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Assessment of the Efficient Implementation of Scholar Transport Programme in the Eastern Cape

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Executive Summary

From analysis done, it was found that, some of the routes are expensive as they are not run at full capacity. This is due to the payment model used that does not consider the number of learners ferried but pays all vehicles at full capacity irrespective of learners ferried. This affects qualifying learners who are currently not benefitting from the programme due to budget limitations. The department could revise the payment model to include and consider the actual learners ferried. The department could also consider revising the payment model to be based on kilometres only.

The service distribution favours the relatively less rural districts contrary to the provincial scholar transport policy. The Amathole and Sarah Baartman – which are both more urban constitute the majority of number of learners / expenditure and highest number of routes – which contradicts the Provincial Scholar Transport Policy, which says that priority should be given to learners from deep rural areas.

From analysis done, it was found that, some of the routes are expensive as they are not run at full capacity. This is due to the payment model used that does not consider the number of learners ferried but pays all vehicles at full capacity irrespective of learners ferried.

The payment model for scholar transport is based on the:-

- capacity of the vehicle (i.e. number of scholars transported), and
- kilometres travelled

The average cost to transport a learner is R34/day. Should a local taxi be used the cost for short distances in the rural area could be as low as R10/day with a maximum of R30/day which is further motivation for a review of the funding model.

Challenges with the payment model are that:-

- the payment model assumes all vehicles were operated at full capacity as the formula does not factor in the actual numbers ferried. This renders the service expensive if vehicles are not run at full capacity.

- kilometres rates needs to be reviewed to make the programme more efficient. This can be compared with normal taxi rates that could be used to ferry learners; more research required.
- The use of proof of delivery forms as a means to confirm delivery of services by school principals exposes the department to collusion between the school principal and the service providers
- The department could revise the payment model to include and consider the actual learners ferried. The department could also consider revising the payment model to be based on kilometres only.

Possible savings should a more robust and effectives funding model be implemented could amount to the following:-

- R3.885 million and R4.327 million in Amathole for 2018/19 and 2019/20 respectively
- R178 734 and R519 500 in Alfred Nzo for 2018/19 and 2019/20 respectively
- R9 940 and R7.210 million in Chris Hani for 2018/19 and 2019/20 respectively
- R332 875 and R964 736 in Joe Gqabi for 2018/19 and 2019/20 respectively
- R2.071 million and R4.442 million in O.R Tambo for 2018/19 and 2019/20 respectively
- R5.719 million and R2.925 million in Sara Baartman for 2018/19 and 2019/20

A proper system therefore, needs to be put in place to get some of these savings.

There needs to be more emphasis on spot checks and verification of data.
The use of spreadsheets to capture key scholar transport data also exposes the system to human error.

To effect change in the implementation of scholar transport, it is recommended that the department should:

- Move away from relying on spreadsheets to record and keep scholar transport trip and financial data and consider designing an automated system;
- Design a system that would assist in the proper monitoring of daily services rendered by service providers;
- Revise the expensive payment model that assumes all vehicles are operated at full capacity and consider using only kilometres operated in the costing formula;

- When the budget allows, consider prioritising learners in more rural areas by keeping learner numbers constant in more urban districts while increasing numbers ferried in the more rural areas in order to align with the scholar transport policy.

The possible savings identified could be used to fund the gap between the demand and supply for scholar transport services and ensure that more qualifying learners benefit from the programme and thus improve to access education.

These savings could also be used to procure an automated system that would help in the recording of key financial and non-financial data and thus help in improving efficiencies in the implementation of scholar transport.

CONTENTS

Executive Summary 2

1 Introduction 1

2 Policy and Institutional Information 2

3 Programme Chain of Delivery 5

4 Performance Analysis 8

5 Expenditure Observations 9

5.1 Amathole District 12

5.2 Alfred Nzo District 14

5.3 Chris Hani District 17

5.4 Joe Gqabi District 19

5.5 OR Tambo District 21

5.6 Sara Baartman District 24

5.7 All Districts Summary 26

6 Options 27

7 Findings 28

8 Recommendations 29

9 Actions 30

Appendices 31

1 Introduction

The purpose of this spending review is to assess efficiencies in implementation of the scholar transport programme in the 6 districts of the Eastern Cape namely, Alfred Nzo, Amathole, Chris Hani, Joe Gqabi, OR Tambo and Sara Baartman. The Eastern Cape province, through the Department of Transport (Department of Transport) provides daily (throughout the school calendar) subsidized scholar transport services to needy learners from grades R to 12, who travel a distance of 5 km or more (single trip) to the nearest public ordinary school. The rationale for the scholar transport policy is to improve access to quality education by providing safe, decent, effective, integrated and sustainable learner transport.

Problem Statement

The Eastern Cape is a predominantly rural province, and is ranked the poorest province in the country due to the high percentage (72 per cent) of its population that are living below the poverty line of 60 per cent. Both poverty and physical inaccessibility to schools pose a significant barrier to education.

The province has over the years continued to face challenges of closing the gap between the demand and the supply of scholar transport services against competing priorities. A major contributor to this challenge is affordability. Population density levels especially in the predominantly rural areas of the province are relatively low, thus rendering public transport expensive. However, it is in these predominantly rural areas where the need for the services is the greatest as learners must not just travel long distances but also cross dangerous forests and rivers to get to the nearest public school.

The impact of inefficient implementation of the scholar transport policy is that needy learners from R to12 may not be able to access education due to long distances that need to be travelled as well as hazardous areas that must be crossed before reaching school.

Issues of possible inefficiencies have ongoing and have been happening since 2011 when the function was shifted from Education.

Therefore, confronted with the need to ensure that needy learners in the province have access to education against the backdrop of a prevalent constrained fiscal environment, it is critical to assess whether the scholar transport programme in the province is implemented efficiently and is achieving the intended purposes.

Key questions

This expenditure review will assess the following:

- Is the spending per district aligned to the scholar transport policy i.e. distribution of services in favour of the predominantly rural areas of the province?
- Cost effectiveness of the services.
- Are services provided responsive to demand?
- How efficient is the existing system in responding to in-year changes in learner numbers in order to ensure efficient use of vehicles?

2 Policy and Institutional Information

Scholar transport assistance in South Africa came about as a response of the Departments of Transport (Department of Transport) and Basic Education (DBE) to the problems of the long distances that scholars, especially those residing in remote and rural areas, had to travel to get to the nearest suitable public school.

