



transport

Department:  
Transport  
REPUBLIC OF SOUTH AFRICA

**DEPARTMENT OF TRANSPORT**

**ANNEXURE B:  
TECHNICAL INDICATOR  
DESCRIPTIONS**

**for  
2018/19**

**Republic of South Africa**

# Contents

STRATEGIC OUTCOME-ORIENTED GOALS OF THE DOT .....	3
STRATEGIC OBJECTIVE DESCRIPTIONS .....	6
PROGRAMME 1: ADMINISTRATION .....	21
PROGRAMME 2: INTEGRATED TRANSPORT PLANNING .....	28
PROGRAMME 3: RAIL TRANSPORT .....	35
PROGRAMME 4: ROAD TRANSPORT .....	41
PROGRAMME 5: CIVIL AVIATION.....	49
PROGRAMME 6: MARITIME TRANSPORT .....	57
PROGRAMME 7: PUBLIC TRANSPORT .....	62

## **STRATEGIC OUTCOME-ORIENTED GOALS OF THE DOT**

### **Strategic Outcome-oriented Goal 1: Efficient and integrated infrastructure network and operations that serve as a catalyst for social and economic development**

Develop and implement policies and promulgate Acts that are set to drive investments for the maintenance and strategic expansion of the transport infrastructure network, and support the development of transport asset management systems in rural and provincial authorities. The definitive drive of these interventions is to improve the efficiency, capacity and competitiveness of transport operations in all modes.

The following Strategic Objectives (SOs) as pre-determined by the DoT will be geared towards achievement of the Strategic Outcome-oriented Goal as stated above:

SO 1.1 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance facilitation of integrated macro-transport systems planning to guide investments in the sector

SO 1.2 Develop and monitor implementation of legislations, policies, strategies and planning tools to promote national, regional and continental integration of transport infrastructure and operations

SO 1.3 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance socio-economic transformation of the transport sector

SO 1.4 Develop and monitor implementation of legislations, policies, strategies and planning tools to ensure a sustainable transport infrastructure network

SO 1.5 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance performance, efficiency and reliability of the transport sector

### **Strategic Outcome-oriented Goal 2: A transport sector that is safe and secure**

Develop and implement policies and strategies that seek to reduce accidents and incidents in the road, rail, aviation and maritime environment.

The following Strategic Objectives (SOs) as pre-determined by the DoT will be geared towards achievement of the Strategic Outcome-oriented Goal as stated above:

SO 2.1 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance regulate and transport safety and security.

**Strategic Outcome-oriented Goal 3: Improved rural access, infrastructure and mobility**

Increase mobility and access in rural space by improving transport infrastructure and implementing integrated transport services.

The following Strategic Objectives (SOs) as pre-determined by the DoT will be geared towards achievement of the Strategic Outcome-oriented Goal as stated above:

SO 3.1 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance provision integrated rural transport infrastructure and services

**Strategic Outcome-oriented Goal 4: Improved public transport services**

Provide integrated public transport solutions through development and implementation of legislation, policies, strategies and regulations. The definitive drive of these solutions is to ensure safe, secure, reliable, cost-effective and sustainable public transport services.

The following Strategic Objectives (SOs) as pre-determined by the DoT will be geared towards achievement of the Strategic Outcome-oriented Goal as stated above:

SO 4.1 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance promotion of sustainable public transport

SO 4.2 Develop and monitor implementation of legislations, policies, strategies and planning tools to Improve public transport access and reliability

SO 4.3 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance regulation of public transport

**Strategic Outcome-oriented Goal 5: Increased contribution to job creation**

Create an enabling environment for employment opportunities in the transport sector through the implementation of labour-intensive interventions and off-takes of ancillary support programmes.

The following Strategic Objectives (SOs) as pre-determined by the DoT will be geared towards achievement of the Strategic Outcome-oriented Goal as stated above:

SO 5.1 Monitor off-takes of the implementation of the provincial road maintenance programme

SO 5.2 Develop and implement relevant charters and legislation

**Strategic Outcome-oriented Goal 6: Increase contribution of transport to environmental protection**

Develop and implement policies that aim to mitigate climate change and adaptation responses through reduction of greenhouse gas (GHG) emission, aviation noise and pollution at sea.

The following Strategic Objectives (SOs) as pre-determined by the DoT will be geared towards achievement of the Strategic Outcome-oriented Goal as stated above:

SO 6.1 Reduce GHG emissions

SO 6.2 Minimise aviation noise

SO 6.3 Reduce level of pollution at sea

**Strategic Outcome-oriented Goal 7: Effective and efficient management and support**

Improve departmental performance by strengthening internal support functions and ensuring good governance controls.

The following Strategic Objectives (SOs) as pre-determined by the DoT will be geared towards achievement of the Strategic Outcome-oriented Goal as stated above:

SO 7.1 Provide strategic support and corporate services

SO 7.2 Ensure good governance and a sound control environment

# STRATEGIC GOAL DESCRIPTIONS

<b>Strategic Goal Title</b>	<b>Strategic Outcome-oriented Goal 1: Efficient and integrated infrastructure network and operations that serve as a catalyst for social and economic development</b>
<b>Short Definition</b>	To develop and implement policies and promulgate Acts that are set to drive investments for the maintenance and strategic expansion of the transport infrastructure network, and support the development of transport asset management systems in rural and provincial authorities.
<b>Purpose / Importance</b>	Improve the efficiency, capacity and competitiveness of transport operations in all modes.
<b>Source of Data Collection</b>	Programme 2: Integrated Transport Planning Programme 3: Rail Transport Programme 4: Road Transport Programme 5: Civil Aviation Programme 6: Maritime Transport
<b>Method of Calculation</b>	Simple Count
<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-Cumulative
<b>Reporting Cycle</b>	Annually

<b>Strategic Goal Title</b>	<b>Strategic Outcome-oriented Goal 2: A transport sector that is safe and secure</b>
<b>Short Definition</b>	To develop and implement policies and strategies that seek to reduce accidents and incidents in the road, rail, aviation and maritime environment.
<b>Purpose / Importance</b>	Reduce accidents and incidents in the road, rail, aviation and maritime environment.
<b>Source of Data Collection</b>	Programme 3: Rail Transport Programme 4: Road Transport Programme 5: Civil Aviation Programme 6: Maritime Transport
<b>Method of Calculation</b>	Simple Count

<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-Cumulative
<b>Reporting Cycle</b>	Annually

<b>Strategic Goal Title</b>	<b>Strategic Outcome-oriented Goal 3: Improved rural access, infrastructure and mobility</b>
<b>Short Definition</b>	To improve transport infrastructure and implement integrated transport services with the aim of increasing mobility and access in rural space
<b>Purpose / Importance</b>	Increase mobility and access in rural space
<b>Source of Data Collection</b>	Programme 4: Road Transport
<b>Method of Calculation</b>	Simple Count
<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-Cumulative
<b>Reporting Cycle</b>	Annually

<b>Strategic Goal Title</b>	<b>Strategic Outcome-oriented Goal 4: Improved public transport services</b>
<b>Short Definition</b>	To provide integrated public transport solutions through development and implementation of legislation, policies, strategies and regulations.
<b>Purpose / Importance</b>	Ensure safe, secure, reliable, cost-effective and sustainable public transport services.
<b>Source of Data Collection</b>	Programme 7: Public Transport
<b>Method of Calculation</b>	Simple Count
<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-Cumulative
<b>Reporting Cycle</b>	Annually

<b>Strategic Goal Title</b>	<b>Strategic Outcome-oriented Goal 5: Increased contribution to job creation</b>
<b>Short Definition</b>	To implement labour-intensive interventions and monitor off-takes of ancillary support programmes with the aim of creating employment and an enabling environment for employment opportunities in the transport sector
<b>Purpose / Importance</b>	Create employment and an enabling environment for employment opportunities in the transport sector
<b>Source of Data Collection</b>	Programme 4: Road Transport
<b>Method of Calculation</b>	Simple Count
<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-Cumulative
<b>Reporting Cycle</b>	Annually

<b>Strategic Goal Title</b>	<b>Strategic Outcome-oriented Goal 6: Increase contribution of transport to environmental protection</b>
<b>Short Definition</b>	To develop and implement policies that aim to mitigate climate change and adaptation responses through reduction of greenhouse gas (GHG) emission, aviation noise and pollution at sea.
<b>Purpose / Importance</b>	Mitigate climate change and adaptation responses
<b>Source of Data Collection</b>	Programme 2: Integrated Transport Planning
<b>Method of Calculation</b>	Simple Count
<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-Cumulative
<b>Reporting Cycle</b>	Annually

<b>Strategic Goal Title</b>	<b>Strategic Outcome-oriented Goal 7: Effective and efficient management and support</b>
<b>Short Definition</b>	To improve departmental performance by strengthening internal support functions and ensuring good governance controls.
<b>Purpose / Importance</b>	Strengthen internal support functions and ensure good governance controls.
<b>Source of Data</b>	Programme 1: Administration



<b>Collection</b>	
<b>Method of Calculation</b>	Simple Count
<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-Cumulative
<b>Reporting Cycle</b>	Annually

## STRATEGIC OBJECTIVE DESCRIPTIONS

Strategic Outcome-oriented Goal 1: Efficient and integrated infrastructure network and operations that serve as a catalyst for social and economic development

<b>Strategic Objective Title</b>	<b>1.1 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance facilitation of integrated macro-transport systems planning to guide investments in the sector</b>
<b>Short Definition</b>	This objective will contribute towards the desired integrated infrastructure network that promotes social and economic development
<b>Purpose / Importance</b>	To formulate and implement national transport macro-planning legislation, policies and strategies
<b>Source of Data Collection</b>	Programme 2: Integrated Transport Planning
<b>Method of Calculation</b>	Simple count
<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-cumulative
<b>Reporting Cycle</b>	Annual

<b>Strategic Objective Title</b>	<b>1.2 Develop and monitor implementation of legislations, policies, strategies and planning tools to promote national, regional and continental integration of transport infrastructure and operations</b>
<b>Short Definition</b>	This objective will contribute towards access and reliability of passenger transport and reducing the cost of doing business in the sector.
<b>Purpose / Importance</b>	To develop and implement strategies to enhance seamless movement of freight and passengers across all modes of transport
<b>Source of Data Collection</b>	Programme 2: Integrated Transport Planning
<b>Method of Calculation</b>	Simple count
<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-cumulative
<b>Reporting Cycle</b>	Annual

<b>Strategic Objective Title</b>	<b>1.3 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance socio-economic transformation of the transport sector</b>
<b>Short Definition</b>	This objective will enhance the contribution of the transport sector to economic growth and development.
<b>Purpose / Importance</b>	To standardise economic regulations and enhance participation and inclusion of key stakeholders in mainstream sector interventions.
<b>Source of Data Collection</b>	Programme 2: Integrated Transport Planning
<b>Method of Calculation</b>	Simple count
<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-cumulative
<b>Reporting Cycle</b>	Annual

