	2 430
Total		66 089	41 572	107 661	78 480	44 827	123 307

12.1. Claims recoverable

	<i>Note</i>	2024/25 R'000	2023/24 R'000
National departments		11 616	12 068
Provincial departments		88 113	103 976
Total	12	99 729	116 044

12.2. Staff debt

	<i>Note</i>	2024/25 R'000	2023/24 R'000
In-Service Debts		2 822	2 698
Tax Debt		216	272
Out-of-Service Debts		1 572	1 583
Private Entities		470	280
Total	12	5 080	4 833

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

12.3. Other receivables

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Sal: Reversal		2 482	1 985
Other		370	445
Total	12	2 852	2 430

13. Voted funds to be surrendered to the Revenue Fund

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Opening balance		-	81 335
Prior period error		-	-
As restated		-	81 335
Transferred from statement of financial performance (as restated)		(9)	(128)
Add: Unauthorised expenditure for the current year		9	128
Voted funds not requested/not received	1.1	-	-
Paid during the year		-	(81 335)
Closing balance		-	-

13.1. Reconciliation on unspent conditional grants

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Opening balance		-	-
Total conditional grants received	1.2	4 622 024	4 759 915
Total conditional grants spent		(4 622 024)	(4 759 915)
Unspent conditional grants to be surrendered		-	-
Less: Paid to the Provincial Revenue Fund by Provincial department		-	-
Approved for rollover		-	-
Not approved for rollover		-	-
Closing balance		-	-

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

14. Departmental revenue and NRF Receipts to be surrendered to the Revenue Fund

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Opening balance		213 550	211 190
Prior period error		-	-
As restated		213 550	211 190
Transferred from statement of financial performance (as restated)		2 614 037	2 527 879
Own revenue included in appropriation		-	-
Transfer from aid assistance		-	-
Transferred to voted funds to defray excess expenditure (Parliament/Legislatures)		-	-
Paid during the year		(2 596 747)	(2 525 519)
Closing balance		230 841	213 550

15. Payables - current

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Clearing accounts	15.1	7 349	2 224
Other payables	15.2	29 585	10 373
Total		36 934	12 597

15.1. Clearing accounts

Description	<i>Note</i>	2024/25 R'000	2023/24 R'000
Sal: ACB		5 664	776
Sal: GEHS Refund Control		287	125
Sal: UIF		4	-
Sal: Income Tax		1 386	1 311
Other		8	12
Total	15	7 349	2 224

15.2. Other payables

Description	<i>Note</i>	2024/25 R'000	2023/24 R'000
Online Travel Control Account		16 840	5 865
Other payables		12 745	4 508
Total	15	29 585	10 373

Other payables is made up of the Payable Advances accounts

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

16. Net cash flow available from operating activities

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Net surplus/(deficit) as per Statement of Financial Performance		2 614 029	2 527 751
Add back non-cash/cash movements not deemed operating activities		1 034 946	647 271
(Increase)/decrease in receivables		15 646	(5 738)
(Increase)/decrease in prepayments and advances		-	(136)
(Increase)/decrease in other current assets		-	-
Increase/(decrease) in payables – current		24 337	(48 366)
Proceeds from sale of capital assets		(25 626)	(29 701)
Proceeds from sale of investments		-	-
(Increase)/decrease in other financial assets		-	-
Expenditure on capital assets		3 617 336	3 338 066
Surrenders to Revenue Fund		(2 596 747)	(2 606 854)
Surrenders to RDP Fund/Donors		-	-
Voted funds not requested/not received		-	-
Statutory Appropriation not requested/not received		-	-
Own revenue included in appropriation		-	-
Other non-cash items		-	-
Net cash flow generated by operating activities		3 648 975	3 175 022

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

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Consolidated Paymaster General account		164 035	100 752
Cash receipts		6 233	11 833
Cash on hand		33	30
Total		170 301	112 615

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

18. Contingent liabilities and contingent assets**18.1. Contingent liabilities**

Liable to	Nature	Note	2024/25 R'000	2023/24 R'000
Claims against the department		Annex 2	9 542 731	320 983
Intergovernmental payables		Annex 4	30 846	15 390
Environmental rehabilitation liability			-	-
Total			9 573 577	336 373

Included in the Claims against the department figure are claims relating to potholes to the value of R84 157 million, Accidents claims amounting to R7 590 million & Civil claims amounting to R9 450 984 billion. The primary reason for the increase in contingent liabilities is due to various claims against the state amounting to R9,202 billion as a result of damages caused to various properties on the M30 and R102 during the April 2022 floods. The claimants alleged that the department failed to maintain the drainage system on the roads near their properties. The claim was received in March 2025.

A prior period error of R161 619 million was done against Environmental rehabilitation liability. This relates to the rehabilitation of 100 borrow pits that have been confirmed and quantified. This item met the definition of a Provision and not that of a Contingent Liability as was previously disclosed. Accordingly, a prior period error was made.

For the 2024/25 financial year the department undertook an assessment to determine the best estimate of the amount required to settle the present claims disclosed as contingent liabilities as at 31 March 2025.

18.2. Contingent assets

Nature of contingent asset	Note	2024/25 R'000	2023/24 R'000
Claims recoverable by the state		6 053	4 906
Total		6 053	4 906

PART F: FINANCIAL INFORMATION

NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2025

19. Capital commitments

	Note	2024/25 R'000	2023/24 R'000
Buildings and other fixed structures		19 160 357	10 920 662
Machinery and equipment		8 057	186 120
Total		19 168 414	11 106 782

Capital commitments (Buildings and other fixed structures and Machinery & Equipment) the prior year restatement was primarily due to the correction of misclassifications between the categories Machinery & Equipment and Buildings and other fixed structures and also due to the correction of classification of orders between current and capital.

The breakdown is as follows:

Buildings and other fixed structures and Machinery & Equipment: R 2,489billion

The prior year restatement was primarily due to the correction of misclassifications between the categories Machinery & Equipment and Buildings and other fixed structures.

Machinery & Equipment: R 17,9k

Correction of classification of orders between current and capital.

