



Western Cape
Government

Transport and Public Works



Annual Report 2017/2018
Government Motor Transport

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Afrikaans and IsiXhosa versions of this publication are available on request.



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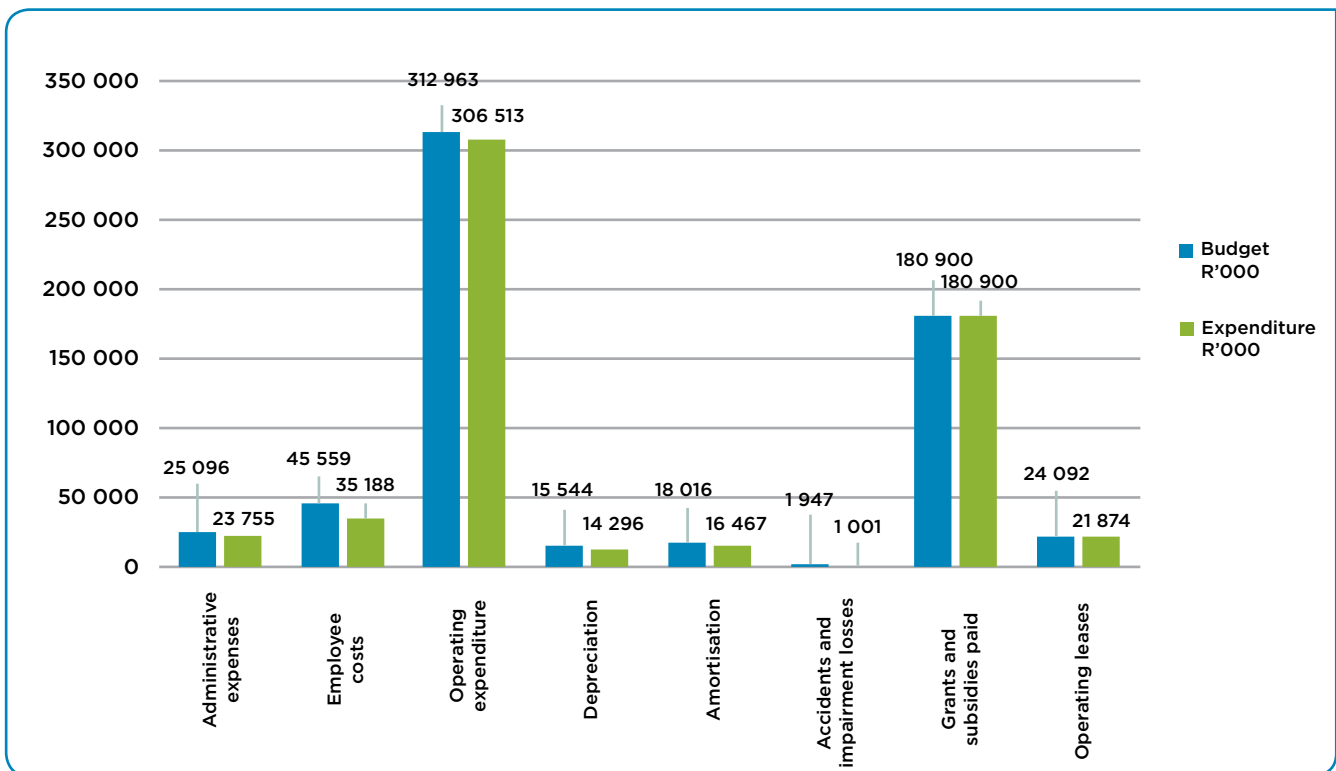
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Finance

During 2017/18, the entity achieved an “unqualified with no findings” audit outcome for the sixth consecutive year. This positive audit outcome confirms the effective functioning of internal control processes, the performance information measured against the predetermined objectives and that it complies with the relevant governance prescripts.