<b>Strategic Objective Title</b>	<b>1.4 Develop and monitor implementation of legislations, policies, strategies and planning tools to ensure a sustainable transport infrastructure network</b>
<b>Short Definition</b>	This objective will contribute towards ensuring effective transport infrastructure investment in areas with economic potential.
<b>Purpose / Importance</b>	To develop and monitor implementation of policies aimed at ensuring construction and maintenance of transport infrastructure.
<b>Source of Data Collection</b>	Programme 4: Road Transport
<b>Method of Calculation</b>	Simple count
<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-cumulative
<b>Reporting Cycle</b>	Annual

<b>Strategic Objective Title</b>	<b>1.5 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance performance, efficiency and reliability of the transport sector</b>
<b>Short Definition</b>	This objective will contribute to increased service levels, improved system performance and reliability of transport services.
<b>Purpose / Importance</b>	To develop and implement interventions aimed at improving transport operations.
<b>Source of Data</b>	Programme 3: Rail Transport, Programme 5: Civil Aviation, Programme 6: Maritime Transport

<b>Collection</b>	
<b>Method of Calculation</b>	Simple count
<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-cumulative
<b>Reporting Cycle</b>	Annual

**Strategic Outcome-oriented Goal 2: A transport sector that is safe and secure**

<b>Strategic Objective Title</b>	<b>2.1 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance regulate and transport safety and security.</b>
<b>Short Definition</b>	This objective will contribute towards the reduction of transport accidents and incidents.
<b>Purpose / Importance</b>	To develop and implement interventions aimed at enhancing transport safety and security.
<b>Source of Data Collection</b>	Programme 3: Rail Transport, Programme 4: Road Transport, Programme 5: Civil Aviation, Programme 6: Maritime Transport
<b>Method of Calculation</b>	Simple count
<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-cumulative
<b>Reporting Cycle</b>	Annual

**Strategic Outcome-oriented Goal 3: Improved rural access, infrastructure and mobility**

<b>Strategic Objective Title</b>	<b>3.1 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance provision integrated rural transport infrastructure and services</b>
<b>Short Definition</b>	The objective will contribute towards improved rural access and mobility.
<b>Purpose / Importance</b>	To develop and implement policies and strategies geared at improving provision of quality public transport infrastructure and services in rural areas.
<b>Source of Data Collection</b>	Programme 7: Public Transport
<b>Method of Calculation</b>	Simple count
<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-cumulative
<b>Reporting Cycle</b>	Annual

**Strategic Outcome-oriented Goal 4: Improved public transport services**

<b>Strategic Objective Title</b>	<b>4.1 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance promotion of sustainable public transport</b>
<b>Short Definition</b>	This objective will contribute towards growing an inclusive economy, poverty alleviation, rural economic development, elimination of inequality.
<b>Purpose / Importance</b>	To facilitate and promote the provision of sustainable public transport, through the use of safe and compliant vehicles and developing empowerment systems for the sector.
<b>Source of Data Collection</b>	Programme 7: Public Transport
<b>Method of Calculation</b>	Simple count
<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-cumulative
<b>Reporting Cycle</b>	Annual

<b>Strategic Objective Title</b>	<b>4.2 Develop and monitor implementation of legislations, policies, strategies and planning tools to Improve public transport access and reliability</b>
<b>Short Definition</b>	The objective will contributed towards increasing access of public transport.
<b>Purpose / Importance</b>	To facilitate the development and implementation of Integrated Public Transport Networks (IPTNs) in identified municipalities.
<b>Source of Data Collection</b>	Programme 7: Public Transport
<b>Method of Calculation</b>	Simple count
<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-cumulative
<b>Reporting Cycle</b>	Annual

<b>Strategic Objective Title</b>	<b>4.3 Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance regulation of public transport</b>
<b>Short Definition</b>	The objective will contributed towards an efficient and effective public transport operations.
<b>Purpose / Importance</b>	To transform land transport systems through development and implementation of legislation, institutional building and planning.
<b>Source of Data Collection</b>	Programme 7: Public Transport
<b>Method of Calculation</b>	Simple count
<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-cumulative
<b>Reporting Cycle</b>	Annual



**Strategic Outcome-oriented Goal 5: Increased contribution to job creation**

<b>Strategic Objective Title</b>	<b>5.1 Monitor off-takes of the implementation of the provincial road maintenance programme</b>
<b>Short Definition</b>	Off-takes refer to the direct and indirect outcomes of the implementation of the Provincial Road Maintenance Grant (PRMG). This includes the number of job opportunities created by the programme and the intended improvement of road infrastructure thus resulting in improved access.
<b>Purpose / Importance</b>	To enhance creation of job opportunities through implementation of labour intensive interventions.
<b>Source of Data Collection</b>	Provincial Departments of Transport
<b>Method of Calculation</b>	Simple count
<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-cumulative
<b>Reporting Cycle</b>	Annual

<b>Strategic Objective Title</b>	<b>5.2 Develop and implement relevant charters and legislation</b>
<b>Short Definition</b>	The objective will enhance employment in the transport sector.
<b>Purpose / Importance</b>	To enhance creation of job opportunities through implementation of relevant charter and legislation.
<b>Source of Data Collection</b>	Programme 6: Maritime Transport
<b>Method of Calculation</b>	Simple count
<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-cumulative
<b>Reporting Cycle</b>	Annual

**Strategic Outcome-oriented Goal 6: Increase contribution of transport to environmental protection**

<b>Strategic Objective Title</b>	<b>6.1 Reduce GHG emissions</b>
<b>Short Definition</b>	The objective contributes to promotion of environmental protection.
<b>Purpose / Importance</b>	To develop and implement strategies aimed at reducing Greenhouse Gas emissions in the Transport Sector.
<b>Source of Data Collection</b>	Programme 2: Integrated Transport Planning
<b>Method of Calculation</b>	Simple count
<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-cumulative
<b>Reporting Cycle</b>	Annual

<b>Strategic Objective Title</b>	<b>6.2 Minimise aviation noise</b>
<b>Short Definition</b>	This objective will contribute to decreased emissions in the civil aviation transport sector.
<b>Purpose / Importance</b>	To develop and implement regulations aimed at reducing aviation noise.
<b>Source of Data Collection</b>	Programme 5: Civil Aviation
<b>Method of Calculation</b>	Simple count
<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-cumulative
<b>Reporting Cycle</b>	Annual

<b>Strategic Objective Title</b>	<b>6.3 Reduce level of pollution at sea</b>
<b>Short Definition</b>	This objective will contribute to reduced levels of pollution in the maritime transport sector.
<b>Purpose / Importance</b>	To develop and implement regulations aimed at reducing pollution levels at sea.
<b>Source of Data Collection</b>	Programme 6: Maritime Transport
<b>Method of Calculation</b>	Simple count
<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-cumulative
<b>Reporting Cycle</b>	Annual

**Strategic Outcome-oriented Goal 7: Effective and efficient management and support**

<b>Strategic Objective Title</b>	<b>7.1 Provide strategic support and corporate services</b>
<b>Short Definition</b>	This objective will enhance the efficiency of the departmental operations by ensuring that support is provided to programmes in pursuit of achieving pre-determined targets, objectives and goals.
<b>Purpose / Importance</b>	To coordinate functions of human resource management and development, communications, information technology, legal and strategic planning in support of DoT programmes
<b>Source of Data Collection</b>	Programme 1: Administration
<b>Method of Calculation</b>	Simple count
<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-cumulative
<b>Reporting Cycle</b>	Annual

<b>Strategic Objective Title</b>	<b>7.2 Ensure good governance and a sound control environment</b>
<b>Short Definition</b>	This objective will enhance compliance of the DoT to governance prescripts by ensuring application of the relevant acts, regulations, governance circulars and internal policies.
<b>Purpose / Importance</b>	To render financial administration, supply chain management, risk management, internal audit, budgeting and management accounting services to the DoT.
<b>Source of Data Collection</b>	Programme 1: Administration
<b>Method of Calculation</b>	Simple count
<b>Data Limitation</b>	None
<b>Calculation Type</b>	Non-cumulative
<b>Reporting Cycle</b>	Annual

## PROGRAMME 1: ADMINISTRATION

**Strategic Outcome-oriented Goal 1:** An effective and integrated infrastructure network that serves as a catalyst for social and economic development

**Strategic Objective 1.3:** Enhance socio-economic transformation of the transport sector

<b>Indicator Title</b>	<b>1.3.1.2 Status report on the transport sector socio-economic empowerment programmes for GDYC developed</b>	
<b>Short Definition</b>	The report aims to provide the status of implementation of socio-economic empowerment programmes in the sector. These programmes may include, but not limited to Employment Equity initiatives, Mentoring and Coaching, Bursaries and Scholarships, Learnerships and Internships, Management Training, Leadership Programmes and Career Ploting	
<b>Purpose / Importance</b>	To ensure monitoring of implementation of empowerment programmes by Sector Institutions with the aim of improving participation of women in Socio-economic activities	
<b>Source of Data Collection</b>	Transport Sector Public Entities, Provincial Departments of Transport and DoT Branches	
<b>Method of Calculation</b>	Simple count	
<b>Data Limitation</b>	None	
<b>Type of Indicator</b>	Output and Efficiency	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	New indicator	
<b>Desired Performance</b>	The desire is to develop the status report on the transport sector socio-economic empowerment programmes for GDYC developed on an annual basis.	
<b>Indicator Responsibility</b>	Act. Chief Director: Strategic Planning, Monitoring and Evaluation - Mr. B. Ramantsi Deputy Director: Gender, Disability, Youth and Children (GDYC) – Ms. M. Matshwane	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Status report on the transport sector socio-economic empowerment programmes developed	Updated status report signed by the Chief Director
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>
<b>Q1</b>	Collect data on implementation of Socio-economic Empowerment	Formal information request to sector stakeholders through email

	programmes from sector stakeholders	Stakeholders: DoT Branches, Sector Entities and Provincial Departments of Transport
<b>Q2</b>	Compile a draft status report	Draft Status Report signed by the Chief Director
<b>Q3</b>	Submit and present the draft status report to the DoT EXCO for quality assurance	DoT EXCO Minutes detailing discussions of the draft status report
<b>Q4</b>	Consider and incorporate EXCO inputs and recommendations	Updated status report signed by the Chief Director

<b>Indicator Title</b>	<b>1.3.1.2 Number of Community Outreach Campaigns conducted on Gender, Disability, Youth and Children (GDYC)</b>	
<b>Short Definition</b>	Outreach Campaigns aim to raise awareness of GDYC among communities	
<b>Purpose / Importance</b>	To empower communities on issues relating to GDYC	
<b>Source of Data Collection</b>	Communities, Provinces and DoT Branches	
<b>Method of Calculation</b>	Simple count	
<b>Data Limitation</b>	None	
<b>Type of Indicator</b>	Output and Efficiency	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	New indicator	
<b>Desired Performance</b>	The desire is to have Community Outreach Campaigns conducted on GDYC	
<b>Indicator Responsibility</b>	Act. Chief Director: Strategic Planning, Monitoring and Evaluation - Mr. B. Ramantsi Deputy Director: Gender, Disability, Youth and Children (GDYC) – Ms. M. Matshwane	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Ten (10) Community Outreach Campaigns conducted	Annual Report on Community Outreach Campaigns signed by the Chief Director
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>