The provision of scholar transport in the Eastern Cape is guided by the National Scholar Transport Policy which was developed in line with, and reinforces, other national transport policies and legislative prescripts which include:

- The Constitution of the Republic of South Africa of 1996: Section 29(1) (a) (b) of the Constitution of the Republic of South Africa stipulates that everyone has the right to basic education, including adult basic education and to further education, which the state, through reasonable measures, must make progressive available and accessible.
- Section 85(2)(b) of the Constitution which mandates the Department of Transport to develop and implement transport policy.
- The National Learner Transport Act (NLTA), which regulates the provision of public transport in South Africa. This act aims at providing national principles, requirements,

guidelines, frameworks and national norms and standards that must be applied uniformly in the provinces. The NLTA stipulates that, where a public transport service is dedicated to transporting learners, students, teachers or lecturers, the Minister may prescribe regulations on special requirements for those services, including, but not limited to, requirements for supervision of learners, special requirements for learner transport operators, requirements for insurance, documents that must be kept in the vehicle and special vehicle markings, requirements that learner transport operators of other vehicles must stop those vehicles in the vicinity of vehicles loading or offloading learners or students.

- The White Paper on National Transport Policy: Goal No. 1 of the White paper on National Transport Policy is talking to provision of transport to support the goals of the Reconstruction and development programme.
- The National Road Traffic Act (NRTA) which regulates road traffic matters in South Africa. These matters refer to registration and licensing of motor vehicles, fitness of learner transport operators and fitness of vehicles.
- National Development Plan (NDP), which, as a broad strategic framework, sets out a coherent and holistic approach to confront poverty and inequality. One of the priorities of the NDP is to improve the quality of education, skills development and innovation. The NDP calls for investments in transport infrastructure that bridge geographic distances affordably, reliably and safely so that South Africans can access previously inaccessible economic opportunities, social spaces and services inclusive of education.
- The Medium Term Strategic Framework (MTSF) 2014-2019 which seeks to support on-going efforts by Government to address the socio-economic development of the country through standardized implementation plans.
- The South African Schools Act (SASA), and the Children's Act, 2005 (Act No. 38 of 2005). Section 3 of the of the South African Schools Act (SASA), 1996 makes provision for a compulsory general education phase for learners from the age of seven until age of 15 of grade nine, whichever occurs first. Provincial members of the Executive Committee (MECs) are responsible for ensuring that there are enough

school places so that every child of eligible age can attend school and receive compulsory general education and training.

- Public Finance Management Act, Act No 1 of 1999: Objectives of this act provides for transparency, accountability and sound management of revenue, expenditure assets and liabilities of government institutions.
- Preferential Procurement Policy Framework Act (Act No. 5 of 2000): Section 2 of the act provides for alt organs of state that must determine their preferential procurement policies and implement them according to this Act.
- The Eastern Cape Provincial Development Plan, which echoes the sentiment and states that high quality education is important to the realization of a flourishing future for all.
- National Learner Transport Policy: Section 1 sub section 1.1.1 provides for a uniform approach to learner transportation, which has influenced provinces to develop their learner transport policies

It is in line with the National Scholar Transport Policy, that the Eastern Cape Provincial Scholar Transport Policy was developed. The objective of the provincial policy through the Department of Transport (Department of Transport), is to provide subsidized scholar transport services to learners from grade R-12, who travel a distance of 5 km or more (single trip) to the nearest public ordinary school.

Beneficiaries

Beneficiaries for subsidised learner transport are selected on the following criteria:

- The beneficiary must be a needy learner from Grade R to Grade 12;
- The beneficiary must be a South African citizen with a valid ID or birth certificate, validated by Department of Education;
- The learner must be walking a distance of 5 or more kilometres from the nearest appropriate public ordinary school and parental choice of schools shall not be subsidised;
- Exception is given to learners who travel less than prescribed kilometres where conditions are hazardous; and

- Priority must be given to learners with disabilities considering the nature of the disability as well as primary school learners who walk long distances to schools.

3 Programme Chain of Delivery

The chain of delivery discussed below identifies inputs necessary for the delivery of the scholar transport programme in the Eastern Cape.

Stakeholders

The stakeholders at the different spheres of government are as follows:

- National level: National Department of Transport, Department of Basic Education (DBE);
- Provincial level: Department of Transport (Department of Transport) and the Department of Education; and
- Local level**:** School Governing bodies, Public school principals and vehicle operators.

Resource allocation

The National Department of Transport working with the Department of Basic Education are responsible for policy development. This policy is then customised by the Provincial Department of Transport as an implementing agent of this policy.

The Department of Transport is mainly responsible for among others, contracting with vehicle operators, allocation of routes per vehicle operator, registration of vehicles, monitoring of services through the EPWP programme of the department, collection of Proof of delivery form's from schools and the payment of operators. These services are paid through the equitable share allocation of the department.

The Department of Education (Department of Education) is among others, responsible for the identification and approval of qualifying learners to be ferried, the submission of qualifying learners' database to the Department of Transport, the identification of preliminary routes, as well as the monitoring of the transportation of learners on a daily basis through the daily signing of the Proof of Delivery (Proof of delivery form) forms by school principals. These services are

funded by the Department of Transport through the equitable share allocation of the department.

The School governing bodies are mainly responsible for determining the needs for learners, evaluate them in consultation with respective schools and communities and make recommendation to the Department of Education.

Flow of funds

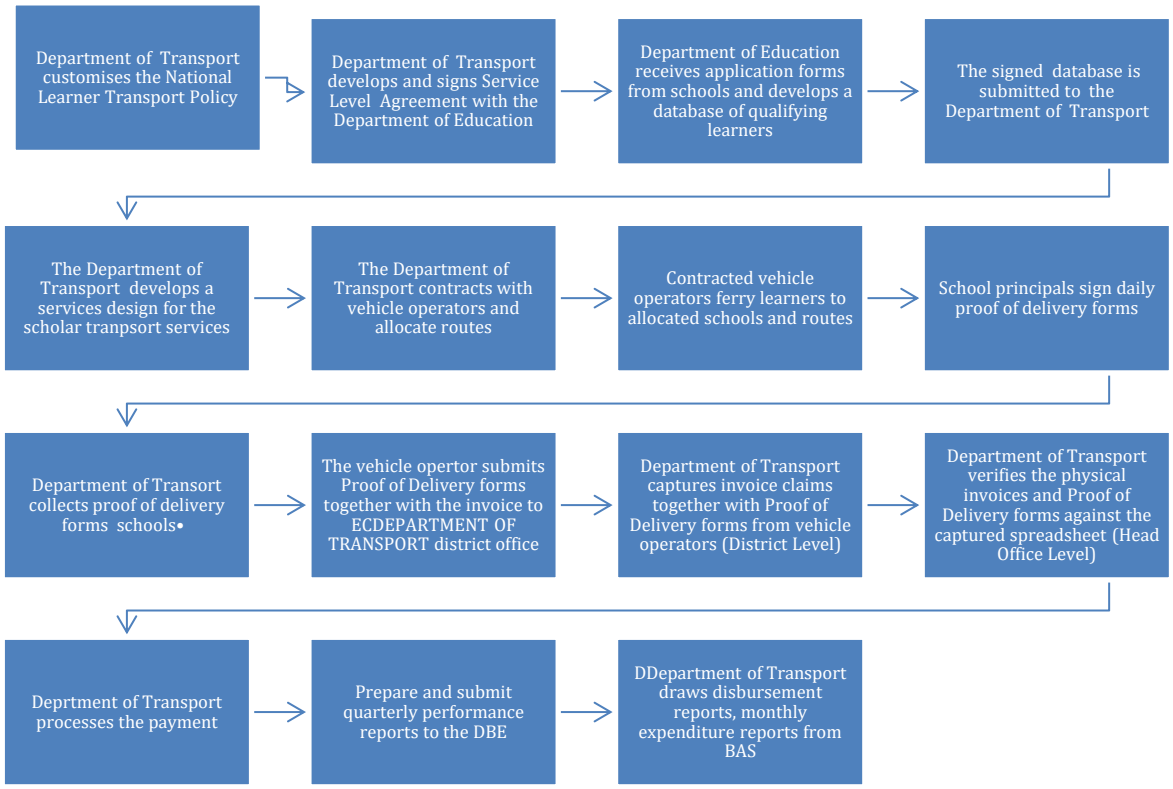
The payment of vehicle operators for the provision of scholar transport services is done from the equitable share funds received by the department. The equitable share funds are allocated through the Division of Revenue Act (DORA) and flow from the National Treasury to the province's Provincial Revenue Fund at Provincial Treasury. The Provincial Treasury consecutively allocates these funds to the department through its budget allocation processes. The department in turn allocates the voted funds across departmental programmes according to its plans and identified areas of service delivery.