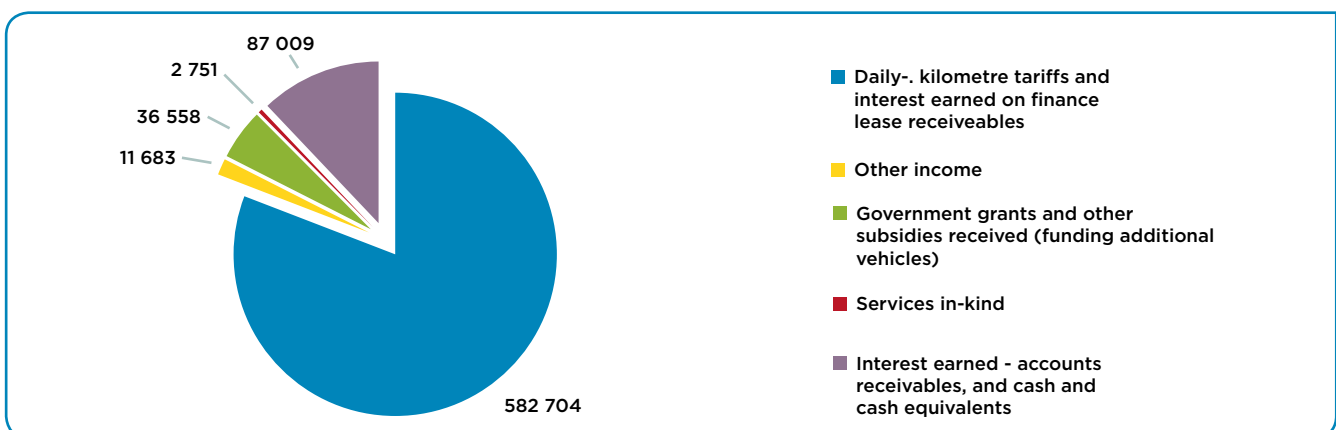
GMT, as a fleet management entity with a national footprint, is vulnerable to prevailing economic conditions. These include high fuel costs which are affected by factors such as oil prices, levies, margins, transport and delivery costs, as well as fluctuations in the exchange rate, all of which are influenced by local and international events. Fuel is one of GMT’s main cost drivers, amounting to R144,3 million during 2017/18. This represents 24% of GMT’s operating expenditure for the year and is likely to increase as adverse economic conditions affect fuel prices. The need for cost-cutting across client institutions requires GMT to: ensure the effective and efficient use of vehicles in the fleet; and to prevent sub-optimal use or abuse of vehicles in the fleet.

Expenditure versus budget



GMT’s main source of income is derived from charging daily and kilometre tariffs, and claims instituted for insurance excess payments on accidents costing over R10 000 in cases of gross negligence. The tariffs are the only category of income that is forecast per financial year.

Revenue collected



Complete financial information for 2017/18 can be found in the GMT Annual Report at www.westerncape.gov.za.

Improved service delivery

The entity purchased a total of 771 new vehicles during 2017/18 and focused on acquiring fuel-efficient vehicles with smaller engine capacities to help reduce the Western Cape's carbon footprint.

In December 2017, GMT and Provincial Traffic Services launched South Africa's first mobile Evidentiary Breath Alcohol Testing (EBAT) Unit to promote road safety, especially over festive holiday periods. This repurposed emergency services vehicle is equipped to test the blood alcohol levels of drivers on the spot. This makes it possible to arrest and charge drivers who are over the legal limit immediately.

GMT continued to procure specialised vehicle conversions such as ambulances, rescue and forensic pathology services vehicles, mobile clinics, and traffic law enforcement vehicles from Western Cape-based suppliers to promote empowerment and economic growth.



GMT expanded its capacity in George as part of its drive to improve service delivery in the Eden and Central Karoo Districts. It also made a special effort to prioritise the training of transport officers across the Western Cape to raise the service delivery bar.



Who are we?