<b>Q1</b>	Conduct two (2) Community Outreach Campaigns with a focus on: <ul style="list-style-type: none"> <li>• Children’s Month (May);</li> <li>• Youth Month (June)</li> </ul>	Report signed by the Chief Director
<b>Q2</b>	Conduct three (3) Community Outreach Campaign with focus on: <ul style="list-style-type: none"> <li>• Men’s Month (July);</li> <li>• Women’s Month (August);</li> <li>• Casual Day (September)</li> </ul>	Report signed by the Chief Director
<b>Q3</b>	Conduct three (3) Community Outreach Campaigns with focus on: <ul style="list-style-type: none"> <li>• Disability Rights Awareness Month (November);</li> <li>• Sixteen (16) Days of Activism for No Violence against Women and Children (November / December)</li> </ul>	Report signed by the Chief Director
<b>Q4</b>	Conduct two (2) Community Outreach Campaigns	Report signed by the Chief Director Annual Report on Community Outreach Campaigns signed by the Chief Director

**Strategic Outcome-oriented Goal 7:           Effective and efficient management and support**  
**Strategic Objective 7.1:                        Provide strategic support and corporate services**

<b>Indicator Title</b>	<b>7.1.1.1 DoT Human Resource Development Strategy Framework implemented annually</b>	
<b>Short Definition</b>	DoT HRD Strategy Framework is aligned to the DPSA Internship framework that mandates government departments to appoint at least 5% of interns within the staff establishment.	
<b>Purpose / Importance</b>	Internship programme provides the unemployed and inexperienced graduates with the necessary and relevant experience to fast track their appointment in the labour market.	
<b>Source of Data Collection</b>	National Skills Development Strategy III, Green Paper on post-school education and training, Determination on conditions of service of interns and learners in the Public Service, Training Database, Quarterly reports and the Internship database for 2014/15	
<b>Method of Calculation</b>	1% of staff payroll should be dedicated to training and development of staff that will facilitate implementation of the HRD Strategy	
<b>Data Limitation</b>	None	
<b>Type of Indicator</b>	Output and Efficiency	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	Old indicator with no changes from the previous year	
<b>Desired Performance</b>	The desire is to provide customised training interventions to address the needs of the Department of Transport in order to meet its strategic mandate.	
<b>Indicator Responsibility</b>	Act. Chief Director: Human Resource Management and Development – Mr. M. Maswanganyi Act. Director: Human Resource Development – Ms. D. Maleka	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Human Resource Development Framework implemented	Approved Annual HRD Implementation Plan for 2018/19  Submission of the draft 2017/18 Monitoring Report to the DPSA signed by the Director-General
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>
<b>Q1</b>	Compile a Monitoring Report on the Implementation of the 2017/18 Human Resource Development Framework	Monitoring Report on the Implementation of the 2017/18 Human Resource Development Framework



	Develop and ensure approval of the 2018/19 Human Resource Development Plan	Approved Annual HRD Implementation Plan for 2018/19
<b>Q2</b>	Monitor and ensure 50% implementation of the 2018/19 HRD Plan.	Quarterly Training Report signed by the Chief Director
<b>Q3</b>	Monitor and ensure 80% implementation of the 2018/19 HRD Plan.	Quarterly Training Report signed by the Chief Director
<b>Q4</b>	Monitor and ensure 100% implementation of the 2018/19 HRD Plan.	Submission of the draft 2017/18 Monitoring Report to the DPISA signed by the Director-General

**Strategic Objective 7.2: Ensure good governance and a sound control environment**

<b>Indicator Title</b>	<b>7.2.1.1 Financial governance compliance and control improved</b>	
<b>Short Definition</b>	An action plan is developed / reviewed on an annual basis by the DoT to address audit findings raised by either Internal Audit or the Auditor-General. The Plan is then implemented and monitored on a quarterly basis, with quarterly progress reports presented to the DoT Executive Committee, Audit Steering Committee and the Audit Committee.	
<b>Purpose / Importance</b>	To improve governance and ensure compliance with relevant prescripts	
<b>Source of Data Collection</b>	Internal progress reports from branches affected by the findings	
<b>Method of Calculation</b>	Simple count	
<b>Data Limitation</b>	Relevance and timeliness of management responses to findings communicated by Internal Audit or Auditor-General	
<b>Type of Indicator</b>	Efficiency Indicator	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	Old indicator with minimal changes from previous year	
<b>Desired Performance</b>	The desire is to minimise findings raised by Internal Audit or the Auditor-General by ensuring compliance to relevant prescripts	
<b>Indicator Responsibility</b>	Chief Director: Budgeting and Compliance – Ms. D. Mabula Director: Internal Control – Mr. S. Tutshini	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Action plans to address audit findings developed and monitored	Monitoring report signed by the Chief Director
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>
	<b>Q1</b>	-
<b>Q2</b>	Develop action plans to address audit findings and monitor progress	Action Plan signed by the Chief Director
<b>Q3</b>	Monitor progress on the implementation of action plans	Monitoring report signed by the Chief Director
<b>Q4</b>	Develop Annual Report on the Implementation of action plans	Annual Report developed and signed by the Chief Director

<b>Indicator Title</b>	<b>7.2.1.2 Implementation of the DoT Risk Management Strategy Monitored.</b>	
<b>Short Definition</b>	The Risk Management Strategy will provide a platform for the DoT to update its Risk Profile. (A snap shot of an organisation's operating environment). As part of implementation of this strategy, the DoT will identify strategic and operational risks. Then an action plan will be developed, implemented and reported on a quarterly basis. Quarterly progress reports will be presented to the DoT Executive Committee, DoT Risk Management committee and the Audit committee.	
<b>Purpose / Importance</b>	To determine instruments to deal with identified risks and opportunities linked to the achievement of the Department's goals and objectives.	
<b>Source of Data Collection</b>	Risk Management Committee, Risk Champions Committee, Audit Committee	
<b>Method of Calculation</b>	Simple count	
<b>Data Limitation</b>	None	
<b>Type of Indicator</b>	Efficiency Indicator	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	Old indicator with minimal changes from previous year	
<b>Desired Performance</b>	To have the monitoring report for the implementation of the DoT Risk Management Strategy	
<b>Indicator Responsibility</b>	Act. Chief Audit Executive – Ms. B. Mngwazi Director: Risk Management – Mr. M. Malindisa	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Annual Monitoring Report for the implementation of the DoT Risk Management Strategy developed	Annual Monitoring Report signed by the Chief Director
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>
<b>Q1</b>	Monitor implementation of the Risk Management Strategy	Quarterly Monitoring Report signed by the Chief Director
<b>Q2</b>	Monitor implementation of the Risk Management Strategy	Quarterly Monitoring Report signed by the Chief Director
<b>Q3</b>	Monitor implementation of the Risk Management Strategy	Quarterly Monitoring Report signed by the Chief Director
<b>Q4</b>	Develop the Annual Monitoring report on the implementation of the Risk Management Strategy	Annual Monitoring Report signed by the Chief Director

## PROGRAMME 2: INTEGRATED TRANSPORT PLANNING

**Strategic Outcome-oriented Goal 1:** An efficient and integrated infrastructure network that serves as a catalyst for social and economic development

**Strategic Objective 1.1:** Facilitate integrated macro-transport systems planning to guide investments in the sector

<b>Indicator Title</b>	<b>1.1.2.1 Roll-out of 10 NATMAP 2050 Interventions by 2019</b>	
<b>Short Definition</b>	The NATMAP is a holistic transport action plan designed to facilitate integrated multimodal transportation systems planning to guide investment in the transport sector	
<b>Purpose / Importance</b>	The NATMAP will assist with planning for interventions and provision of infrastructure and services ahead of time; as such it is a pro-active plan that identifies necessary actions prior to problem developing. To that effect it assists with decision-making on critical areas where resources (budgeting) must be focused.	
<b>Source of Data Collection</b>	All transport system stakeholders, vertically and horizontally within Government including the Private sector.	
<b>Method of Calculation</b>	Simple count	
<b>Data Limitation</b>	Confidentiality issues both internally and externally, particularly from SOEs, may hinder availability of data.	
<b>Type of Indicator</b>	Output	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	Old indicator without change from previous year	
<b>Desired Performance</b>	To have the Performance Monitoring Report for implementation of NATMAP 2050	
<b>Indicator Responsibility</b>	Chief Director: Macro Sector Planning – Mr. M. Makhari Director: Master Planning, Implementation and Review: Mr. S. Dibakwane	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Implementation of ten (10) NATMAP 2050 Priority Pilot Projects monitored	Consolidated Annual Report for monitored NATMAP projects signed by the Programme Manager
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>
<b>Q1</b>	Conduct Performance Monitoring on four (4) prioritised pilot projects	Quarterly Performance Monitoring Report signed by the Programme

		<p>Manager</p> <p><u>Projects:</u></p> <ul style="list-style-type: none"> <li>• Parys Intermodal Transport Facility</li> <li>• Upgrade of Route R31 – Northern Cape</li> <li>• National Station Upgrade Programme (Phillipi Station)</li> <li>• National Road Safety Strategy</li> </ul>
<b>Q2</b>	Conduct Performance Monitoring on four (4) prioritised pilot projects	<p>Quarterly Performance Monitoring Report signed by the Programme Manager</p> <p><u>Projects:</u></p> <ul style="list-style-type: none"> <li>• Upgrade of MR177 – Stellenbosch Arterial Phase II</li> <li>• R573 Moloto Phase I</li> <li>• Multimodal Legislative Framework</li> <li>• Green Transport Strategy</li> </ul>
<b>Q3</b>	Conduct Performance Monitoring on two (2) prioritised pilot projects	<p>Quarterly Performance Monitoring Report signed by the Programme Manager</p> <p><u>Projects:</u></p> <ul style="list-style-type: none"> <li>• OR Tambo International Airport – Midfield Passenger Terminal</li> <li>• Development of Integrated Public Transport Networks (IPTNs) in two (2) District Municipalities (Vhembe and Nkangala)</li> </ul>
<b>Q4</b>	Consolidate performance report for monitored projects	Consolidated Annual Report for monitored NATMAP projects signed by the Programme Manager