Other Fixed Structures: R 40,4m

Correction of classification of orders between current and capital, projects erroneously reflected as complete or incomplete in previous years.

Buildings: R56,4m

Correction of classification of orders between current and capital and correction of order value.

20. Accruals and payables not recognised

20.1. Accruals

Listed by economic classification	Note	2024/25			2023/24
		30 Days	30+ Days	Total	Total
		R'000	R'000	R'000	R'000
Goods and services		271 729	93 602	365 331	321 916
Transfers and subsidies		149 361	2 122	151 483	150 994
Capital assets		177 816	77 969	255 785	123 423
Other		1 453	2 874	4 327	9 452
Total		600 359	176 567	776 926	605 785

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

Listed by programme level	Note	2024/25	2023/24
		R'000	R'000
Administration		75 438	172 938
Transport Infrastructure		462 225	220 166
Transport Operations		190 950	183 585
Transport Regulations		46 910	28 642
Community Based Programme		1 403	454
Total		776 926	605 785

20.2. Payables not recognised

Listed by economic classification	Note	2024/25			2023/24
		30 Days	30+ Days	Total	Total
		R'000	R'000	R'000	R'000
Goods and services		330 834	284 996	615 830	204 890
Interest and rent on land				-	-
Transfers and subsidies		137 110	35 063	172 173	22 575
Capital assets		358 578	397 259	755 837	217 714
Other		588	44	632	107
Total		827 110	717 362	1 544 472	445 286

Listed by programme level	Note	2024/25	2023/24
		R'000	R'000
Administration		212 546	58 608
Transport Infrastructure		996 964	316 597
Transport Operations		248 119	33 215
Transport Regulations		86 778	36 866
Community Based Programme		65	-
Total		1 554 472	445 286

Over 1000 invoices (of approx. R823mil) were received by the department in March 2025, the month of the financial year end. The department has to undertake the necessary processes to ensure the accuracy of the invoice prior to processing of payments. Thus, payments for these invoices would be made in the new financial year.

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

<i>Included in the above totals are the following:</i>	<i>Note</i>	2024/25 R'000	2023/24 R'000
Confirmed balances with other departments	<i>Annex 4</i>	30 846	15 390
Total		30 846	15 390

Included in the accruals and payables are material amounts pertaining to public transport (Buses & Learner transport) of R439 069 million and infrastructure projects of R975 691 million.

21. Employee benefits

	<i>Note</i>	2024/25 R'000	2023/24 R'000
Leave entitlement		119 265	106 149
Service bonus		48 867	42 569
Performance awards		-	-
Capped leave		40 776	44 978
Other		2 997	2 114
Total		211 905	195 810

At this stage the department is not able to reliably measure the long term portion of the long service awards.

22. Lease commitments**22.1. Operating leases**

	2024/25				
	Specialised military equipment	Land	Buildings and other fixed structures	Machinery and equipment	Total
	R'000	R'000	R'000	R'000	R'000
Not later than 1 year	-	103	-	-	103
Later than 1 year and not later than 5 years	-	146	-	-	146
Later than 5 years	-	-	-	-	-
Total lease commitments	-	249	-	-	249

	2023/24
--	----------------

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

	Specialised military equipment	Land	Buildings and other fixed structures	Machinery and equipment	Total
	R'000	R'000	R'000	R'000	R'000
Not later than 1 year	-	107	-	-	107
Later than 1 year and not later than 5 years	-	249	-	-	249
Later than 5 years	-	-	-	-	-
Total lease commitments	-	356	-	-	356

Operating Leases commitment to the value of R356 thousand relating to 2023/24 which was erroneously omitted has been corrected

22.2. Finance leases

	2024/25				
	Specialised military equipment	Land	Buildings and other fixed structures	Machinery and equipment	Total
	R'000	R'000	R'000	R'000	R'000
Not later than 1 year	-	-	-	11 520	11 520
Later than 1 year and not later than 5 years	-	-	-	4 177	4 177
Later than 5 years	-	-	-	-	-
Total lease commitments	-	-	-	15 697	15 697

	2023/24				
	Specialised military equipment	Land	Buildings and other fixed structures	Machinery and equipment	Total
	R'000	R'000	R'000	R'000	R'000
Not later than 1 year	-	-	-	7 604	7 604
Later than 1 year and not later than 5 years	-	-	-	1 703	1 703
Later than 5 years	-	-	-	-	-
Total lease commitments	-	-	-	9 307	9 307

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

23. Accrued departmental revenue

	2024/25	2023/24
	R'000	R'000
<i>Note</i>		
Fines, penalties and forfeits	286 575	212 861
Sales of capital assets	5 667	8 587
Total	292 242	221 448

23.1. Analysis of accrued departmental revenue

	2024/25	2023/24
	R'000	R'000
<i>Note</i>		
Opening balance	221 448	182 527
Less: amounts received	(33 505)	(8 770)
Less: services received in lieu of cash	-	-
Add: amounts recorded	268 796	230 567
Less: amounts written off/reversed as irrecoverable	(164 497)	(182 876)
Less: amounts transferred to receivables for recovery	-	-
Other (<i>Specify</i>)	-	-
Closing balance	292 242	221 448

23.2. Accrued departmental revenue written off

	2024/25	2023/24
	R'000	R'000
<i>Note</i>		
Nature of losses		
Traffic fines written off	(164 497)	(182 876)
Total	(164 497)	(182 876)

24. Unauthorised, Irregular and Fruitless and wasteful expenditure

	2024/25	2023/24
	R'000	R'000
<i>Note</i>		
Unauthorised expenditure - current year	9	128
Irregular expenditure - current year	1 333 145	1 686 333
Fruitless and wasteful expenditure - current year	207	320
Total	1 333 361	1 686 781

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

25. Related party transactions

		2024/25 R'000	2023/24 R'000
Year end balances arising from revenue/payments	Note		
Receivables from related parties		-	4 843
Total		-	4 843

At the beginning of the 2024/25 financial year the department shared the MEC with the Department of Community Safety and Liaison till the end of June 2025. DOT is currently sharing the MEC with Department of Human Settlements effective 1 July 2024. Transactions are on the same conditions as with other departments.