Governance and Reporting

The governance and reporting structures are as follows:

- Internally – The Scholar Transport Chief Directorate is accountable for monthly financial performance reporting to the Budget office and for quarterly non-financial performance to departmental Monitoring and Evaluation unit;
- Externally - The Scholar Transport Chief Directorate is accountable for preparing and submitting quarterly reports to the Department of Basic Education;
- The chief directorate is also responsible for aligning scholar transport implementation to the National Learner Transport Policy.
- The Head of Department approves provincial policies, processes, budgets, expenditure and personnel allocation for the Department.

Process Map



Process steps

The following process steps are applicable:-

1. The Department of Transport customises the National Learner Transport policy.
2. A Service Level Agreement is signed by Departments of Transport and Education.
3. Qualifying learners and preliminary routes are identified by the Department of Education.
4. The Department of Education develops a database of qualifying learners. After the database has been approved and signed, it is submitted to the Department of Transport.
5. The Department of Transport develops a well-defined learner transport services design, which among others, contains route descriptions, vehicle types, trip length, and pick-up points.

6. The Department of Transport, within its available budget, procures vehicle operators who are responsible for the actual transportation of learners.
7. The Department of Transport develops and signs route allocation letters/form with individual vehicle operators. This letter, among other things highlights the learner numbers to be ferried by each vehicle operator, the respective schools, routes and pick-up points.
8. This allocation form, signed by both operator and the Department of Transport, shows the contracted routes, kilometers to be covered, number of learners to be ferried, the pick-up points, the number of learners per route.
9. School Principals confirm that learners were ferried by the daily signing of the proof of delivery forms - that are kept at schools. Schools also keep copies of route allocation forms.
10. The signed proof of delivery form's are thereafter attached to invoices when claiming payments against services delivered. The risk of non-timeous signing of these forms is the payment of services that were never rendered.

4 Performance Analysis

Table1: Demand vs. supply of scholar transport services (2017/18-2019/20)

District	2017/18					2018/19					2019/20				
	Total Identified need	No. of Learners Targeted	Need not met	District need as % total need	% Need met	Total Identified need	No. of Learners Targeted	Need not met	District need as % total need	% Need met	Total Identified need	No. of Learners Targeted	Need not met	District need as % total need	% Need met
Alfred Nzo	14 273	10 263	4 010	**12.8%**	71.9%	14 273	10 262	4 011	12.8%	71.9%	14 273	10 679	3 594	12.8%	74.8%
Amathole	34 853	24 159	10 694	**31.3%**	69.3%	34 853	24 040	10 813	31.3%	69.0%	30 853	25 627	5 226	27.8%	83.1%
Chris Hani	21 491	13 562	7 929	**19.3%**	63.1%	21 491	13 605	7 886	19.3%	63.3%	21 491	13 505	7 986	19.3%	62.8%
Joe Gqabi	7 215	6 603	612	**6.5%**	91.5%	7 215	6 603	612	6.5%	91.5%	8 215	6 742	1 473	7.4%	82.1%
OR Tambo	23 122	12 752	10 370	**20.8%**	55.2%	23 122	12 969	10 153	20.8%	56.1%	23 122	13 447	9 675	20.8%	58.2%
Sarah Baartman	10 452	13 088	- 2 636	**9.4%**	125.2%	10 452	13 073	- 2 621	9.4%	125.1%	13 173	13 000	173	11.9%	98.7%
TOTAL	**111 406**	**80 427**	30 979	**100.0%**	**72.2%**	**111 406**	**80 552**	**30 854**	**100.0%**	**72.3%**	**111 127**	**83 000**	**28 127**	**100.0%**	**74.7%**

Source: Department of Basic Education quarterly progress reports 2017/18- 2019/20

Table 2: Learners ferried per year

District	2017/18		2018/19		2019/20	
	No. of Learners Targeted	Learners ferried	No. of Learners Targeted	Learners ferried	No. of Learners Targeted	Learners ferried
Whole Province	80 427	80 552	80 552	81 582	83 000	85 747

Source: Department of Basic Education quarterly progress reports 2017/18- 2019/20 and Annual reports

DISCLAIMER:

This document is not for quoting or circulation. It was done as part of the EC training exercise on the spending review methodology and is intended for discussion purposes. Furthermore, there were some data limitations and both the appropriate level of information, and its correctness could not be independently verified.

The tables above show the total need per district municipality and the number of leaners ferried from 2017/18 to 2018/19. In summary:-

- Over the period, there is a gradual improvement in the closure of the gap between demand and supply of services from 72.2 per cent in 2017/18, 72.3 per cent in 2018/19 and 74.7 per cent in 2019/20.
- The distribution of services however, seems to favour the less rural districts. At over 125 per cent in 2017/18 to 2018/19 and over 98 per cent in 2019/20, Sarah Baartman received services that exceeded the provincial averages of 72.2 per cent, 72.3 per cent and 74.7 per cent respectively from 2017/18 to 2019/20.
- However, there were relatively large gaps to be closed between services provided and the total demand for services in the OR Tambo and Chris Hani districts. This contradicts the Provincial Scholar Transport Policy, which says that priority should be given to learners from deep rural areas. Sarah Baartman is not seen as more rural compared to OR Tambo and Chris Hani districts and yet it seems like they are given priority.