<b>Indicator Title</b>	<b>1.1.2.2 White Paper on the National Transport Policy submitted to Cabinet by September 2018</b>	
<b>Short Definition</b>	To review and revisit the the 1996 National Transport Policy and formulate new policy where it had become necessary to adjust to a changed environment	
<b>Purpose / Importance</b>	To update the White Paper on National Transport Policy to be in line with national objectives and ensure that the policy responds to current needs of transport in South Africa, SADC region and in the continent.	
<b>Source of Data Collection</b>	DoT relevant branches and units, transport sector agencies, provincial and local government authorities, private sector, other government departments and agencies, commuters and other relevant transport stakeholders	
<b>Method of Calculation</b>	Stakeholder consultation	
<b>Data Limitation</b>	Data sourcing and availability as a result of confidentiality issues, complexity of transport activities, many custodians of transport data and concurrent functions across different levels of government.	
<b>Type of Indicator</b>	Efficiency indicator	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	Updated White Paper on the National Transport Policy	
<b>Desired Performance</b>	The desire is to have Integrated Monitoring Plan for Revised White Paper on National Transport Policy	
<b>Indicator Responsibility</b>	Chief Director: Research and Innovation – Mr. T. Tenza Director: Monitoring & Evaluation – Mr. M. Kgamanyane	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Revised White Paper on the National Transport Policy submitted to Cabinet	Submission of the Revised White Paper on the National Transport Policy to Cabinet signed by the Minister
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>
<b>Q1</b>	Submit the White Paper on the National Transport Policy to DPME for SEIAS assessment	Submission to the Department of Planning, Monitoring and Evaluation (DPME) signed by the Programme Manager
<b>Q2</b>	Submit the White Paper on the National Transport Policy to Cabinet	Submission of the White Paper on the National Transport Policy to Cabinet signed by the Minister
<b>Q3</b>	-	-
<b>Q4</b>	-	-

**Strategic Objective 1.3: Enhance socio-economic transformation of the transport sector**

<b>Indicator Title</b>	<b>1.3.2.1 Establishment of Single Transport Economic Regulator established</b>	
<b>Short Definition</b>	The establishment of the STER will play a vital role in improving technical, operational and pricing efficiency in sectors characterised by natural monopolies and also have substantial and positive economy wide impacts by helping to reduce the cost of trade and improve the overall competitiveness of the country. The STER will give all users of transport services, including individual passengers, the ability to direct complaints about prices, access and service delivery in the transport sector to an independent and well-capacitated institution. And this institution will have full powers and authority to investigate and where appropriate address all valid complaints against transport entities.	
<b>Purpose / Importance</b>	South Africa needs an efficient and cost-effective transport system in order to raise economic growth and meet its social goals of reducing poverty, unemployment and inequality. Internationally, transport costs on average comprise less than 40% of the overall logistics costs. Worryingly, in South Africa, the transport component of logistics costs has steadily increased to around 53% over the last decade. This affects service delivery, from the impact on the cost of basic foodstuffs to the impact on the cost of getting to work each day	
<b>Source of Data Collection</b>	Mainly regulated entities, e.g. PRASA, Transnet, SANRAL ACSA, ATNS, etc.	
<b>Method of Calculation</b>	Simple count	
<b>Data Limitation</b>	State-Owned Companies (SOCs) are reluctant to provide data related to pricing and tariff determination. Previous attempts to collect this kind of information from SOCs have been met with resistance, often because the data is deemed commercially sensitive.	
<b>Type of Indicator</b>	Efficiency and Outcome	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	Old indicator with changes from previous year	
<b>Desired Performance</b>	Targeted performance desired	
<b>Indicator Responsibility</b>	Chief Director: Modelling and Economic Analysis - Mr. M. Ngcamu Director: Black Economic Empowerment - Mr. M. Sikhudo	
<b>2016/17 Annual Target</b>	<b>Annual Target</b>	<b>Annual Admissible Evidence</b>
	Single Transport Economic Regulator (STER) Bill Submitted to Parliament	Submission of the draft STER Bill to Parliament signed by the Minister
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Quarterly Admissible Evidence</b>
<b>Q1</b>	Submit the draft STER Bill to the ESEID Cluster	Submission of the draft STER Bill to the ESEID Cluster signed by

		Director-General
<b>Q2</b>	Submit the draft STER Bill to Cabinet	Submission of the draft STER Bill to Cabinet signed by the Minister
<b>Q3</b>	Consider Cabinet inputs and update the draft STER Bill	Updated draft STER Bill
<b>Q4</b>	Submit the draft STER Bill to Parliament	Submission of the draft STER Bill to Parliament signed by the Minister



**Strategic Outcome-oriented Goal 6: Increased contribution of transport to environmental protection**

**Strategic Objective 6.1: Reduce GHG emissions**

<b>Indicator Title</b>	<b>6.1.2.1 Green Transport Strategy Implemented</b>	
<b>Short Definition</b>	The DoT intends to make targeted climate change mitigation interventions in the sectors by developing the Green Transport Strategy (GTS), which will be inclusive of an implementation plan. It is envisaged that the GTS will comprise of a “basket of climate change mitigation measures” while at the same time being flexible enough to accommodate the peculiarities of each sub-sector.	
<b>Purpose / Importance</b>	The development of a policy-based tool that responds to green growth policies and facilitates the implementation and deployment of environmentally sustainable transport systems. The GTS has the potential to achieve not only CO2 emissions reduction in the transport sector, but also at the same time achieve more efficient and sustainable transport systems in the country.	
<b>Source of Data Collection</b>	Transport Agencies, Government departments and other relevant institutions (research etc.) Multiple sources, including but not limited to PRASA, Transnet, SANRAL and other public (e.g. Gautrain Management Agency), private entities (e.g. freight logistics associations and operators) involved in the road and rail transport space, provincial Transport Departments, metropolitan municipalities, primarily through SALGA as indicated in the project discussion document, as well as research entities, including the CSIR, other government departments and transport stakeholders deemed relevant for the purpose of formulating the Green Transport Strategy. Publicly-available documents such as the Energy Efficiency Strategy and The National Climate Change Response Strategy will also be used to complement information to be obtained from the data sources identified above.	
<b>Method of Calculation</b>	Simple count	
<b>Data Limitation</b>	Data sourcing and availability as a result of confidentiality issues. Issues related to commercial competitiveness have in the past been cited and used as a reason not to divulge the necessary data, and in the process, delaying DOT’s projects timelines. Some of the DOT’s own Public Entities are also culprits in this regard.	
<b>Type of Indicator</b>	Output	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	New Indicator	
<b>Desired Performance</b>	To achieve approval of the strategy by Cabinet and implement it.	
<b>Indicator Responsibility</b>	Chief Director: Research and Innovation - Mr. T. Tenza Director: Environmental Coordination - Ms. P. Manale	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Public awareness campaigns on the Green Transport Strategy held in nine	Consolidated Report on the Public awareness campaigns raised on the

	(9) provinces	Green Transport Strategy
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>
<b>Q1</b>	Host public awareness campaigns in three (3) provinces	Proof of consultations (Attendance Register and Minutes) Draft Status Report Stakeholders: Gauteng, Mpumalanga and Limpopo
<b>Q2</b>	Host public awareness campaigns in three (3) provinces	Proof of consultations (Attendance Register and Minutes) Draft Status Report Stakeholders: North West, Northern Cape and Free State
<b>Q3</b>	Host public awareness campaigns in three (3) provinces	Proof of consultations (Attendance Register and Minutes) Draft Status Report Stakeholders: Eastern Cape, Western Cape and KwaZulu Natal
<b>Q4</b>	Compile consolidated report on public awareness campaigns on the Green Transport Strategy	Consolidated Report on the Public awareness campaigns raised on the Green Transport

## PROGRAMME 3: RAIL TRANSPORT

Strategic Outcome-oriented Goal 1: **An efficient and integrated infrastructure network that serves as a catalyst for social and economic development**

Strategic Objective 1.5: **Enhance performance, efficiency and reliability of the rail transport sector**

<b>Indicator Title</b>	<b>1.5.3.1 National Rail Bill submitted to Parliament by March 2020</b>	
<b>Short Definition</b>	The National Rail Bill will guide sector development and institutional arrangement and ensure improved performance of the rail sector	
<b>Purpose / Importance</b>	The purpose of the Bill is to guide development and institutional arrangements in the rail transport sector thereby enabling revitalisation of the rail transport sector and ensure improved performance	
<b>Source of Data Collection</b>	Draft White Paper on National Rail Policy, stakeholder consultation reports and meeting reports	
<b>Method of Calculation</b>	Simple count	
<b>Data Limitation</b>	Non co-operation from Transnet Freight Rail and the Department of Public Enterprises in finalizing the policy process	
<b>Type of Indicator</b>	Output	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	New Indicator	
<b>Desired Performance</b>	To have the National Rail Bill approved by Parliament	
<b>Indicator Responsibility</b>	Chief Director: Rail Regulation - Mr. N. Makaepa Director: Rail Policy and Strategy - Ms. H. Ngwenya	
<b>2017/18 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	National Rail Bill submitted to Cabinet	Submission of the National Rail Bill to Cabinet signed by the Minister
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for quarterly targets</b>
<b>Q1</b>	Conduct stakeholder consultations on the draft National Rail Bill	Proof of Consultations (Attendance Register and Minutes)  Stakeholder: PRASA and Rail Safety Regulator (RSR)
<b>Q2</b>	Conduct stakeholder consultations on the draft National Rail Bill	Proof of Consultations (Attendance Register and Minutes)

		Stakeholder: Gauteng Management Agency (GMA) and Transnet
<b>Q3</b>	Submit the the National Rail Bill to the ESEID Cluster	Submission of the National Rail Bill to the ESEID Cluster signed by the Minister
<b>Q4</b>	Submit the the National Rail Bill to Cabinet	Submission of the National Rail Bill to Cabinet signed by the Minister

<b>Indicator Title</b>	<b>1.5.3.3 Research on current access arrangements and pricing conducted by March 2019</b>	
<b>Short Definition</b>	Economic Regulations will provide guidelines and frameworks on pertinent rail economic regulatory issues such as fair access to network and train setting of tariffs	
<b>Purpose / Importance</b>	To enhance economic regulatory functions	
<b>Source of Data Collection</b>	PRASA, Transnet Freight Rail, National Energy Regulator of South Africa, other local economic regulators and international economic regulatory institutions	
<b>Method of Calculation</b>	Simple count	
<b>Data Limitation</b>	No legislation compelling Transnet Freight Rail to provide economic regulatory information.	
<b>Type of Indicator</b>	Output	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	New Indicator	
<b>Desired Performance</b>	Migration Plan to migrate Interim Rail Economic Regulatory Capacity to STER	
<b>Indicator Responsibility</b>	Chief Director: Rail Regulation - Mr. N. Makoape Director: Rail Economic Regulation - Ms. M. Somaru	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Annual Target</b>
	Research on proposed access arrangements and pricing approaches conducted	Report on proposed access arrangements and pricing approaches
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Quarterly Targets</b>
<b>Q1</b>	Develop inception report on proposed access arrangements and pricing approaches	Inception report