26. Key management personnel

	2024/25 R'000	2023/24 R'000
Political office bearers	2 249	2 159
Officials:		
Level 15 to 16	8 048	2 374
Level 14	13 637	19 766
Family members of key management personnel	3 565	2 307
Total	27 499	26 606

27. Provisions

	2024/25 R'000	2023/24 R'000
Claims against the state	129	70
Retention on infrastructure projects	108 509	58 215
Rehabilitation of borrow pits	167 183	161 619
Total	275 821	219 904

A prior period error of R161 619 mill was done against Environmental rehabilitation liability. This relates to the rehabilitation of 100 borrow pits that have been confirmed and quantified which meets the definition of a Provision.

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

27.1. Reconciliation of movement in provisions - Current year

	2024/25			
	Claims against the state	Infrastructure retention	Borrow pits rehabilitation	Total provisions
	R'000	R'000	R'000	R'000
Opening balance	70	58 215	161 619	219 904
Increase in provision	59	50 294	5 564	55 917
Closing balance	129	108 509	167 183	275 821

Reconciliation of movement in provisions - Prior year

	2023/24			
	Claims against the state	Infrastructure retention	Borrow pits rehabilitation	Total provisions
	R'000	R'000	R'000	R'000
Opening balance	259	71 983	161 619	233 861
Increase in provision	3	-	-	3
Settlement of provision	(192)	(13 768)	-	(13 960)
Closing balance	70	58 215	161 619	219 904

Provision: Claims against the state

These are the cases where the Department has been found liable to pay by the court and the department is still waiting for the necessary documents to process the payment. There is uncertainty regarding when the payment will be made, how much will be paid by the department because it is uncertain when the documents will be submitted and in some instances the claimant dispute the offer amount decided by the court.

Provision: Retention on infrastructure projects

Retentions on infrastructure projects relate to a percentage of progress billings that have not yet been paid, up to a maximum limit.

Once the department is satisfied that all the conditions specified in the contract have been satisfied and that any defects that have been identified have been rectified then only will the retention money be paid to the relevant service provider.

PART F: FINANCIAL INFORMATION

NOTES TO THE ANNUAL FINANCIAL STATEMENTS

for the year ended 31 March 2025

Uncertainty exists regarding timing and amount, during construction, as there may be delays in satisfying all contractual obligations and amounts may be recoverable from the retention for defects that have not been rectified by the service provider.

Provision: Rehabilitation of borrow pits

Borrow pits are created during construction and has an environmental impact which may lead to a potential outflow of resources to make the land parcel safe and fit for alternative use or back to its previous condition.

All supporting information relating to the sites used by the department was reviewed and it was found that 100 of the 425 Borrow Pits are in a present-day state that requires rehabilitation.

Decommissioning and rehabilitation costs equating to an external contractor establishing on-site and conducting decommissioning and rehabilitation-related work have been provided for based on 2024 tariffs, inflated by 4,5% Consumer Price Index (CPI) value.

There are uncertainties relating to the amount or timing of the completion of this process as the eventual closure of these sites involves the stabilising and securing the post mining site, including unavoidable remnant mining facilities (open pit voids, mechanical equipment, pipes, stockpiles etc.), according to good international practise and relevant statutory requirements to enable long-term robustness while limiting potential health and safety risks to humans and animals accessing/utilising the site and mitigating the visual impact of the post mining site as far as possible by implementing measures to blend unavoidably remnant mining facilities into the surrounding landscape as far as possible, while ensuring that the rehabilitated mine site has an overall acceptable aesthetical appearance (neat and tidy), aligned to the planned post mining land use.

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

28. Movable Tangible Capital Assets**MOVEMENT IN MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2025**

	2024/25				
	Opening balance	Value adjustments	Additions	Disposals	Closing balance
	R'000	R'000	R'000	R'000	R'000
MACHINERY AND EQUIPMENT	3 014 967	-	465 208	(172 428)	3 307 747
Transport assets	1 482 132	-	93 544	(110 697)	1 464 979
Computer equipment	295 288	-	70 173	(15 793)	349 668
Furniture and office equipment	24 726	-	4 561	(1 967)	27 320
Other machinery and equipment	1 212 821	-	296 930	(43 971)	1 465 780
FINANCE LEASE ASSETS	27 513	-	15 593	(17 378)	25 728
Finance lease assets	27 513	-	15 593	(17 378)	25 728
TOTAL MOVABLE TANGIBLE CAPITAL ASSETS	3 042 480	-	480 801	(189 806)	3 333 475

Movable Tangible Capital Assets under investigation

	Number	Value R'000
Note		
Included in the above total of the movable tangible capital assets per the asset register that are under investigation:		
Machinery and equipment	3 378	143 284
Total	3 378	143 284

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

28.1. MOVEMENT IN MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2024

	2023/24				
	Opening balance	Prior period error	Additions	Disposals	Closing balance
	R'000	R'000	R'000	R'000	R'000
MACHINERY AND EQUIPMENT	2 808 807	7 620	411 765	(213 225)	3 014 967
Transport assets	1 344 295	14 335	260 779	(137 277)	1 482 132
Computer equipment	193 641	669	110 572	(9 594)	295 288
Furniture and office equipment	22 642	(83)	2 466	(299)	24 726
Other machinery and equipment	1 248 229	(7 301)	37 948	(66 055)	1 212 821
FINANCE LEASE ASSETS	17 734	-	10 135	(356)	27 513
Finance lease assets	17 734	-	10 135	(356)	27 513
TOTAL MOVABLE TANGIBLE CAPITAL ASSETS	2 826 541	7 620	421 900	(213 581)	3 042 480

28.1.1. Prior period error

Nature of prior period error	Note	2023/24 R'000
		7 620
Assets that were purchased in the past years 2020,2022 were erroneously omitted to the value of R7 620 million Relating to 2023/24		7 620
Total prior period errors		7 620