For all the years, learners actually ferried were more than targeted, this indicates the demand for scholar transport services. The number of learners ferried increased from 80 427 to 80 552 from 2017/18 to 2018/19, followed by a further increase to 83 000 in 2019/20.

5 Expenditure Observations

Table 3: Expenditure bucket, scholar transport

ITEM	2016/2017	2017/2018	2018/2019	2019/2020	% Share 2016/2017	% Share 2017/2018	% Share 2018/2019	% Share 2019/2020	Average annual growth rate from 2016/17 - 2019/20
ADVERTISING	396 585	21 931	-	-	0.1%	-	-	-	-100.0%
CATERING AND VENUES	1 219 998	179 741	95 799	1 328 152	0.3%	-	-	-	2.1%
CONS SUPPLIES	33 039	37 091	37 663	14 806	-	-	-	-	-18.2%
CONTRACTORS	-	6 460	-	-	-	-	-	-	-
ENTERTAINMENT	7 155	5 715	3 834	4 272	-	-	-	-	-12.1%
FLEET SERVICES(F/SER)	972 771	-	-	-	0.2%	-	-	-	-100.0%
H/H:CLAIMS AGAINST STATE(CASH)	-	-	-	-	-	-	-	-	-
MINOR ASSETS	224 106	-	51 276	14 656	-	-	-	-	-49.4%
OPERATING LEASES	417 840	338 400	117 521	632 246	0.1%	0.1%	-	0.1%	10.9%
MACHINERY AND EQUIPMENT	861 716	220 572	303 105	129 570	0.2%	-	-	-	-37.7%
PROPERTY PAYMENTS	352 627	474 228	1 040 439	840 273	0.1%	0.1%	0.2%	0.1%	24.2%
SALARIES AND WAGES	17 278 502	21 757 335	23 129 916	23 577 477	3.6%	4.2%	3.8%	3.8%	8.1%
THEFTS AND LOSSES	-	-	1 004	-	-	-	-	-	-
SCHOLAR TRANSPORT VEHICLE OPERATOR PAYMENTS	460 870 885	497 091 611	586 781 868	593 163 140	94.9%	95.4%	95.8%	95.2%	6.5%
TRAVEL AND SUBSISTENCE	3 025 532	919 787	1 085 221	3 573 534	0.6%	0.2%	0.2%	0.6%	4.2%
TOTAL	**485 660 758**	**521 052 870**	**612 647 647**	**623 278 126**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**6.4%**

Source: BAS reports 2016/17 - 2020/21

Bas Expenditure 2018/19	Learners Ferried 2018/19	Average Cost / Learner 2018/19	Bas Expenditure 2019/20	Learners Ferried 2019/20	Average Cost / Learner 2019/20
R586 781 868	80 552	R7 284 / annum	R593 163 140	81 582	R 7 271 / annum
Assuming 18 days per month		R34/day			R33.6/day

The table above shows expenditure for the scholar transport sub-programme from 2016/17 to 2019/20. Overall expenditure has increased at an annual average growth rate of 6.4 per cent from R485. 660 million in 2016/17 to R623.278 million in 2019/20. Similarly, the payments to scholar transport operators has increased at an annual average growth rate of 6.5 per cent from R460.870 million in 2016/17 to R593.163 million in 2019/20.

The payments to scholar transport operators take up the lion's share of the sub-programme budget with a share of about 95 per cent from 2016/17 to 2019/20. This is an indication of the province's commitment to improve access to basic education to the most needy learners in the Eastern Cape. This, linked to the increases in the number of learners ferried from 80 427, 80 552, and 83 000 from 2017/18, 2018/19, and 2019/20 respectively points to the provincial commitment to close the gap between the demand and supply of scholar transport services.

To analyse the key cost drivers of the scholar transport programme and to assess cost efficiencies in the implementation of the scholar transport programme, trip data from the departmental database from 2017/18 to 2018/19 has been used. This data has also been used to determine the distribution of scholar transport services across the 6 districts of the province.

This analysis is based on full weeks only. An assumption has been made that, learner allocations are equivalent to vehicle capacity for each of the routes. Therefore, if the learners ferried are less than the allocated learners, it is assumed that the respective vehicles were operated at less than full capacity and vice versa.

To calculate the costs of ferrying learners, the following formula is used by the department:

- Formula = [(Fixed rate)*(Vehicle capacity) + (Rate/Kilometer)*(Number of kilometers)]*number of school days

The payment model shown by the formula above shows that the service providers are paid both per kilometre covered and per vehicle capacity. The fixed costs part of the formula is not really fixed as it varies with the size of the vehicle used. It is determined by multiplying the fixed rate by the vehicle size/type as shown in the table below. The bigger the vehicle size the higher the costs. However, no matter if the vehicle was operated at full capacity or not, the service provider is still paid according to the vehicle size. This payment model is beneficial to service providers and renders routes operated at less than full capacity expensive. Furthermore, it is difficult to monitor the accuracy and verify the accuracy of the learners ferried as the system used is manual and depends on the school principal accurately signing the proof of delivery forms daily

The variable part of the formula is determined by multiplying the distance covered from the pick-up point to school with the rate per kilometre. The longer the distance covered the higher the costs as shown in the rate card below. The rates are worked out by using a pre-determined rate card that is revised annually.

Table 4: 2018/19 Rate Card

Variable component of formula/rate per KM			
KM Band	**2018/19**	**2019/20**	**% Increase in Rate**
6 to 20 km	15.26	16.18	6.0%
21 to 40 km	15.92	16.88	6.0%
41 to 60 km	16.84	17.85	6.0%
61 to 80 km	18.02	19.10	6.0%
81 + km	19.4722	20.64	6.0%
Fixed component of the formula/rate per vehicle capacity (per scholar)			
Vehicle Type Band	**2018/19**	**2019/20**	**% Increase in Rate**
Minibus (9-16 Seater)	16.95	17.97	6.0%
Medium Bus (17-35 Seater)	16.95	17.97	6.0%
Large Bus (36-65 seater)	16.95	17.97	6.0%

Source: 2018/19 Departmental database-trip data

For the purpose of this exercise, routes ferrying on average, below 80 per cent of the allocated number of learners will be regarded as operating at less than full vehicle capacity. Those ferrying 80 per cent to 100 per cent of the allocated learners will be regarded as operating at full capacity.