<b>Q2</b>	Conduct international benchmarking on proposed access arrangements and pricing approaches	Draft international benchmarking report signed by the Chief Director
<b>Q3</b>	Develop first Draft Report on proposed access arrangements and pricing approaches	First Draft Report on proposed access arrangements and pricing approaches
<b>Q4</b>	Finalise the draft Report on access arrangements and pricing approaches	Final Draft Report on access arrangements and pricing approaches

<b>Indicator Title</b>	<b>1.5.3.4 Implementation of the Branchline Model for Private Sector Participation (PSP) monitored</b>	
<b>Short Definition</b>	A Branchline is simply defined as a short railway line which connect economic nodes to the main line. The Branchline Model for Private Sector Participation will be developed in line with the National Policy Green Paper position on branchlines.	
<b>Purpose / Importance</b>	The PSP model will create a framework for the introduction of the private sector in branchlines.	
<b>Source of Data Collection</b>	Transnet / DPE	
<b>Method of Calculation</b>	Simple count	
<b>Data Limitation</b>	Entrenched institutional and market structures – oversight function falls outside the Department's mandate	
<b>Type of Indicator</b>	Output	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	New Indicator	
<b>Desired Performance</b>	To have Implementation of the Branchline Model for PSP monitored	
<b>Indicator Responsibility</b>	Chief Director: Rail Infrastructure and Industry Development - Mr. J. D. de Villiers Deputy Director: Rail Freight Logistics - Ms. M. Mohale	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Implementation plan for the PSP Framework monitored	Updated draft Implementation Plan signed by the Programme Manager
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for quarterly targets</b>
<b>Q1</b>	-	-
<b>Q2</b>	Develop Draft Implementation Plan for PSP Framework	Draft Implementation Plan signed by the Programme Manager
<b>Q3</b>	Conduct stakeholder consultations on the Draft Implementation Plan	Proof of stakeholder consultations (Attendance Register and Minutes) Stakeholders: Departments of Agriculture, Forestry and Fisheries (DAFF), Economic Development (DED), Rural Development and Land Reform (DRDLR), National Treasury (NT) and the South African Local Government Association (SALGA)
<b>Q4</b>	Consider stakeholder inputs and update the Implementation Plan for the PSP Framework	Updated draft Implementation Plan signed by the Programme Manager

**Strategic Outcome-oriented Goal 2: A transport sector that is safe and secure**  
**Strategic Objective 2.1: Regulate and enhance transport safety and security**

<b>Indicator Title</b>	<b>2.1.3.1 National Railway Safety Bill submitted to Parliament by March 2020</b>	
<b>Short Definition</b>	The National Railway Safety Regulator Bill will improve the legislative framework governing railway safety in the rail industry	
<b>Purpose / Importance</b>	To improve legislative framework governing railway safety	
<b>Source of Data Collection</b>	The source of data collection is through the Railway Safety Regulatory Gap Analysis report and the National Railway Safety Regulator Act (Act 16 of 2000, as amended)	
<b>Method of Calculation</b>	Simple count	
<b>Data Limitation</b>	Challenges with current legislation having shortcomings as well as securing dates with legislature for submission of the bill.	
<b>Type of Indicator</b>	Output	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	New Indicator	
<b>Desired Performance</b>	To have the National Railway Safety Regulator Bill submitted to Parliament	
<b>Indicator Responsibility</b>	Chief Director: Rail Regulation - Mr. N. Makoapea Deputy Director: Rail Safety Regulation - Mr. R. Shivambu	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Draft National Railway Safety Bill submitted to Cabinet	Submission of the draft Railway Safety Bill Submitted to Cabinet signed by the Minister
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for quarterly targets</b>
<b>Q1</b>	Consider stakeholder inputs and update the draft Railway Safety Bill	Updated draft National Railway Safety Bill signed by the Programme Manager
<b>Q2</b>	Submit the National Railway Safety Bill to NEDLAC	Submission of the National Railway Safety Bill to NEDLAC signed by the DG
<b>Q3</b>	Submit the National Railway Safety Bill to FOSAD Cluster	Submission of the National Railway Safety Bill to FOSAD cluster signed

		by the DG
<b>Q4</b>	Submit the National Railway Safety Bill to Cabinet	Submission of the National Railway Safety Bill to Cabinet signed by the Minister



## PROGRAMME 4: ROAD TRANSPORT

Strategic Outcome-oriented Goal 1: An efficient and integrated infrastructure network and operations that serves as a catalyst for social and economic development

Strategic Objective 1.4: Ensure a sustainable transport infrastructure network

<b>Indicator Title</b>	<b>1.4.4.1 Roads Policy submitted to Cabinet by September 2018</b>	
<b>Short Definition</b>	The Roads Policy for South Africa will ensure that resource allocation decisions are based on a well-defined set of policy goals and objectives. These objectives reflect the desired system conditions, level and standard of service, and safety provided to customers, and are typically tied to economic, social and environmental goals.	
<b>Purpose / Importance</b>	To guide broad sustainable management of the road transport sector, infrastructure investment, road safety and subsequently contributing to social and economic growth.	
<b>Source of Data Collection</b>	Discussion notes from workshops and / or meetings held with stakeholders.	
<b>Method of Calculation</b>	Simple Count	
<b>Data Limitation</b>	None	
<b>Type of Indicator</b>	Output	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	Old indicator	
<b>Desired Performance</b>	To have the Roads Policy approved by Cabinet and implemented	
<b>Indicator Responsibility</b>	Chief Director: Road Infrastructure and Industry Development (RIID) – Mr. P. Mohan Director: Rural and Non-Motorised Transport - Mr. A.Chego	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Draft Roads Policy submitted to Cabinet	Submission of the Draft Roads Policy submitted to Cabinet signed by the Minister
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Quarterly Targets</b>
<b>Q1</b>	Submit the Draft Roads Policy to FOSAD Cluster	Submission of the Draft Roads Policy to FOSAD Cluster signed by the DG

<b>Q2</b>	Submit the Draft Roads Policy to Cabinet	Submission of the Draft Roads Policy for South Africa to Cabinet signed by the Minister
<b>Q3</b>	-	-
<b>Q4</b>	-	-

<b>Indicator Title</b>	<b>1.4.4.2 Construction and maintenance of provincial roads monitored in line with the Provincial Road Maintenance Grant (PRMG) budget</b>	
<b>Short Definition</b>	Construction and maintenance of provincial road infrastructure will be done through the S'hamba Sonke Programme (SSP) funded through the Provincial Road Maintenance Grant (PRMG). The programme includes rehabilitation of roads, resealing of surfaced roads, patching of blacktops, NMT Infrastructure, blading and graveling of gravel roads.	
<b>Purpose / Importance</b>	Preservation of road infrastructure in support of Provincial and National priorities, and to ensure achievement of predetermined objectives and outcomes	
<b>Source of Data Collection</b>	Preliminary report: Bilateral and Site Visits Final report: Table B5; Quarterly Performance Reports (QPRs); Web-based Infrastructure Reporting Model (IRM)	
<b>Method of Calculation</b>	Simple count	
<b>Data Limitation</b>	Variations by Provinces DoRA reporting processes (Report to be received 30 days after the end of a quarter) Reporting timelines for IRM	
<b>Type of Indicator</b>	Output	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	Old Indicator	
<b>Desired Performance</b>	Improved road network infrastructure	
<b>Indicator Responsibility</b>	Chief Director: Road Engineering Standards – Mr. M. Futshane Director: Road Asset and Quality Management - Mr. L. Malapane	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Overall implementation of the SSP monitored in line with the PRMG budget	Performance Monitoring report signed by the Programme Manager
<b>Admissible Evidence for</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>

<b>Quarterly Targets</b>		
<b>Q1</b>	Monitor implementation of the SSP through site inspections, bilateral consultations and compile progress report	<ul style="list-style-type: none"> <li>• 5<sup>th</sup> day after end of quarter: Proof of Monitoring (i.e. Proof of Bilateral and / or site visits)</li> <li>• 45<sup>th</sup> day after end of quarter: Quarter Performance Report signed by the relevant authority</li> </ul> <p><i>NB: The above reports are not linked</i></p>
<b>Q2</b>	Monitor implementation of the SSP through site inspections, bilateral consultations and compile progress report	<ul style="list-style-type: none"> <li>• 5<sup>th</sup> day after end of quarter: Proof of Monitoring (i.e. Proof of Bilateral and / or site visits)</li> <li>• 45<sup>th</sup> day after end of quarter: Quarter Performance Report signed by the relevant authority</li> </ul> <p><i>NB: The above reports are not linked</i></p>
<b>Q3</b>	Monitor implementation of the SSP through site inspections, bilateral consultations and compile progress report	<ul style="list-style-type: none"> <li>• 5<sup>th</sup> day after end of quarter: Proof of Monitoring (i.e. Proof of Bilateral and / or site visits)</li> <li>• 45<sup>th</sup> day after end of quarter: Quarter Performance Report signed by the relevant authority</li> </ul> <p><i>NB: The above reports are not linked</i></p>
<b>Q4</b>	Monitor implementation of the SSP through site inspections, bilateral consultations and compile progress report	<ul style="list-style-type: none"> <li>• 5<sup>th</sup> day after end of quarter: Proof of Monitoring (i.e. Proof of Bilateral and / or site visits)</li> <li>• 45<sup>th</sup> day after end of quarter: Quarter Performance Report signed by the relevant authority</li> </ul> <p><i>NB: The above reports are not linked</i></p>

<b>Indicator Title</b>	<b>1.4.4.3 Access Road Development Plan submitted to Cabinet by December 2018</b>
<b>Short Definition</b>	A master plan for implementation to improve access to social and economic amenities in municipal areas (High access and very low mobility routes for the movement of people and goods within rural areas).
<b>Purpose / Importance</b>	Access Roads have a direct and significant impact on the daily lives of people and provide improved access to economic opportunities and social amenities
<b>Source of Data Collection</b>	Road Asset Management Systems; Demarcation Board Data (Local Municipality and District Municipality Boundaries)

<b>Method of Calculation</b>	Simple Count	
<b>Data Limitation</b>	Updated Road Condition Data and Traffic Information Points of interest	
<b>Type of Indicator</b>	Output	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	Old indicator	
<b>Desired Performance</b>	To have Access Road Development Plan submitted to Cabinet	
<b>Indicator Responsibility</b>	Chief Director: Road Engineering Standards – Mr. M. Futshane Director: Road Asset and Quality Management - Mr. L. Malapane	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Access Road Development Plan submitted to Cabinet	Submission of Access Road Development Plan to Cabinet signed by the Minister
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>
<b>Q1</b>	Submit the Access Road Development Plan (ARDP) to DoT EXCO for quality assurance	Presentation and Minutes of the ARDP to DoT EXCO
<b>Q2</b>	Submit Access Road Development Plan submitted to Cabinet	Submission of the ARDP to Cabinet signed by the Minister
<b>Q3</b>	-	
<b>Q4</b>	-	-