PART F: FINANCIAL INFORMATION

NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2025

28.2. Minor assets

MOVEMENT IN MINOR CAPITAL ASSETS PER THE ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2025

	2024/25						
	Specialised military assets	Intangible assets	Heritage assets	Machinery and equipment	Biological assets	Finance lease assets	Total
	R'000	R'000	R'000	R'000	R'000	R'000	R'000
Opening balance	-	-	-	37 635	-	-	37 635
Value adjustments	-	-	-	-	-	-	-
Additions	-	-	-	5 554	-	-	5 554
Disposals	-	-	-	(6 176)	-	-	(6 176)
Total Minor assets	-	-	-	37 013	-	-	37 013

	Specialised military assets	Intangible assets	Heritage assets	Machinery and equipment	Biological assets	Finance lease assets	Total
Number of R1 minor assets	-	-	-	22 232	-	-	22 232
Number of minor assets at cost	-	-	-	16 718	-	-	16 718
Total number of minor assets	-	-	-	38 950	-	-	38 950

Minor capital assets under investigation

	Number	Value R'000
	Note	
Included in the above total of the minor capital assets per the asset register that are under investigation:		
Machinery and equipment	9 686	5 693

MOVEMENT IN MINOR CAPITAL ASSETS PER THE ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2024

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

	2023/24						
	Specialised military assets	Intangible assets	Heritage assets	Machinery and equipment	Biological assets	Finance lease assets	Total
	R'000	R'000	R'000	R'000	R'000	R'000	R'000
Opening balance	-	-	-	38 012	-	-	38 012
Prior period error	-	-	-	67	-	-	67
Additions	-	-	-	1 360	-	-	1 360
Disposals	-	-	-	(1 804)	-	-	(1804)
Total Minor assets	-	-	-	37 635	-	-	37 635

	Specialised military assets	Intangible assets	Heritage assets	Machinery and equipment	Biological assets	Finance lease assets	Total
Number of R1 minor assets	-	-	-	31 700	-	-	31 700
Number of minor assets at cost	-	-	-	20 538	-	-	20 538
Total number of minor assets	-	-	-	52 238	-	-	52 238

28.3. Movable capital assets written off**MOVABLE CAPITAL ASSETS WRITTEN OFF FOR THE YEAR ENDED 31 MARCH 2025**

2024/25							
	Specialised military assets	Intangible assets	Heritage assets	Machinery and equipment	Biological assets	Finance lease assets	Total
	R'000	R'000	R'000	R'000	R'000	R'000	R'000
Assets written off	-	-	-	40 234	-	-	40 234
Total movable assets written off	-	-	-	40 234	-	-	40 234

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

29. Intangible Capital Assets**MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2024**

	2024/25			
	Opening balance	Additions	Disposals	Closing balance
	R'000	R'000	R'000	R'000
SOFTWARE	8 695	-	-	8 695
PATENTS, LICENCES, COPYRIGHT, BRAND NAMES, TRADEMARKS	179 147	-	-	179 147
SERVICES AND OPERATING RIGHTS	468	-	-	468
TOTAL INTANGIBLE CAPITAL ASSETS	188 310	-	-	188 310

Intangible Capital Assets under investigation

	Number	Value R'000
	Note	
Included in the above total of the intangible capital assets per the asset register that are under investigation:		
Services and operating rights	180	180

180 borrow pits have been identified without having an authorisation status with the Department of Mineral Resources and Energy (DMRE). These will be investigated to verify the status and if any have been transferred to relevant contractors.

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

29.1. MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2024

	2023/24				
	Opening balance	Prior period error	Additions	Disposals	Closing balance
	R'000	R'000	R'000	R'000	R'000
SOFTWARE	3 670	(12)	5 037	-	8 695
PATENTS, LICENCES, COPYRIGHT, BRAND NAMES, TRADEMARKS	69 090	(13 549)	123 606	-	179 147
SERVICES AND OPERATING RIGHTS	141	-	327	-	468
TOTAL INTANGIBLE CAPITAL ASSETS	72 901	(13 561)	128 970	-	188 310

29.1.1. Prior period error

Nature of prior period error	Note	2023/24 R'000
Relating to prior to 2023/24 (affecting the opening balance)		(13 561)
Incorrect classification of expenditure		(13 561)
Relating to 2023/24		(6 140)
Incorrect classification of expenditure		(6 140)
Total prior period errors		(19 701)

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

30. Immovable Tangible Capital Assets**MOVEMENT IN IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2025**

	2024/25			
	Opening balance	Additions	Disposals	Closing balance
	R'000	R'000	R'000	R'000
BUILDINGS AND OTHER FIXED STRUCTURES	78 023 506	331 085	-	78 354 591
Non-residential buildings	279 592	167 076	-	446 668
Other fixed structures	77 743 914	164 009	-	77 907 923
LAND AND SUBSOIL ASSETS	144 685	-	-	144 685
Land	144 685	-	-	144 685
TOTAL IMMOVABLE TANGIBLE CAPITAL ASSETS	78 168 191	331 085	-	78 499 276

Immovable Tangible Capital Assets under investigation

	Note	Number	Value R'000
Included in the above total of the immovable tangible capital assets per the asset register that are under investigation:			
Buildings and other fixed structures		208	1 050 647
Total		208	1 050 647

Assets under investigation includes assets that could not be physically verified, those that are possibly no longer in use and those that possibly do not belong to the Department. The Department is putting together a task team to fully evaluate the status of all the assets identified after which the relevant action and treatment will be implemented.