5.1 Amathole District

Table 5: Amathole usage of vehicles

	Vehicle occupancy							
Financial Year	Total number of transactions	Total number of learners allocated (full weeks) per annum	Average number of learners ferried per annum	Total number of routes (full weeks) per annum	Number of routes operated above the 100% average vehicle capacity	Number of routes operated at 100% average vehicle capacity	Number of routes operated below 80% average vehicle capacity	Approved vehicle capacity range
2018/19	469	237 078	255 572	358	166	21	43	15-65
2019/20	530	264 046	256 518	441	159	8	88	15-65

Source: 2018/19 and 2019/20 Departmental database-trip data

Table 6: Routes operated at less than full vehicle capacity

Amathole routes operated below the 80% vehicle capacity								
Financial year	Average number of routes ferrying learners < 2000	Average number of routes ferrying learners between 2000 and 4000	Average number of learners ferried > 4000	Average number of learners allocated on routes operating below 80 % vehicle capacity per annum	Average number of learners ferried on routes operating below 80 % vehicle capacity per annum	Total payment made on routes operated below 80% vehicle capacity 'R	Average cost per learner on routes operated at 80 % capacity but paid at full vehicle capacity 'R	Average cost per learner on routes operated below 80% and paid at 80% vehicle capacity 'R
2018/19	43	-	-	25 884	12 321	7 414 913	601.81	286.47
2019/20	87	1	-	54 559	31 326	10 161 903	324.39	186.26

Source: 2018/19 and 2019/20 Departmental database-trip data

The tables above show the number of learners transported in Amathole in 2018/19 and 2019/20 for each of the approved routes. In 2018/19, out of the 469 transactions made in this period, 358 routes have been analysed while 441 routes out of the 530 transactions made in 2091/20 have been analysed. As illustrated in the table above, the average number of learners allocated on the 358 routes in 2018/19 was exceeded as about 255 572 learners were ferried against the allocation of about 237 078. In 2019/20 however, the average number of learners ferried on the 441 routes was lower than the allocated number. Of the allocation of about 264 046 learners, an average of 256 818 learners were ferried.

About 43 of the 358 routes in 2018/19 were operated below full vehicle capacity or below 80 per cent, with all 43 of these routes ferrying on average, less than 2000 learners per annum. In 2019/20, about 88 of the 441 routes were operated at less than full vehicle capacity or less than 80 per cent while about 159 were operated above full vehicle capacity/overload. One of these 88 routes ferried more than an average of 4000 learners per annum. As shown in the table above, the model of payments used, which pays all vehicles at full capacity irrespective of the learner numbers ferried is costly as R601.81 on average per learner was paid in 2018/19 compared to R286.47 per learner that would have been paid if the number of learners actually ferried was taken into consideration. In 2019/20, R324.39 was paid compared to R186.26 that would have been paid if the number of learners was actually ferried was taken into consideration.

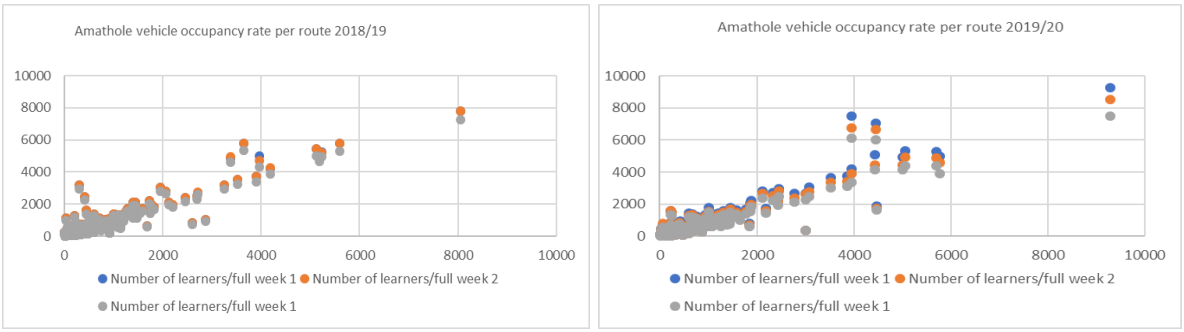
Table 7: Amathole possible savings

Financial Year	Payment for 100% vehicle capacity 'R	Payment for less than 100 % vehicle capacity 'R	Possible savings 'R
2018/19	7 414 913	3 529 560	3 885 352
2019/20	10 161 903	5 834 633	4 327 269

Source: 2018/19 and 2019/20 Departmental database-trip data

The table shows possible savings of R3.885 million and R4.327 million in Amathole for 2018/19 and 2019/20 respectively if the actual number of learners ferried was considered instead of paying all vehicles at full capacity. A proper system therefore, needs to be put in place to get some of these savings.

Figure 1: Amathole vehicle occupancy rate 2018/19 to 2019/20



Source: 2018/19 and 2019/20 Departmental database-trip data

The figure above shows the average number of learners ferried on all the allocated routes with full weeks of operation. The majority of learners ferried in both years on average is less than 2000 learners per annum with a few learners above 4000 ferried.

5.2 Alfred Nzo District

Table 9: Alfred Nzo usage of vehicles

	Vehicle occupancy							
Financial Year	Total number of transactions	Total number of learners allocated (full weeks) per annum	Average number of learners ferried per annum	Total number of routes (full weeks) per annum	Number of routes operated above the 100% average vehicle capacity	Number of routes operated at 100% average vehicle capacity	Number of routes operated below 80% average vehicle capacity	Approved vehicle capacity range
2018/19	172	103 777	103 945	140	38	5	5	15-65
2019/20	187	113 711	106 406	155	38	4	19	15-65

Source: 2018/19 and 2019/20 Departmental database-trip data

Table 10: Routes operated at less than full vehicle capacity

Alfred Nzo routes operated below the 80% vehicle capacity								
Financial year	Average number of routes ferrying learners < 2000	Average number of routes ferrying learners between 2000 and 4000	Average number of learners ferried > 4000	Average number of learners allocated on routes operating below 80 % vehicle capacity per annum	Average number of learners ferried on routes operating below 80 % vehicle capacity per annum	Total payment made on routes operated below 80% vehicle capacity 'R	Average cost per learner on routes operated at 80 % capacity but paid at full vehicle capacity 'R	Average cost per learner on routes operated below 80% and paid at 80% vehicle capacity 'R
2018/19	4	-	-	3 568	2 601	659 486	185	254
2019/20	19	-	-	12 431	9 034	1 900 876	153	210

Source: 2018/19 and 2019/20 Departmental database-trip data

The tables above show the number of learners transported in Alfred Nzo in 2018/19 and 2019/20 for each of the approved routes. In 2018/19, out of the 172 transactions made in this period, 140 routes have been analysed while 155 routes out of the 187 transactions made in 2091/20 have been analysed. As illustrated in the table above, the average number of learners allocated on the 140 routes in 2018/19 was exceeded as about 103 945 learners were ferried against the allocation of about 103 777. In 2019/20 however, the average number of learners ferried at 106 406 was lower than the allocated 113 711 learners.

About 4 of the 140 routes in 2018/19 were operated below full vehicle capacity or below 80 per cent, with all 4 of these routes ferrying on average, less than 2000 learners per annum. In 2019/20, about 19 of the 155 routes were operated at less than full vehicle capacity or less

than 80 per cent while about 38 were operated above full vehicle capacity/overload. All the 19 routes ferried on average less than 2000 learners.