**Strategic Outcome-oriented Goal 2: A transport sector that is safe and secure**

**Strategic Objective 2.1: Regulate and enhance transport safety and security**

<b>Indicator Title</b>	<b>2.1.4.1 Draft Bill for Founding Legislations of Road Entities submitted to Cabinet by March 2020</b>	
<b>Short Definition</b>	The Bill seeks to align the legislation and resolve possible overlaps in terms of mandates	
<b>Purpose / Importance</b>	To streamline mandates and achievement of DoT's deliverable in South Africa	
<b>Source of Data Collection</b>	Inputs received from the Agencies	
<b>Method of Calculation</b>	Simple Count	
<b>Data Limitation</b>	Parliamentary process outside the control of the DoT	
<b>Type of Indicator</b>	Output	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	New indicator	
<b>Desired Performance</b>	To have an effective and efficient Road Traffic Agencies central to towards the achievement of the DoT's mandate as it relates to the reduction of carnages resultant from road accidents and well maintained road infrastructure	
<b>Indicator Responsibility</b>	Chief Director: Road Regulation Director: Road Traffic Legislation and Standards – Mr. J. Motsatsing	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Draft Bill for Founding Legislations of Road Entities developed	Draft Bill for Founding Legislations of Road Entities
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>
<b>Q1</b>	Conduct stakeholder consultations on legislative inputs and proposals with road entities	Proof of consultation (Invitations, Attendance Register and Minutes) Stakeholders: SANRAL and CBRTA
<b>Q2</b>	Conduct stakeholder consultations on legislative inputs and proposals with road entities	Proof of consultation (Invitations, Attendance Register and Minutes) Stakeholders: RTMC, RTIA and RAF
<b>Q3</b>	Consider stakeholder inputs and develop draft review report	Draft proposed legislative report
<b>Q4</b>	Develop Draft Bill for Founding Legislations of Road Entities	Draft Bill for Founding Legislations of Road Entities

<b>Indicator Title</b>	<b>2.1.4.2 Implementation of the 2016-2030 National Road Safety Strategy monitored</b>	
<b>Short Definition</b>	The National Road Safety Strategy (NRSS) seeks to provide an overall direction on the implementation of all road safety programmes, by ensuring alignment and integration across the wide range of specific interventions that are undertaken in the reduction of road crashes and fatalities	
<b>Purpose / Importance</b>	To create a safe road environment for all road users, by firstly reducing the number of road incidents as well as directly reducing the number of injuries and fatalities due to road incidents.	
<b>Source of Data Collection</b>	Global Plan for the Decade of Action Road Safety 2011-2020, (5 Pillars).Literature review. Meeting with Stakeholders. Road Accidents Statistics, Recommendations of the Road Safety Summits and Previous draft Road Safety Strategy, World Health Organisation Road Safety Status Report, UN Decade of Action Report (DoT), E-Natis data, Stats SA Research Report	
<b>Method of Calculation</b>	Simply Count	
<b>Data Limitation</b>	None	
<b>Type of Indicator</b>	Output	
<b>Calculation Type</b>	Non-Cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	New Indicator	
<b>Desired Performance</b>	Reduction of crashes in South Africa, Increasing survival rate of crashes and improving health outcomes for crash victims, protecting vulnerable road users	
<b>Indicator Responsibility</b>	Chief Director: Road Regulations Director: Road Safety Programmes – Ms. T. Moya	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Implementation of the 2016-2030 National Road Safety Strategy monitored	Annual Progress Report on the implementation of the implementation of the 2016-2030 National Road Safety Strategy signed by the Programme Manager
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>
<b>Q1</b>	Produce progress report on the implementation of the National Road Safety Strategy:  <ul style="list-style-type: none"> <li>• Easter Road Safety Programme</li> <li>• UN Global Road Safety Week Awareness</li> </ul>	Progress report on the implementation of the National Road Safety Strategy: (Meeting invitations, Agenda or Minutes and Activity Plan)

	<ul style="list-style-type: none"> <li>Youth Road Safety Summit</li> </ul>	
<b>Q2</b>	Produce progress report on the implementation of the National Road Safety Strategy <ul style="list-style-type: none"> <li>Pedestrian and Passenger Visibility Awareness Programmes</li> <li>Driver Safety and Education Programmes</li> </ul>	Progress report on the implementation of the National Road Safety Strategy: (Meeting invitations, Agenda or Minutes and Activity Plan)
<b>Q3</b>	Produce progress report on the implementation of the National Road Safety Strategy <ul style="list-style-type: none"> <li>Road Safety Education Flagship Programmes</li> <li>National Road Safety Summit</li> <li>Festive Season Awareness Programme</li> </ul>	Progress report on the implementation of the National Road Safety Strategy: (Meeting invitations, Agenda or Minutes and Activity Plan)
<b>Q4</b>	Produce progress report on the implementation of the National Road Safety Strategy <ul style="list-style-type: none"> <li>Back-to-School Road Safety and Scholar Safety Programmes</li> <li>Driver Safety Programme</li> </ul>	Progress report on the implementation of the National Road Safety Strategy: (Meeting invitations, Agenda or Minutes and Activity Plan)

<b>Indicator Title</b>	<b>2.1.4.3 Anti-Fraud and Corruption Strategy for Driving Licence Testing Centres (DLTCs), Vehicle Testing Centres (VTCs) and Registration Authorities submitted to Cabinet by March 2020</b>
<b>Short Definition</b>	The Anti-Fraud and Corruption Strategy seeks to provide a solution to the immense challenges in the Driving Licence Testing Centre, Motor vehicle Licensing and testing environment by ensuring legislative support, incorporating the latest technology and best practice principles in the effort to eliminate fraud and corruption.
<b>Purpose / Importance</b>	To create a safe road environment for all road users, by firstly reducing the number of road incidents as well as directly reducing the number of injuries and fatalities due to road incidents.
<b>Source of Data Collection</b>	Provinces, RTMC, SIU, SAPS International Best Practice
<b>Method of Calculation</b>	Simply Count
<b>Data Limitation</b>	None
<b>Type of Indicator</b>	Output

<b>Calculation Type</b>	Non-Cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	New Indicator	
<b>Desired Performance</b>	Eliminate Fraud and Corruption	
<b>Indicator Responsibility</b>	Chief Director: Road Regulations Director: Compliance - Ms. L. Botma	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Stakeholder consultations conducted on the draft Anti-Fraud and Corruption Strategy	Updated draft National Anti-Fraud and Corruption Strategy
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>
<b>Q1</b>	Establish the National Anti-Fraud and Corruption Forum	Proof of Establishment of the National Anti-Fraud and Corruption Forum
<b>Q2</b>	Conduct stakeholder consultations on the Anti-Fraud and Corruption Strategy with SAPS and National Prosecuting	Proof of Consultation (Attendance Register and Minutes <b>OR</b> interactive emails) Stakeholders: SAPS and National Prosecuting Authority
<b>Q3</b>	Conduct stakeholder consultations on the Anti-Fraud and Corruption Strategy with South African Insurance Crime Bureau and Business Against Crime South Africa	Proof of Consultation (Attendance Register and Minutes <b>OR</b> interactive emails) Stakeholders: South African Insurance Crime Bureau and Business Against Crime South Africa
<b>Q4</b>	Consider stakeholder inputs and update the draft Anti-Fraud and Corruption Strategy	Updated Draft National Anti-Fraud and Corruption Strategy



## PROGRAMME 5: CIVIL AVIATION

**Strategic Outcome-oriented Goal 1:** An efficient and integrated infrastructure network that serves as a catalyst for social and economic development

**Strategic Objective 1.5:** Enhance performance, efficiency and reliability of the transport sector

<b>Indicator Title</b>	<b>1.5.5.1 Implementation of the Airports Company Amendment Act monitored</b>	
<b>Short Definition</b>	Amendment of current legislation (Airports Company Act) to create a transparent, predictable and reliable regulatory framework and to also establish a dispute resolution mechanism.	
<b>Purpose / Importance</b>	To enhance the regulatory framework so as to align it with international best practices and current trends	
<b>Source of Data Collection</b>	The Department has established a consultative structure composed of key industry role players (ACSA, ATNS, AASA, BARSAs and the Regulating Committee) where pertinent matters of economic regulation are discussed and adopted	
<b>Method of Calculation</b>	Simple Count	
<b>Data Limitation</b>	Delays with Cluster processes	
<b>Type of Indicator</b>	Output	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	Old indicator without change from previous year	
<b>Desired Performance</b>	To have the Airports Company Amendment Bill promulgated and implemented	
<b>Indicator Responsibility</b>	Chief Director: Aviation Economics and Industry Development Director : Aviation Economic Analysis and Regulation	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Draft regulations for ACSA Act submitted to the Minister for approval	Submission of the Draft regulations for ACSA Act signed by the Minister
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>

<b>Q1</b>	Submit the draft regulations to the DoT EXCO for quality assurance	EXCO Minutes detailing discussions of the Draft Regulations for ACSA Act
<b>Q2</b>	Gazette the draft regulations for public comments	Gazette Notice
<b>Q3</b>	Conduct stakeholder consultation on the draft regulations	Proof of Consultations (Attendance Register and Minutes)  Stakeholders: ATNS, ACSA, AASA, BARSA
<b>Q4</b>	Submit the draft regulations for ACSA Act to the Minister	Approved Regulations for ACSA Act signed by the Minister

<b>Indicator Title</b>	<b>1.5.5.2 Implementation of the ATNS Amendment Act monitored</b>	
<b>Short Definition</b>	Amendment of current legislation (ATNS Act) to create a transparent, predictable and reliable regulatory framework and to also establish a dispute resolution mechanism.	
<b>Purpose / Importance</b>	To enhance the regulatory framework so as to align it with international best practices and current trends	
<b>Source of Data Collection</b>	The Department has established a consultative structure composed of key industry role players (ACSA, ATNS, AASA, BARSA and the Regulating Committee) where pertinent matters of economic regulation are discussed and adopted	
<b>Method of Calculation</b>	Simple Count	
<b>Data Limitation</b>	<b>Delays with with Cluster processes</b>	
<b>Type of Indicator</b>	Output	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	Old indicator without change from previous year	
<b>Desired Performance</b>	To have ATNS Amendment Bill promulgated and implemented	
<b>Indicator Responsibility</b>	Chief Director: Aviation Economics and Industry Development Director : Aviation Economic Analysis and Regulation	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
<b>Target</b>	Draft regulations for the (ATNS) Amendment Act submitted to the Minister for approval	Submission of the draft regulations for the Air Traffic Navigation Services (ATNS) Amendment Act signed by the Minister

<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>
<b>Q1</b>	Submit the draft regulations to the DoT EXCO for quality assurance	EXCO Minutes detailing discussions of the draft regulations for ATNS Act
<b>Q2</b>	Gazette the draft regulations for public comments	Gazette Notice
<b>Q3</b>	Conduct stakeholder consultation on the draft regulations	Proof of Consultations (Attendance Register and Minutes)  Stakeholders: ATNS, ACSA, AASA, BARSА
<b>Q4</b>	Submit the regulations for ATNS Act to the Minister	Approved regulations for ATNS Amendment Act signed by the Minister