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

30.1. MOVEMENT IN IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2024

	2023/24				
	Opening balance	Prior period error	Additions	Disposals	Closing balance
	R'000	R'000	R'000	R'000	R'000
BUILDINGS AND OTHER FIXED STRUCTURES	76 521 295	147 374	1 354 837	-	78 023 506
Non-residential buildings	257 447	-	22 145	-	279 592
Other fixed structures	76 263 848	147 374	1 332 692	-	77 743 914
LAND AND SUBSOIL ASSETS	135 930	-	8 755	-	144 685
Land	135 930	-	8 755	-	144 685
TOTAL IMMOVABLE TANGIBLE CAPITAL ASSETS	76 657 225	147 374	1 363 592	-	78 168 191

30.1.1. Prior period error

Nature of prior period error	Note	2023/24 R'000
Relating to prior to 2023/24 (affecting the opening balance)		147 374
Road structures not included		159 413
Disposals not accounted for		(12 039)
Relating to 2023/24		213 801
Ready for use assets not accounted for in 2023/24 additions (other fixed structures)		210 358
Ready for use assets not accounted for in 2023/24 additions (non-residential buildings)		3 443
Total prior period errors		361 175

The original additions of R 1 122 334bn for other fixed structures was increased by an amount of R 210 358m relating to ready for use assets that were not included as additions.

The original additions of R 18,702m for non-residential buildings was increased by an amount of R 3,443m relating to ready for use assets that were not included as additions.

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

30.2. Immovable tangible capital assets: Capital Work-in-progress**CAPITAL WORK-IN-PROGRESS FOR THE YEAR ENDED 31 MARCH 2025**

2024/25				
	Opening balance 1 April 2024	Current Year WIP	Ready for use (Assets to the AR) / Contracts terminated	Closing balance 31 March 2025
Note Annex 6	R'000	R'000	R'000	R'000
Buildings and other fixed structures	8 577 274	3 048 832	(555 393)	11 070 713
Total	8 577 274	3 048 832	(555 393)	11 070 713

Ready for use assets / contracts terminated includes an amount of R 224,308m which relates to 6 projects that were terminated.

Payables not recognised relating to Capital WIP

	Note	2024/25 R'000	2023/24 R'000
Amounts relating to progress certificates received but not paid at year end and therefore not included in capital work-in-progress		452 194	289 262
Total		452 194	289 262

CAPITAL WORK-IN-PROGRESS FOR THE YEAR ENDED 31 MARCH 2024

2023/24					
	Opening balance 1 April 2023	Prior period error	Current Year WIP	Ready for use (Assets to the AR) / Contracts terminated	Closing balance 31 March 2024
Note	R'000	R'000	R'000	R'000	R'000
Buildings and other fixed structures	7 348 696	(213 620)	2 586 677	(1 144 479)	8 577 274
Total	7 348 696	(213 620)	2 586 677	(1 144 479)	8 577 274

PART F: FINANCIAL INFORMATION

NOTES TO THE ANNUAL FINANCIAL STATEMENTS

for the year ended 31 March 2025

The prior period error of R 213,620m relates to ready for use assets and terminated projects that were not removed from WIP in the relevant financial years and correction of misclassification of expenditure.

The original amount of current year WIP of R 2,813,003bn for buildings and other fixed structures was decreased by an amount of R 237,794m which related to ready for assets and terminated projects that were not removed from WIP and correction of misclassification of expenditure in the category other fixed structures. An amount of R 11,468m was added due to the correction of incorrect classifications in the category buildings and other fixed structures.

The original amount of ready for use assets of R 1,141036bn was increased by an amount of R 3,443m due to ready for use assets that were not removed in the year of completion.

31. Principal-agent arrangements

31.1. Department acting as the principal

	Note	2024/25 R'000	2023/24 R'000
Motor vehicles license agency fees		131 971	130 075
Total		131 971	130 075

The department is party to a principal-agent arrangement for collecting motor vehicle license fees. In terms of the arrangement the department is the principal. Municipalities and Post Offices (Agencies) collect Motor Vehicle License fees on behalf of the department throughout KZN. The department pays a 10% fee to the agents on the revenue collected as determined by our SLA.

Should the principal-agent arrangement be terminated with any of the agents, the services of that particular area can be handled by other agents or even the provincial offices located throughout KZN. There are no cost implications for the department.

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

32. Changes in accounting policies**32.1. Changes in accounting policies**

		2024/25				
		Opening balance before the change (1 Apr 2023)	Adjustment of opening balance	Restated opening balance after the change (1 Apr 2023)	Adjustment for 2023/24	Restated closing balance (31 Mar 2024)
Nature of change in accounting policy	Note	R'000	R'000	R'000	R'000	R'000
Finance lease assets						
Movable Tangible Capital Assets	38	-	17 734	17 734	9 779	27 513

Movable Tangible Capital Assets (Finance Leases) Relating to 2023/24 affecting the opening balance (Finance leases existed prior to 1 April 2023 to the value of R17 734, Additions to the value of R10 135 & Disposals to the value of R356)

Included in the opening balances for 2023/24 is a change in accounting policy made in terms of the MCS requirements whereby assets under finance leases are recorded by a department at the commencement of the lease term rather than at the end of the lease term and only if the department takes ownership of the asset. The change in accounting policy is applied retrospectively.

33. Prior period errors

		2023/24		
		Amount before error correction	Prior period error	Restated
	Note	R'000	R'000	R'000
Expenditure:				
Goods & Services	5	6 133 953	6 140	6 140 093
Intangible Capital assets	9.3	134 783	(6 140)	128 643
Net effect		6 268 736	-	6 268 736

The prior period error of R 6140m relates to the misclassification of expenditure between goods and services and intangible capital assets. The payments made relate to maintenance and support services and for annual licence fee renewals.

PART F: FINANCIAL INFORMATION

NOTES TO THE ANNUAL FINANCIAL STATEMENTS

for the year ended 31 March 2025

33.1. Correction of prior period errors

		2023/24		
		Amount before error correction	Prior period error	Restated
	Note	R'000	R'000	R'000
Assets:				
Immovable Tangible Capital Assets (other fixed structures)	28	77 386 182	357 732	77 743 914
Immovable Tangible Capital Assets (non-residential buildings)	28	276 149	3 443	279 592
Receivables-Other receivables-unauthorised expenditure	12.3	3 305	(3 305)	-
Intangible Capital Assets (Software)	27	10 707	(2 012)	8 695
Intangible Capital Assets (Patents/Licences)	27	196 836	(17 689)	179 147
Net effect		77 873 179	338 169	78 211 348

Immovable Tangible Capital Assets (other fixed structures) : Ready for use assets, newly identified assets and disposals that were not accounted for.