As shown in the table above, the model of payments used, which pays all vehicles at full capacity irrespective of the learner numbers ferried is costly as R254 on average per learner per year was paid in 2018/19 compared to R185 per learner that would have been paid if the number of learners actually ferried was taken into consideration. In 2019/20, R210 was paid compared to R153 that would have been paid if the number of learners was actually ferried was taken into consideration.

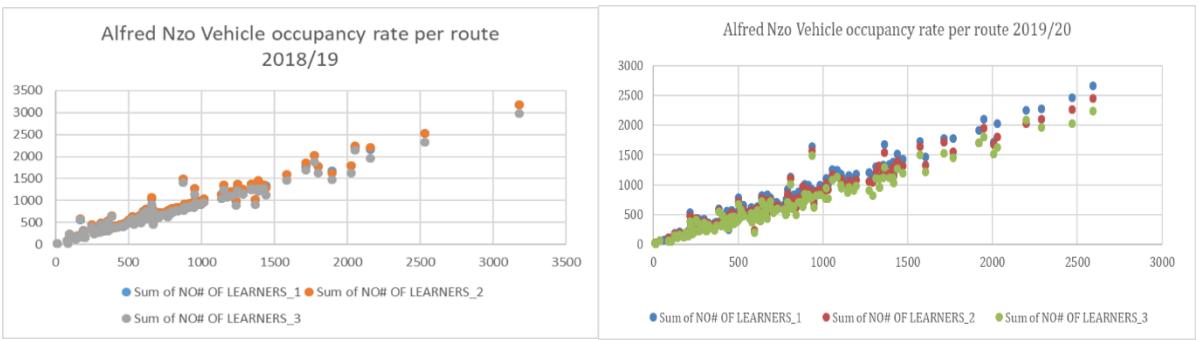
Table 11: Alfred Nzo possible savings

Financial Yea	Payment for 100% vehicle capacity 'R	Payment for less than 100 % vehicle capacity 'R	Possible savings 'R
2018/19	659 486	480 752	178 734
2019/20	1 900 876	1 381 376	519 500

Source: 2018/19 and 2019/20 Departmental database-trip data

The table shows possible savings of R178.734 thousand and R519.5 thousand in Alfred Nzo for 2018/19 and 2019/20 respectively if the actual number of learners ferried was considered instead of paying all vehicles at full capacity. This further reinforces the need for a proper system to be put in place to get some of these savings.

Figure 2: Alfred Nzo vehicle occupancy rate 2018/19 to 2019/20



Source: 2018/19 and 2019/20 Departmental database-trip data

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The figure above shows the average number of learners ferried on all the allocated routes with full weeks of operation. The majority of learners ferried in both years on average is less than 1 500 learners per annum with a few learners above 1 500 ferried.

5.3 Chris Hani District

Table 12: Chris Hani usage of vehicles

	Vehicle occupancy							
Financial Year	Total number of transactions	Total number of learners allocated (full weeks) per annum	Average number of learners ferried per annum	Total number of routes (full weeks) per annum	Number of routes operated above the 100% average vehicle capacity	Number of routes operated at 100% average vehicle capacity	Number of routes operated at less than 80% average vehicle capacity	Approved vehicle capacity range
2018/19	385	128 171	136 942	249	107	4	23	15-65
2019/20	430	152 593	150 066	335	127	5	64	15-65

Source: 2018/19 and 2019/20 Departmental database-trip data

Table 13: Routes operated at less than full vehicle capacity

Chris Hani routes operated below the 80% vehicle capacity								
Financial year	Average number of routes ferrying learners < 2000	Average number of routes ferrying learners between 2000 and 4000	Average number of learners ferried > 4000	Average number of learners allocated on routes operating below 80 % vehicle capacity per annum	Average number of learners ferried on routes operating below 80 % vehicle capacity per annum	Total payment made on routes operated below 80% vehicle capacity 'R	Average cost per learner on routes operated at 80 % capacity but paid at full vehicle capacity 'R	Average cost per learner on routes operated below 80% and paid at 80% vehicle capacity 'R
2018/19	22	1	-	14 476	8 970	26 135	2.91	1.81
2019/20	63	1	-	34 645	20 379	17 509 541	859.20	505.40

Source: 2018/19 and 2019/20 Departmental database-trip data

The tables above show the number of learners transported in Chris Hani in 2018/19 and 2019/20 for each of the approved routes. In 2018/19, out of the 385 transactions made in this period, 249 routes have been analysed while 335 routes out of the 430 transactions made in 2091/20 have been analysed. As illustrated in the table above, the average number of learners

allocated in 2018/19 was exceeded as about 136 942 learners were ferried against the allocation of about 128 171. In 2019/20 however, the average number of learners ferried at 150 066 was lower than the allocated 152 593 learners.

About 23 of the 385 routes in 2018/19 were operated below full vehicle capacity or below 80 per cent, with 22 of these routes ferrying on average, less than 2000 learners per annum and one route ferrying between 2000 and 4000. In 2019/20, about 64 of the 335 routes were operated at less than full vehicle capacity or less than 80 per cent while about 127 were operated above full vehicle capacity/overload. One of the 64 routes ferried between 2000 and 4000 on average while the remaining 63 routes ferried less than 2000 learners.

As shown in the table above, the number of routes in 2019/20 is almost two times higher than the routes operated in 2018/19. Furthermore, the payment of R17.509 million made in 2019/20 is significantly higher than the payment of R26.135 thousand made in 2018/19. The average cost per learner per year of R859 paid in 2019/20 paid by assuming that all vehicles are run at full capacity irrespective of the learner numbers ferried was more costly compared to R505.40 that would have been paid if the number of learners actually ferried was taken into consideration.