<b>Indicator Title</b>	<b>1.5.5.3 Air Services Bill submitted to Cabinet by March 2019</b>	
<b>Short Definition</b>	To review the current Acts for the regulation of the air services Industry	
<b>Purpose / Importance</b>	To review the Air Services Licencing Act and the International Air Services Act and remain current to meet the evolving demands in the aviation market	
<b>Source of Data Collection</b>	Airlines Association of Southern Africa (AASA), Commercial Airlines Association of Southern Africa (CAASA), Air Services Licensing Council (ASLC), the International Air Services Council (IASC) and the Aviation Industry	
<b>Method of Calculation</b>	Simple count	
<b>Data Limitation</b>	Delays, Unavailability of counterparts and limited resources.	
<b>Type of Indicator</b>	Output	
<b>Calculation Type</b>	Non accumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	Old indicator without change from previous year	
<b>Desired Performance</b>	To have the Air Services Licencing and the International Air Services Amendment Bill submitted to Cabinet	
<b>Indicator Responsibility</b>	Chief Director: Aviation Policy and Regulation Director : Air Transport – Mr. V. Ndwamato	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Air Services Bill submitted to Cabinet	Submission of the Air Service Bill to Cabinet signed by the Minister

<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>
<b>Q1</b>	-	-
<b>Q2</b>	Submit the draft Air Services Bill to the ESEID Cluster	Submission of the draft Air Services Bill to ESEID cluster signed by the DG
<b>Q3</b>	Submit the Air Services Bill submitted to Cabinet Committees	Submission of the Air Services Bill to Cabinet Committees signed by the Minister
<b>Q4</b>	Submit Air Services Bill to Cabinet	Submission of the Air Services Bill to Cabinet signed by the Minister

**Strategic Outcome-oriented Goal 2: A Transport Sector that is safe and secure**  
**Strategic Objective 2.1: Regulate and enhance transport safety and security**

<b>Indicator Title</b>	<b>2.1.5.1 Civil Aviation Amendment Bill submitted to Parliament by September 2018</b>	
<b>Short Definition</b>	Amendment of this act will facilitate the incorporation of new aviation measures in line with the ICAO Standards	
<b>Purpose / Importance</b>	Amendment of this act will facilitate the incorporation of new aviation measures in line with the ICAO Standards	
<b>Source of Data Collection</b>	SACAA, ACSA and ATNS and internationally through ICAO	
<b>Method of Calculation</b>	Simple Count	
<b>Data Limitation</b>	Collection, analysis and transfer. Delays with Parliamentary processes	
<b>Type of Indicator</b>	Output	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	Old indicator without change from previous year	
<b>Desired Performance</b>	To have the Civil Aviation Amendment Bill promulgated and implemented	
<b>Indicator Responsibility</b>	Chief Director: Aviation Safety, Security, Environment and Search and Rescue Director : Safety and Security	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Civil Aviation Amendment Bill submitted to Parliament	Submission of the Civil Aviation Amendment Bill to Parliament signed by the Minister
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>
<b>Q1</b>	-	-
<b>Q2</b>	Submit the Civil Aviation Amendment Bill to Parliament	Submission of the Civil Aviation Amendment Bill to Parliament signed by the Minister

Q3	-	-
Q4	-	-

**Strategic Outcome-oriented Goal 5: Contribute to job creation in the transport sector**

**Strategic Objective 5.3: Contribute to job creation in the transport sector**

<b>Indicator Title</b>	<b>5.3.5.1 Implementation of the National Aviation Transformation Strategy (NATS) monitored</b>	
<b>Short Definition</b>	Implementation of the National (Civil) Aviation Transformation Project N(C)ATS high impact projects one of which is the introduction of aviation as subject at secondary school level by 2018/19 with an aim of improving aviation skills pipeline	
<b>Purpose / Importance</b>	To introduce aviation studies at secondary school level so that the youth can know more about sector opportunities and career options. The main goal of the Strategy is to ensure that the sector becomes attractive to previously disadvantaged groups	
<b>Source of Data Collection</b>	Relevant Government departments and State Owned Companies (SOCs) in the aviation space; Airlines; General Aviation (GA); Approved Maintenance Organisations (AMOs); Maintenance Repairs and Overhaul (MRO) Companies; Aviation Training Institutions; Aviation Associations, Sector Education & Training Authority (SETAs) and any other relevant person or organisation as may be required in order to complete the consultation processes for adoption of the development and adoption of the curriculum	
<b>Method of Calculation</b>	Simple count	
<b>Data Limitation</b>	Collection	
<b>Type of Indicator</b>	Output	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	New Indicator	
<b>Desired Performance</b>	To have the Implementation of the National Aviation Transformation Strategy (NATS) monitored	
<b>Indicator Responsibility</b>	Chief Director: Aviation Economics and Industry Development Director: Industry Development and Air Freight	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Draft Curriculum on Civil Aviation developed	Draft Curriculum on the Civil Aviation
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>
<b>Q1</b>	-	-

<b>Q2</b>	Develop the draft Curriculum on Civil Aviation	Draft Curriculum on the Civil Aviation
<b>Q3</b>	Conduct stakeholder consultations on the draft Curriculum on Civil Aviation	Proof of Consultations (Attendance Register and Minutes)  Stakeholders: Transport Education and Training Authority (TETA) and Department of Basic Education (DBE)
<b>Q4</b>	Consider stakeholder inputs and update the draft Curriculum on Civil Aviation	Updated Draft Curriculum on the Civil Aviation



## PROGRAMME 6: MARITIME TRANSPORT

**Strategic Outcome-oriented Goal 1:** An efficient and integrated infrastructure network and operations that serves as a catalyst for social and economic development

**Strategic Objective 1.5:** Enhance performance, efficiency and reliability of the transport sector

<b>Indicator Title</b>	<b>1.5..6.2 Operation Phakisa Marine Transport and Manufacturing Delivery Unit monitored</b>
<b>Short Definition</b>	To determine the status of the infrastructure projects mid-term, what has been achieved this far in line with the 3-foot plan, what are the challenges and what more needs to be done to ensure delivery by 2019/2020, and most important the impact on the livelihood of South Africans from the envisaged economic benefits from the blue economy.
<b>Purpose / Importance</b>	Operation Phakisa aims to unlock the economic potential of South African's Oceans: To determine progress against the three-foot plan by developing an Annual Report on the work done by the Delivery Unit: Marine, Transport and Manufacturing (MTM) led by DoT and the Delivery Unit: Marine Protection Services and Ocean Governance led by DEA – and the Department is represented by the Chief Directorate: Implementation, Monitoring and Evaluation (Maritime Branch)
<b>Source of Data Collection</b>	Chief Directorate: Maritime Infrastructure and Industry Development and Implementation, Monitoring and Evaluation Other Government Departments, SAMSA, Ports Regulator, Transnet, etc.
<b>Method of Calculation</b>	Simple Count
<b>Data Limitation</b>	None
<b>Type of Indicator</b>	Output
<b>Calculation Type</b>	Non-Cumulative
<b>Reporting Cycle</b>	Quarterly
<b>New Indicator</b>	Old indicator with minimal changes from previous year
<b>Desired Performance</b>	To ensure achievement of Operation Phakisa Ocean Economy outcomes
<b>Indicator Responsibility</b>	Act. Chief Director: Maritime Infrastructure and Industry Development – Ms. T. Mashiloane Director:

2018/19 Annual Target	Annual Target	Admissible Evidence for the Annual Target
Admissible Evidence for Quarterly Targets	Audit of Operation Phakisa projects conducted at seven (7) commercial ports	Annual audit report signed by the Programme Manager
	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Target</b>
Q1	Conduct the audit of Operation Phakisa projects at three (3) commercial ports	Port Audit Reports signed by the Programme Manager  Stakeholders: Port of Cape Town, Port of Mossel Bay, Port of Saldahna Bay
Q2	Conduct the audit of Operation Phakisa projects at two (2) commercial ports	Port Audit Reports signed by the Programme Manager  Stakeholders: Port of Durban, Port of Richards Bay
Q3	Conduct the audit of Operation Phakisa projects at two (2) commercial ports	Port Audit Reports signed by the Programme Manager  Stakeholders: Port of East London, Port of Port Elizabeth
Q4	Compile annual audit report on Operation Phakisa projects	Annual audit report signed by the Programme Manager

**Strategic Outcome-oriented Goal 2: A Transport Sector that is safe and secure**

**Strategic Objective 2.1: Regulate and enhance transport safety and security**

<b>Indicator Title</b>	<b>2.1.6.1 Merchant Shipping Bill submitted to Cabinet by March 2019</b>	
<b>Short Definition</b>	It is the Bill that seeks to be in compliance with the International norms and standards pertaining to the sea fearers.	
<b>Purpose / Importance</b>	To recognise the labour rights of the sea fearers and the realization of their basic needs.	
<b>Source of Data Collection</b>	Maritime Law Association, SAMSA.	
<b>Method of Calculation</b>	Simple Count	
<b>Data Limitation</b>	None	
<b>Type of Indicator</b>	Output	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	Old indicator with minimal changes from the previous year	
<b>Desired Performance</b>	To have the Merchant Shipping Bill (2016) promulgated and implemented	
<b>Indicator Responsibility</b>	Chief Director: Maritime Policy Development – Mr. D. Ntuli Director:	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Merchant Shipping Bill submitted to Cabinet	Submission of Merchant Shipping Bill to Cabinet signed by the Minister
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>

<b>Q1</b>	Submit the draft Merchant Shipping Bill to ESEID cluster	Submission of the draft Merchant Shipping Bill to ESEID Cluster signed by the Director-General
<b>Q2</b>	Submit the draft Merchant Shipping Bill to Cabinet	Submission of the draft Merchant Shipping Bill to Cabinet signed by the Minister
<b>Q3</b>	Gazette the draft Merchant Shipping Bill for public consultations	Gazette Notice
<b>Q4</b>	Consider inputs and submit the draft Merchant Shipping Bill to Cabinet	Submission of Merchant Shipping Bill to Cabinet signed by the Minister