We are Government Motor Transport (GMT), operating as a trading entity under the auspices of the Western Cape Department of Transport and Public Works (DTPW).

Our vision

“To become the leading government motor transport service.”

Our mission

“To be the leader in government motor transport services by providing quality, integrated and cost effective motor transport to provincial and national client departments/ institutions and to do so by creating a pleasant, safe and interactive environment where staff are offered the opportunity to develop and improve themselves.”

Who is in charge?



The Provincial Minister is Donald Grant. He is an elected politician who is responsible for directing the Department's activities so that these are in line with national and provincial government policies.

Minister Donald Grant



The Head of Department (HOD) is Jacqueline Gooch. She is a public servant who is appointed to ensure that the Department meets its mandates and implements ministerial and governmental directives efficiently and effectively.

HOD Jacqueline Gooch

The core values of the Western Cape Government (WCG)



Caring



Competence



Accountability



Integrity



Innovation



Responsiveness

Staffing

The GMT trading entity was a National Transport Awards finalist for the Best Performing Institution in Transport Award for 2017.

It met its mandate by employing skilled and experienced personnel with due regard for employment equity considerations. The phased recruitment process to fill posts created by the GMT organisational redesign that was implemented as from 1 January 2017, is gaining momentum. Of a total of 123 funded posts, 115 posts were filled as at 31 March 2018. The vacancy rate was 6,5%.

The entity continued its support of the Expanded Public Works Programme (EPWP) and the Premier's Advancement of Youth (PAY) internship programme.



Total number of employees (including employees with disabilities) in each occupational level as at 31 March 2018

Occupational Level	Male				Female				Foreign nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Unskilled and defined decision making (Levels 1-2)	1	1	0	1	1	0	0	0	0	0	4
Semi-skilled and discretionary decision making (Levels 3-5)	4	26	0	1	10	20	0	0	0	0	61
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (Levels 6-8)	1	11	0	17	0	8	0	4	0	0	41
Professionally qualified and experienced specialists and mid-management (Levels 9-12)	0	4	0	2	0	0	0	2	0	0	8
Senior management (Levels 13-14)	0	0	0	1	0	0	0	0	0	0	1
Total	6	42	0	22	11	28	0	6	0	0	115
Temporary employees	0	0	0	0	0	0	0	0	0	0	0
Grand total	6	42	0	22	11	28	0	6	0	0	115

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

Note: Includes all permanent, part-time and contract employees. Includes employees with disabilities. Information is presented by salary level, not post level.



In-vehicle technology

GMT initiated a project with the Department of Transport and Public Works to improve safety and more effectively deploy traffic officers through in-vehicle technology.

The project started with the fitment of Automatic Number Plate Recognition (ANPR) system cameras in traffic patrol vehicles to scan passing vehicles' number plates and query these numbers on the Electronic National Traffic Information System (eNaTIS). Alerts about vehicles which may be linked to an infringement are then communicated to hand-held devices in Provincial Traffic Services vehicles so that traffic officers can stop drivers further along the route for further investigation. The first phase of fitting traffic services vehicles with this new technology was successfully launched over the March 2018 Easter weekend.



During 2018/19 financial year further project development will enable the streaming of vehicle camera footage to regional traffic control centres where further management of this information can take place. Through the vehicle tracking

system, the control centres can also perform real-time monitoring and management of the vehicles in their areas, including patrolling of routes, coordinating the dispatching of vehicles to incidents, and roadblocks.



Driver tags

Fleet Risk Management reported a reduction in the number of traffic violations processed; from 7 035 in 2016/17 to 5 694 during 2017/18. In support of this encouraging trend, driver tags were issued to GMT staff as the first phase of rolling out driver tags to all drivers of Government Garage (GG) vehicles and systems were further tested and refined. It is envisaged that the driver tags will be issued to client institutions in a phased approach, starting with Provincial Traffic Services officers in the first quarter of the 2018/19 financial year.