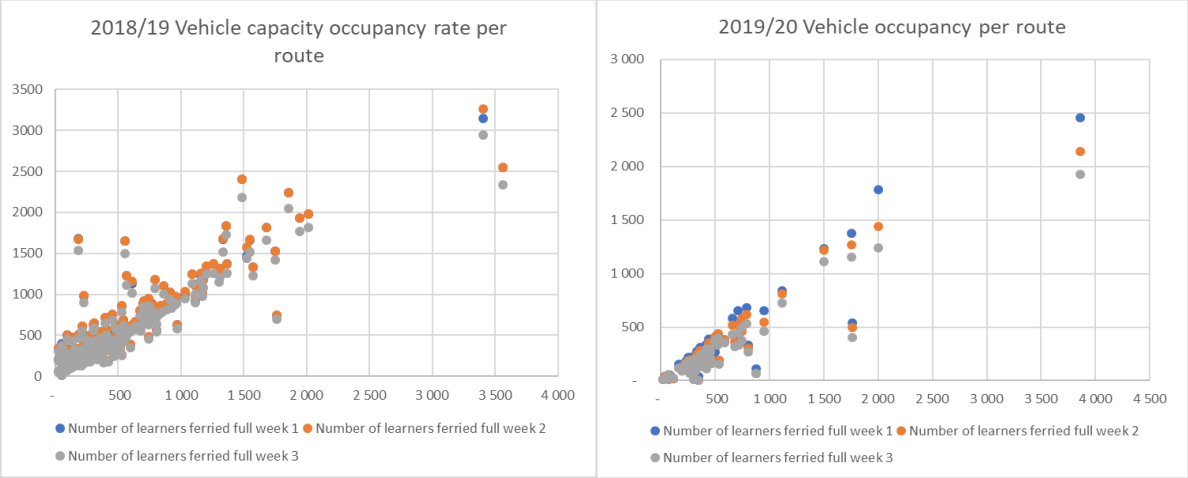
Table 14: Chris Hani possible savings

Financial Yea	Payment for 100% vehicle capacity 'R	Payment for less than 100 % vehicle capacity 'R	Possible savings 'R
2018/19	26 135	16 195	9 940
2019/20	17 509 541	10 299 438	7 210 103

Source: 2018/19 and 2019/20 Departmental database-trip data

The table shows possible savings of R9.940 thousand and R7.210 million in Chris Hani for 2018/19 and 2019/20 respectively if the actual number of learners ferried was considered instead of paying all vehicles at full capacity.

Figure 3: Chris Hani vehicle occupancy rate 2018/19 to 2019/20



Source: 2018/19 and 2019/20 Departmental database-trip data

The figure above shows the average number of learners ferried on all the allocated routes with full weeks of operation. The majority of learners ferried in both years on average is less than 1000 learners per annum with a few learners between 3500 and 4000 ferried.

5.4 Joe Gqabi District

Table 15: Joe Gqabi usage of vehicles

Vehicle occupancy								
Financial Year	Total number of transactions	Total number of learners allocated (full weeks) per annum	Average number of learners ferried per annum	Total number of routes (full weeks) per annum	Number of routes operated above the 100% average vehicle capacity	Number of routes operated at 100% average vehicle capacity	Number of routes operated at less than 80% average vehicle capacity	Approved vehicle capacity range
2018/19	131	70 249	72 730	111	50	4	3	15-65
2019/20	154	76 880	73 921	136	39	6	15	15-65

Source: 2018/19 and 2019/20 Departmental database-trip data

Table 16: Routes operated at less than full vehicle capacity

	Vehicle occupancy							
Financial Year	Average number of routes ferrying learners <2000	Average number of routes ferrying learners between 2000 and 4000	Average number of routes ferrying learners > 4000	Average number of learners allocated on routes operting below 80 % vehicle capacity	Average number of learners allocated on routes operting below 80 % vehicle capacity	Total payment made on routes operating below 80% vehicle capacity	Average cost per learner on routes operated at 80% vehicle capacity but paid at full vehicle capacity	Average cost per learner on routes operated at 80% vehicle capacity and paid at 80% vehicle capacity
2018/19	3	-	-	1 160	1 011	1 070 886	1 059.23	923.18
2019/20	15	-	-	5 530	4 022	3 537 009	879.49	639.60

Source: 2018/19 and 2019/20 Departmental database-trip data

The tables above show the number of learners transported in Joe Gqabi in 2018/19 and 2019/20 for each of the approved routes. In 2018/19, out of the 131 transactions made in this period, 111 routes have been analysed while 136 routes out of the 154 transactions made in 2091/20 have been analysed. As illustrated in the table above, the average number of learners allocated in 2018/19 was exceeded as about 72 730 learners were ferried against the allocation of about 70 249. In 2019/20 however, the average number of learners ferried at 73 921 was lower than the allocated 76 880 learners.

About 3 of the 111 routes in 2018/19 were operated below full vehicle capacity or below 80 per cent, and all of these routes ferrying on average, less than 2000 learners per annum. In 2019/20, about 15 of the 136 routes were operated at less than full vehicle capacity or less than 80 per cent while about 39 were operated above full vehicle capacity/overload. All of the 15 routes ferried less than 2000 learners.

As shown in the table above, for both 2018/19 and 2019/20, the average costs per learner per year of R1.241 thousand in 2018/19 and R879.49 in 2019/20 paid at full vehicle capacity irrespective of the number of learners ferried, were more costly than R911.99 and R639.60 that would have been paid in 2018/19 and 2019/20 respectively if the number of learners ferried was also considered.

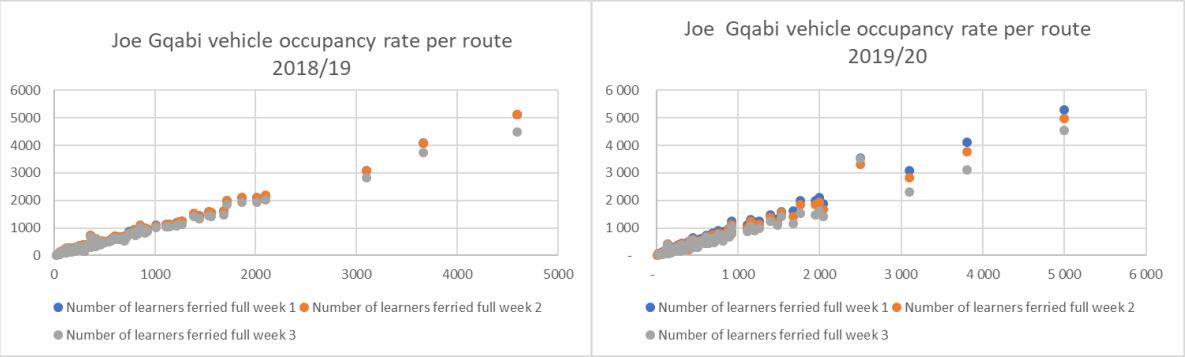
Table 17: Joe Gqabi possible savings

Financial Year	Payment for 100% vehicle capacity 'R	Payment for less than 100% vehicle capacity 'R	Possible savings
2018/19	1 254 894	922 018.55	332 875
2019/20	3 537 009	2 572 273.18	964 736

Source: 2018/19 and 2019/20 Departmental database-trip data

The table shows possible savings of R332.875 thousand and R964.736 thousand in Joe Gqabi for 2018/19 and 2019/20 respectively if the actual number of learners ferried was considered instead of paying all vehicles at full capacity. This further reinforces the need for a proper system to be put in place to get some of these savings.

Figure 4: Joe Gqabi vehicle occupancy rate 2018/19 to 2019/20



Source: 2018/19 and 2019/20 Departmental database-trip data

The figure above shows the average number of learners ferried on all the allocated routes with full weeks of operation. The majority of learners ferried in both years on average is less than 2000 learners per annum with a few learners between 2000 and 4000 ferried.