<b>Indicator Title</b>	<b>2.1.6.2 Approved 2020 World Maritime Day Project Implementation Plan Implemented</b>	
<b>Short Definition</b>	To host the 2020 IMO World Maritime Day Parallel Event and showcase South Africa as a maritime nations. The event must showcase South Africa and the African Diaspora (to have an African feel), set to drive investment in South Africa and the Region in maritime transport sector.	
<b>Purpose / Importance</b>	<p>To host the 2020 IMO World Maritime Day Parallel Event and showcase South Africa as a maritime nation. The event is supposed to showcase not only South Africa but the African Diaspora (set up with an African feel), with the aim to drive investment in South Africa and the Region in maritime transport sector</p> <ul style="list-style-type: none"> <li>Action the Logistics Work-stream and start with key message to raise awareness about the event and in so doing attract sponsorships</li> <li>Use the World Maritime Day Annual Event of September 2018 as the first 'Dry-Run'</li> </ul>	
<b>Source of Data Collection</b>	Chief Directorate: Maritime Infrastructure and Industry Development EXCO, Other Government Departments, SAMSA, Ports Regulator, Transnet, SAIMI, Maritime Industry	
<b>Method of Calculation</b>	Simple count	
<b>Data Limitation</b>	Data from other stakeholders	
<b>Type of Indicator</b>	Output	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	Old indicator with minimal changes from previous year	
<b>Desired Performance</b>	To secure the budget, venue and service provider (event coordinator) for hosting of the 2020 IMO WMD Parallel Event	
<b>Indicator Responsibility</b>	Act. Chief Director: Maritime Infrastructure and Industry Development – Ms. T. Mashiloane Director:	
<b>2018/19 Annual</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>

<b>Target</b>	Approved 2020 World Maritime Day Parallel event Project Implementation Plan implemented	Approved Implementation Plan and Action Plans for Work Streams signed by the Programme Manager
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>
<b>Q1</b>	Develop Action Plan for the Logistics Work Stream	Draft Action Plan signed by the Programme Manager
<b>Q2</b>	Develop Action Plans for the content and communication work streams	Draft Action Plans
<b>Q3</b>	Develop Action Plans for the content and communication work streams	Action Plans signed by the Programme Manager
<b>Q4</b>	Implement Action Plan for the Content and Communication Work Stream	Approved Implementation Plan and Action Plans for Work Streams signed by the Programme Manager

## PROGRAMME 7: PUBLIC TRANSPORT

Strategic Outcome-oriented Goal 3: Improved rural access, infrastructure and mobility

Strategic Objective 3.1: Provide integrated rural transport infrastructure and services

<b>Indicator Title</b>	<b>3.1.7.1 Integrated Public Transport Network (IPTN) plans developed in district municipalities annually</b>	
<b>Short Definition</b>	IPTNs are systems aimed at improving public transport integration, efficiency and performance through development and improvement of public transport infrastructure in selected municipalities.	
<b>Purpose / Importance</b>	IPTNs in District municipalities are mainly aimed at improve mobility and access in rural areas	
<b>Source of Data Collection</b>	Other plans/ strategies/Legislation (ITP, Rural Transport Strategy, Public Transport Strategy, NLTA, etc.)	
<b>Method of Calculation</b>	Simple count	
<b>Data Limitation</b>	Yes: Depend on data from other plans (ITPs)	
<b>Type of Indicator</b>	Output	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	Old indicator with minimal changes from the previous year	
<b>Desired Performance</b>	To have the Integrated Public Transport Network (IPTN) plans developed and implemented in district municipalities	
<b>Indicator Responsibility</b>	Chief Director: Rural and Scholar Transport – Ms. A. Nchabeleng Director: Rural Transport Strategy	
<b>2018/19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Detailed Network (IPTN) plans developed in two (2) district municipalities: <b>Vhembe and Nkangala DM's</b>	Draft detailed Integrated Public Transport Network Plans
<b>Admissible Evidence for</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>

Quarterly Targets		
<b>Q1</b>	Conduct stakeholder consultations on the development of detailed IPTN Plans	Proof of Consultation (Attendance Register and Presentation or Record of decisions or interactive e-mails) Stakeholders: Vhembe and Nkangala District Municipalities
<b>Q2</b>	Develop technical specifications for the detailed IPTN Plans	Draft Technical Specifications
<b>Q3</b>	Develop the inception reports for detailed IPTN plans	Inception Reports for two detailed IPTN Plans
<b>Q4</b>	Develop draft detailed IPTN plans for two (2) district municipalities	Draft detailed IPTN Plans for two (2) district municipalities

**Strategic Outcome-oriented Goal 4: Improved public transport services**  
**Strategic Objective 4.1: Promote sustainable public transport**

<b>Indicator Title</b>	<b>4.1.7.1 Implementation of the revised Taxi Recapitalisation Programme monitored</b>	
<b>Short Definition</b>	The Taxi Recapitalisation Programme is implemented to remove old unsafe vehicles off the road and replace them with safe compliant vehicle. Operators are compensated with a scrapping allowance for each old vehicle scrapped.	
<b>Purpose / Importance</b>	The remove unsafe and old taxi vehicles from roads thus enhancing public transport and its safety.	
<b>Source of Data Collection</b>	The Taxi Scrapping Administrator appointed by the Department to implement the program on its behalf, provide the data of the number of vehicles scrapped.	
<b>Method of Calculation</b>	Simple Count	
<b>Data Limitation</b>	None	
<b>Type of Indicator</b>	Output	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	Old indicator with minimal changes from the previous year	
<b>Desired Performance</b>	To have the Taxi Recapitalisation Programme implemented and monitored	
<b>Indicator Responsibility</b>	Chief Director: Public Transport Industry Development – Mr. L. Manamela Director: Industry Development (Taxis) - Mr. B. Mkhwebane	
<b>2018 /19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Implementation Plan of the new Taxi Recapitalisation Programme monitored	Implementation Plan of the new Taxi Recapitalisation Programme signed by the Programme Manager
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>
<b>Q1</b>	Conduct cost calculations on the TRP scrapping allowance	Cost calculation report signed by Programme Manager



<b>Q2</b>	Facilitate approval of the TRP scrapping allowance	Submission for the approval of the TRP Scrapping Allowance signed by the Programme Manager
<b>Q3</b>	Develop requirements for the inclusion of the Scholar Transport and Cross Border Transport in the TRP Programme	Report on the requirements for the inclusion of the Scholar Transport and Cross Border Transport in the TRP Programme signed by Programme Manager
<b>Q4</b>	Facilitate approval of the inclusion of the Scholar Transport and Cross Border Transport in the TRP Programme	Submission for the approval of the inclusion of the Scholar Transport and Cross Border Transport in the TRP Programme signed by the Programme Manager

**Strategic Objective 4.2: Improve public transport access and reliability**

<b>Indicator Title</b>	<b>4.2.7.1 Integrated Public Transport Networks (IPTNs) funded and monitored in selected cities</b>	
<b>Short Definition</b>	IPTNs are systems aimed at improving public transport integration, efficiency and performance through development and improvement of public transport infrastructure in selected municipalities.	
<b>Purpose / Importance</b>	IPTNs are developed with the purpose of improving access and reliability of public transport for all users.	
<b>Source of Data Collection</b>	Monthly and quarterly reports from thirteen (13) Municipalities	
<b>Method of Calculation</b>	Simple count	
<b>Data Limitation</b>	None	
<b>Type of Indicator</b>	Output	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	New indicator	
<b>Desired Performance</b>	To have Integrated Public Transport Networks (IPTNs) funded and monitored in selected cities	
<b>Indicator Responsibility</b>	Act. Chief Director: Public Transport Network Development – Mr. I. Seedat Director: Network Development (Cities) – Mr. B. Malila	
<b>2018 /19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	IPTNs monitored in thirteen (13) cities (Ekurhuleni, Mbombela, Nelson Mandela Bay, Johannesburg, Cape Town, George, Durban, Polokwane, Msunduzi, Mangaung, Rustenburg, Buffalo City and Tshwane IPTNs)	Annual monitoring report signed by the Programme Manager
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>
<b>Q1</b>	Conduct bilateral progress engagements with 7 of the 13 municipalities	Proof of bilateral progress meetings (Attendance Register and

		Presentation or Record of Decisions or interactive e-mails)
<b>Q2</b>	Conduct bilateral progress engagements with 6 of the 13 municipalities	Proof of bilateral progress meetings (Attendance Register and Presentation or Record of Decisions or interactive e-mails)
<b>Q3</b>	Conduct bilateral progress engagements with 7 of the 13 municipalities	Proof of bilateral progress meetings (Attendance Register and Presentation or Record of Decisions or interactive e-mails)
<b>Q4</b>	Conduct bilateral progress engagements with 6 of the 13 municipalities	Proof of bilateral progress meetings (Attendance Register and Presentation or Record of Decisions or interactive e-mails)

**Strategic Objective 4.3: Regulate Public Transport**

<b>Indicator Title</b>	<b>4.3.7.1 Transport Appeal Tribunal (TAT) Amendment Bill submitted to Cabinet by March 2019</b>	
<b>Short Definition</b>	To provide further the process of transformation and restructuring the national land transport system initiated by the National Land Transport Transition Act, 2000 (Act No. 22 of 2000)	
<b>Purpose / Importance</b>	The purpose of this Act is to further the process of transformation and restructuring the national land transport system initiated by the Transition Act; to give effect to national policy; to prescribe national principles, requirements, guidelines, frameworks and national norms and standards that must be applied uniformly in the provinces and other matters contemplated in section 146 (2) of the Constitution; and to consolidate land transport functions and locate them in the appropriate sphere of government.	
<b>Source of Data Collection</b>	Provincial Departments of Transport, Municipalities	
<b>Method of Calculation</b>	Simple Count	
<b>Data Limitation</b>	None	
<b>Type of Indicator</b>	Output	
<b>Calculation Type</b>	Non-cumulative	
<b>Reporting Cycle</b>	Quarterly	
<b>New Indicator</b>	New indicator	
<b>Desired Performance</b>	To have the Transport Appeals Tribunal promulgated and implemented	
<b>Indicator Responsibility</b>	Act. Chief Director: Public Transport Regulation – Mr. M. Simelane Director: Transport Appeal Tribunal (TAT) – Mr. Z. Matebese	
<b>2018 /19 Annual Target</b>	<b>Annual Target</b>	<b>Admissible Evidence for the Annual Target</b>
	Transport Appeal Tribunal (TAT) Amendment Bill submitted to Cabinet	Submission of the Transport Appeal Tribunal (TAT) Amendment Bill submitted to Cabinet signed by the Minister
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence for Quarterly Targets</b>

<b>Q1</b>	Submit the TAT Amendment Bill to the State Law Advisor for pre-approval	Submission of the TAT Amendment Bill to the State Law Advisor signed by the Programme Manager
	Process TAT Amendment Bill through NEDLAC	Submission of the TAT Amendment Bill to NEDLAC signed by the Programme Manager
<b>Q2</b>	Submit TAT Amendment Bill to DPME for Socio- Economy Impact Assessment (SEIAS) Certificate	Submission to the Department of Planning, Monitoring and Evaluation (DPME) signed by the Programme Manager
<b>Q3</b>	Submit the TAT Amendment Bill to FOSAD Cluster	Submission of the TAT Amendment Bill to FOSAD Cluster signed by the Director-General
<b>Q4</b>	Submit the TAT Amendment Bill to Cabinet	Submission of TAT Amendment Bill to Cabinet signed by the Minister