Immovable Tangible Capital Assets (non-residential buildings): ready for use assets that were not accounted for.

The unauthorised expenditure was incorrectly disclosed as a receivable in the 2023/2024 financial year. Unauthorised expenditure does not meet the definition of an asset. This clarification and amendment were effective from 1 April 2023. This error was corrected in the current financial year, As per MCS .

Intangible Capital Assets (Software & Patents/Licences): The prior period error of R 2000m & R 4140m relates to the misclassification of expenditure between goods and services and intangible capital assets. The payments made relate to maintenance and support services and for annual licence fee renewals.

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

		2023/24		
		Amount before error correction	Prior period error	Restated
	Note	R'000	R'000	R'000
Liabilities:				
Employee benefits provision (Long Service Award)	20	193 696	2 114	195 810
Contingent Liabilities (Environmental Rehabilitation)	18.1	497 992	(161 619)	336 373
Provisions (Environmental Rehabilitation)	25	(58 285)	161 619	219 904
Operating lease commitments (Land)	21.1	-	356	356
Capital commitments (Buildings & Other fixed structures)	19	8 324 138	2 596 524	10 920 662
Capital commitments (Machinery & Equipment)	19	2 674 670	(2 488 550)	186 120
Capital work in progress	29.2	9 020 663	(443 389)	8 577 274
Capital work in progress	Annexure 7	9 020 663	(443 389)	8 577 274
Net effect		29 790 107	(776 334)	29 013 773

Operating Leases commitment to the value of R356 relating to 2023/24 which was erroneously omitted has been corrected

Contingent Liabilities / Provisions : Relates to 100 borrow pits that have been confirmed and quantified as requiring rehabilitation. This item met the definition of a Provision and not that of a Contingent Liability as was previously disclosed. Accordingly, a prior period error was made.

Capital work in progress: The prior period error relates to ready for use assets and terminated projects that were not removed from WIP in the relevant financial years and correction of misclassification of expenditure.

Capital commitments (Buildings & Other Fixed Structures): The prior period error relates primarily to the correction of misclassifications between the categories Machinery & Equipment and Buildings and Other Fixed Structures and double counting of expenditure.

Capital commitments (Machinery & Equipment): The prior period error relates to the correction of misclassifications between the categories Machinery & Equipment and Buildings and Other Fixed Structures.

PART F: FINANCIAL INFORMATION**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

		2023/24		
		Amount bef error correction	Prior period error	Restated
Note		R'000	R'000	R'000
Other: (e.g. Unauthorised expenditure, Irregular expenditure, fruitless and wasteful expenditure, etc)				
	Stat Chg in			
	NA	-	3 305	3 305
Stat Chg in NA - Unauthorised expenditure		-	3 305	3 305
Net effect		-	3 305	3 305

The Unauthorised expenditure was incorrectly disclosed as a receivable in the 2023/2024 financial year. Unauthorised expenditure does not meet the definition of an asset. This clarification and amendment were effective from 1 April 2023. The unauthorised expenditure should have been disclosed as Changes in Net Assets. This error was corrected in the current financial year. As per MCS

PART F: FINANCIAL INFORMATION

ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2025

34. Statement of conditional grants received

Name of grant	2024/25									2023/24	
	GRANT ALLOCATION					SPENT					
	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 / Provincial grants	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	3 152 284	-	-	-	3 152 284	3 152 284	3 152 284	-	100%	3 323 009	3 323 009
Public Transport Operations Grant	1 428 401	-	-	-	1 428 401	1 428 401	1 428 401	-	100%	1 367 009	1 367 009
EPWP Incentive Grant	41 339	-	-	-	41 339	41 339	41 339	-	100%	69 897	69 897
TOTAL	4 622 024	-	-	-	4 622 024	4 622 024	4 622 024	-	100%	4 759 915	4 759 915

35. Broad Based Black Economic Empowerment performance

Information on compliance with the B-BBEE Act is included in the annual report under the section titled B-BBEE Compliance Performance Information.

PART F: FINANCIAL INFORMATION

ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2025

ANNEXURE 1A
STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS PAID TO MUNICIPALITIES

Name of Municipality	2024/25											2023/24	
	GRANT ALLOCATION				TRANSFER			SPENT					
	DoRA and Other transfers	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	DORA and other transfers	Actual transfers
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000	R'000	%	R'000	R'000
eDumbe Municipality	-	-	-	-	-	-	-	-	-	-	-	78 577	78 577
Mkhambathini Municipality	-	-	-	-	-	-	-	-	-	-	-	73 548	73 548
Greater Kokstad Municipality	20 000	-	-	20 000	20 000	-	-	20 000	7 209	12 791	36.0%	61 500	15 390
TOTAL	20 000	-	-	20 000	20 000	-	-	20 000	7 209	12 791	-	213 625	167 515

PART F: FINANCIAL INFORMATION

ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2025

ANNEXURE 1B
STATEMENT OF TRANSFERS TO DEPARTMENTAL AGENCIES AND ACCOUNTS

Departmental Agency or Account	2024/25						2023/24	
	TRANSFER ALLOCATION				TRANSFER		Final Budget	Actual transfer
	Adjusted Budget	Roll overs	Adjustments	Total Available	Actual transfer	% of available funds transferred		
	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Construction CETA	6 980	-	-	6 980	6 980	100.0%	3 000	4 520
Transport EDU Train Authority	1 231	-	-	1 231	1 231	100.0%	800	798
Dept. Agency: Fines & Penalties	-	-	-	-	-	-	3 308	5 368
Construction Industry Development Board	4 098	-	-	4 098	5 076	123.9%	-	-
TOTAL	12 309	-	-	12 309	13 288		7 108	10 686

PART F: FINANCIAL INFORMATION

ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2025

ANNEXURE 1C
STATEMENT OF TRANSFERS/SUBSIDIES TO PUBLIC CORPORATIONS AND PRIVATE ENTERPRISES

Name of public corporation / private enterprise	2024/25								2023/24	
	GRANT ALLOCATION				EXPENDITURE				Final Budget	Actual transfer
	Adjusted Budget	Roll overs	Adjustments	Total Available	Actual transfer	% of Available funds transferred	Capital	Current		
	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000	R'000	R'000
Public Corporations										
Transfers										
Public Transport Operations Grant	1 428 401	-	-	1 428 401	1 491 078	104.4%	1 491 080	-	1 367 009	1 497 014
Total	1 428 401	-	-	1 428 401	1 491 078	104.4%	1 491 080	-	1 367 009	1 497 014

PART F: FINANCIAL INFORMATION

ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2025

ANNEXURE 1D
STATEMENT OF TRANSFERS TO NON-PROFIT INSTITUTIONS

Non-profit institutions	2024/25						2023/24	
	TRANSFER ALLOCATION				EXPENDITURE			
	Adjusted Budget	Roll overs	Adjustments	Total Available	Actual transfer	% of available funds transferred	Final Budget	Actual transfer
	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Transfers								
KWANABACO	4 000	-	-	4 000	2 160	54.0%	4 000	-
SA National Taxi Council	25 673	-	-	25 673	26 771	104.3%	22 654	12 436
TOTAL	29 673	-	-	29 673	28 931		26 654	12 436

PART F: FINANCIAL INFORMATION

ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2025

ANNEXURE 1E
STATEMENT OF TRANSFERS TO HOUSEHOLDS

Household	2024/25						2023/24	
	TRANSFER ALLOCATION				EXPENDITURE			
	Adjusted Budget	Roll overs	Adjustments	Total Available	Actual transfer	% of available funds transferred	Final Budget	Actual transfer
	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Transfers								
Employee Benefits: Injury on duty	2 400	-	-	2 400	2 383	99.3%	2 020	1 736
Employee Benefits: Post retirement benefits	200	-	-	200	121	60.5%	-	-
Employee Benefits: Severance package	10	-	-	10	5	50.0%	-	-
Employee Benefits: Leave gratuity	11 452	-	-	11 452	11 030	96.3%	17 367	11 495
Employee Benefits: ER medical assistance	10	-	-	10	5	50.0%	-	-
Employee Benefits: ER pension penalty	210	-	-	210	208	99.0%	-	-
Bursaries (non employee)	3 500	-	-	3 500	3 531	100.9%	-	3 395
Claims against the state – Cash	4 600	-	-	4 600	4 635	100.8%	125	5 049
Refund & Rem-Act	1 000	-	-	1 000	987	98.7%	2 800	81
Other	-	-	-	-	-		100	10
TOTAL	23 382	-	-	23 182	22 905		22 412	21 766

PART F: FINANCIAL INFORMATION

ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2025

ANNEXURE 1F
STATEMENT OF GIFTS, DONATIONS AND SPONSORSHIPS RECEIVED

Name of organisation	Nature of gift, donation or sponsorship	2024/25	2023/24
		R'000	R'000
Donations			
Mangaroo Foundation	Community Hall	-	1 808
TOTAL GIFTS, DONATIONS AND SPONSORSHIPS RECEIVED		-	1 808

PART F: FINANCIAL INFORMATION

ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2025

ANNEXURE 1G
STATEMENT OF AID ASSISTANCE RECEIVED

Name of donor	Purpose	Opening balance	Revenue	Expenditure	Paid back on / by 31 March 2025	Closing balance
		R'000	R'000	R'000	R'000	R'000
Aid assistance received in cash						
RTMC	-	10 601	-	-	-	10 601
Subtotal		10 601	-	-	-	10 601
Aid assistance received in kind						
TOTAL AID ASSISTANCE RECEIVED		10 601	-	-	-	10 601

PART F: FINANCIAL INFORMATION

ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2025

ANNEXURE 1H
STATEMENT OF GIFTS, DONATIONS AND SPONSORSHIPS MADE

Nature of gift, donation or sponsorship	2024/25	2023/24
	R'000	R'000
Made in kind		
Donations		
Impendle Local Municipality	466	-
16 tablets - Rewards for winning teams in the road safety debate and PET provincial competition	89	-
Total donations	555	-
TOTAL GIFTS, DONATIONS AND SPONSORSHIPS MADE IN KIND	555	-

ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2025

ANNEXURE 2
STATEMENT OF CONTINGENT LIABILITIES AS AT 31 MARCH 2025

Nature of liability	Opening balance 1 April 2024	Liabilities incurred during the year	Liabilities paid / cancelled / reduced during the year	Liabilitie s recovera ble (Provide details hereund er)	Closing balance 31 March 2025
	R'000	R'000	R'000	R'000	R'000
Claims against the department					
Potholes	80 648	36 991	(29 129)	(4 353)	84 157
Accidents	7 289	3 510	(1 267)	(1 943)	7 590
Civil	233 046	9 314 295	(96 113)	(243)	9 450 984
Subtotal	320 983	9 354 796	(126 509)	(6 539)	9 542 731
TOTAL	320 983	9 354 796	(126 509)	(6 539)	9 542 731

PART F: FINANCIAL INFORMATION

ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2025

ANNEXURE 3
CLAIMS RECOVERABLE

Government entity	Confirmed balance outstanding		Unconfirmed balance outstanding		Total		Cash-in-transit at year end 2024/25 *	
	31/03/2025	31/03/2024	31/03/2025	31/03/2024	31/03/2025	31/03/2024	Receipt date up to six (6) working days after year end	Amount
	R'000	R'000	R'000	R'000	R'000	R'000		R'000
National Department								
Correctional Services	-	-	175	556	175	556	-	-
Justice	-	-	11 373	11 417	11 373	11 417	-	-
Other	-	-	69	95	69	95	-	-
KZN Provincial Departments								
Agriculture	-	492	(4 490)	13	(4 490)	505	-	-
Economic Development	-	-	66	300	66	300	-	-
Education	-	-	44 605	32 465	44 605	32 465	-	-
Health	-	19 679	26 086	20 671	26 086	40 350	-	-
Human Settlements	-	-	-	14	-	14	-	-
Provincial Legislature	-	-	191	187	191	187	-	-
Office of the Premier	-	-	4	39	4	39	-	-
Office of the Premier (former Royal Household)	-	-	1 679	1 679	1 679	1 679	-	-

PART F: FINANCIAL INFORMATION

ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2025

Government entity	Confirmed balance outstanding		Unconfirmed balance outstanding		Total		Cash-in-transit at year end 2024/25 *	
	31/03/2025	31/03/2024	31/03/2025	31/03/2024	31/03/2025	31/03/2024	Receipt date up to six (6) working days after year end	Amount
	R'000	R'000	R'000	R'000	R'000	R'000		R'000
Provincial Treasury	-	-	228	1	228	1	-	-
COGTA	-	-	2 119	5 959	2 119	5 959	-	-
Social Welfare	-	-	6 845	9 796	6 845	9 796	-	-
Sport	-	-	1 200	2 230	1 200	2 230	-	-
Arts & Culture	-	-	1 169	1 281	1 169	1 281	-	-
Community Safety and Liaison	-	-	4 227	4 843	4 227	4 843	-	-
Works	-	99	157	149	157	248	-	-
SASSA	-	-	120	173	120	173	-	-
TOTAL	-	20 270	95 823	91 868	95 823	112 138	-	-

ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2025

ANNEXURE 4
INTERGOVERNMENT PAYABLES

GOVERNMENT ENTITY	Confirmed balance outstanding		Unconfirmed balance outstanding		Total		Cash-in-transit at year end 2024/25 *	
	31/03/2025	31/03/2024	31/03/2025	31/03/2024	31/03/2025	31/03/2024	Payment date up to six (6) working days after year end	Amount
	R'000	R'000	R'000	R'000	R'000	R'000		R'000
DEPARTMENTS								
Current								
KZN Department of Public Works	23 733	15 390	-	-	23 733	15 390	-	-
KZN Provincial Treasury	7 113	-	-	-	7 113	-	-	-
Total Departments	30 846	15 390	-	-	30 846	15 390	-	-
TOTAL INTERGOVERNMENT PAYABLES	30 846	15 390	-	-	30 846	15 390	-	-

PART F: FINANCIAL INFORMATION

ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2025

ANNEXURE 5
INVENTORIES

Inventories for the year ended 31 March 2025	Insert major category of inventory	Insert major category of inventory	Insert major category of inventory	Insert major category of inventory	Total
	R'000	R'000	R'000	R'000	R'000
Opening balance	57 516	-	-	-	57 516
Add/(Less): Adjustments to prior year balances	6 470	-	-	-	6 470
Add: Additions/Purchases - Cash	143 403	-	-	-	143 403
Add: Additions - Non-cash	-	-	-	-	-
(Less): Disposals	-	-	-	-	-
(Less): Issues	(151 688)	-	-	-	(151 688)
Add/(Less): Received current, not paid; (Paid current year, received prior year)	-	-	-	-	-
Add/(Less): Adjustments	10 269	-	-	-	10 269
Closing balance	65 970	-	-	-	65 970

PART F: FINANCIAL INFORMATION

ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2025

Inventories for the year ended 31 March 2024	Insert major category of inventory	Insert major category of inventory	Insert major category of inventory	Insert major category of inventory	Total
	R'000	R'000	R'000	R'000	R'000
Opening balance	26 702	-	-	-	26 702
Add/(Less): Adjustments to prior year balances	9 095	-	-	-	9 095
Add: Additions/Purchases - Cash	131 972	-	-	-	131 972
Add: Additions - Non-cash	-	-	-	-	-
(Less): Disposals	-	-	-	-	-
(Less): Issues	(91 515)	-	-	-	(91 515)
Add/(Less): Received current, not paid; (Paid current year, received prior year)		-	-	-	-
Add/(Less): Adjustments	(18 738)	-	-	-	(18 738)
Closing balance	57 516	-	-	-	57 516

PART F: FINANCIAL INFORMATION**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**

for the year ended 31 March 2025

ANNEXURE 6**MOVEMENT IN CAPITAL WORK IN PROGRESS****Movement in capital work in progress for the year ended 31 March 2025**

	Opening balance	Current year CWIP	Ready for use (Asset Register) / Contract terminated	Closing balance
	R'000	R'000	R'000	R'000
BUILDINGS AND OTHER FIXED STRUCTURES	8 577 274	3 048 832	555 393	11 070 713
Non-residential buildings	166 935	130 339	167 076	130 198
Other fixed structures	8 410 339	2 918 493	388 317	10 940 515
TOTAL	8 577 274	3 048 832	555 393	11 070 713

Movement in capital work in progress for the year ended 31 March 2024

	Opening balance	Prior period error	Current year CWIP	Ready for use (Asset Register) / Contract terminated	Closing balance
	R'000	R'000	R'000	R'000	R'000
BUILDINGS AND OTHER FIXED STRUCTURES	7 348 696	(213 620)	2 586 677	1 144 479	8 577 274
Non-residential buildings	121 335	(6 247)	73 992	22 145	166 935
Other fixed structures	7 227 361	(207 373)	2 512 685	1 122 334	8 410 339
TOTAL	7 348 696	(213 620)	2 586 677	1 144 479	8 577 274

The prior period error of R 6,247m relates to the misclassification of expenditure between the category non-residential buildings & other fixed structures.

The prior period error of R 213,620m relates to ready for use assets and terminated projects that were not removed from WIP in the relevant financial years and correction of misclassification of expenditure.

PART F: FINANCIAL INFORMATION

ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS

for the year ended 31 March 2025

The current year capital WIP figure of R 2,750,479bn for other fixed structures was reduced by R 237,794m which related to ready for use assets and terminated projects that were not removed from WIP and correction of misallocation of expenditure.

The original amount of ready for use assets of R 18,702m for non-residential buildings was increased by an amount of R 3,443m as due to ready for use assets that were not removed in the year of completion.

The original amount of current year capital WIP of R 62,524m for non-residential buildings was increased by an amount of R 11,468m as due to correction of incorrect classifications.