5.5 OR Tambo District

Table 18: OR Tambo usage of vehicles

	Vehicle occupancy							
Financial Year	Total number of transactions	Total number of learners allocated (full weeks) per annum	Average number of learners ferried per annum	Total number of routes (full weeks) per annum	Number of routes operated above the 100% average vehicle capacity	Number of routes operated at 100% average vehicle capacity	Number of routes operated at less than 80% average vehicle capacity	Approved vehicle capacity range
2018/19	248	134 340	142 013	219	66	8	28	15-65
2019/20	257	155 361	142 849	237	48	3	56	15-65

Source: 2018/19 and 2019/20 Departmental database-trip data

Table 19: Routes operated at less than full vehicle capacity

	Vehicle occupancy							
Financial Year	Average number of routes ferrying learners <2000	Average number of routes ferrying learners between 2000 and 4000	Average number of routes ferrying learners > 4000	Average number of learners allocated on routes operting below 80 % vehicle capacity	Average number of learners allocated on routes operting below 80 % vehicle capacity	Total payment made on routes operating below 80% vehicle capacity	Average cost per learner on routes operated at 80% vehicle capacity but paid at full vehicle capacity	Average cost per learner on routes operated at 80% vehicle capacity and paid at 80% vehicle capacity
2018/19	28	-	-	15 854	7 479	3 920 371	524.21	247.28
2019/20	56	-	-	33 325	17338	9 260 382	534.11	277.88

Source: 2018/19 and 2019/20 Departmental database-trip data

The tables above show the number of learners transported in Chris Hani in 2018/19 and 2019/20 for each of the approved routes. In 2018/19, out of the 248 transactions made in this period, 219 routes have been analysed while 237 routes out of the 257 transactions made in 2091/20 have been analysed. As illustrated in the table above, the average number of learners allocated in 2018/19 was exceeded as about 142 013 learners were ferried against the allocation of about 134 340. In 2019/20 however, the average number of learners ferried at 142 849 was lower than the allocated 155 361 learners.

About 28 of the 219 routes in 2018/19 were operated below full vehicle capacity or below 80 per cent, and all of these routes ferrying on average, less than 2000 learners per annum. In 2019/20, about 56 of the 237 routes were operated at less than full vehicle capacity or less

than 80 per cent while about 48 were operated above full vehicle capacity/overload. All of the 56 routes ferried less than 2000 learners. As shown in the table above, the model of payments used, which pays all vehicles at full capacity irrespective of the learner numbers ferried is costly as R524.21 on average per learner was paid in 2018/19 compared to R247.28 per learner that would have been paid if the number of learners actually ferried was taken into consideration. In 2019/20, R534.11 was paid compared to R277.88 that would have been paid if the number of learners was actually ferried was taken into consideration.

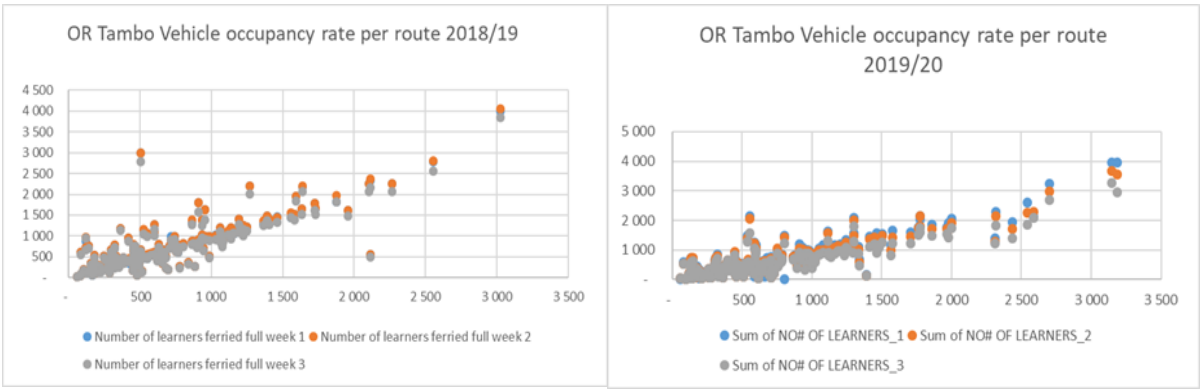
Table 20: OR Tambo possible savings

Financial Year	Payment for 100 % vehicle capacity 'R	Payment for less than 100 % vehicle capacity 'R	Possible savings
2018/19	3 920 371	1 849 322	2 071 049
2019/20	9 260 382	4 817 899	4 442 482

Source: 2018/19 and 2019/20 Departmental database-trip data

The table shows possible savings of R2.071 million and R4.442 million in O.R Tambo for 2018/19 and 2019/20 respectively if the actual number of learners ferried was considered instead of paying all vehicles at full capacity.

Figure 5: OR Tambo vehicle occupancy rate 2018/19 to 2019/20



Source: 2018/19 and 2019/20 Departmental database-trip data

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The figure above shows the average number of learners ferried on all the allocated routes with full weeks of operation. The majority of learners ferried in both years on average is less than 2000 learners per annum with a few learners above 2000 ferried.

5.6 Sara Baartman District

Table 21: Sara Baartman usage of vehicles

Vehicle occupancy							
Total number of transactions	Total number of learners allocated (full weeks) per annum	Average number of learners ferried per annum	Total number of routes (full weeks) per annum	Number of routes operated above the 100% average vehicle capacity	Number of routes operated at 100% average vehicle capacity	Number of routes operated at less than 80% average vehicle capacity	Approved vehicle capacity range
217	130 185	144 420	146	70	2	28	15-65
221	286 066	281 181	150	48	1	36	15-65

Source: 2018/19 and 2019/20 Departmental database-trip data

Table 22: Routes operated at less than full vehicle capacity

	Vehicle occupancy							
Financial Year	Average number of routes ferrying learners <2000	Average number of routes ferrying learners between 2000 and 4000	Average number of routes ferrying learners > 4000	Average number of learners allocated on routes operting below 80 % vehicle capacity	Average number of learners ferried on routes operting below 80 % vehicle capacity	Total payment made on routes operating below 80% vehicle capacity	Average cost per learner on routes operated at 80% vehicle capacity but paid at full vehicle capacity	Average cost per learner on routes operated at 80% vehicle capacity and paid at 80% vehicle capacity
2018/19	28	-	-	18 169	9 672	12 229 927	1 264.42	673.12
2019/20	36	-	-	19 567	10 319	6 190 192	599.86	316.36

Source: 2018/19 and 2019/20 Departmental database-trip data

The tables above show the number of learners transported in Sara Baartman in 2018/19 and 2019/20 for each of the approved routes. In 2018/19, out of the 217 transactions made in this period, 146 routes have been analysed while 150 routes out of the 221 transactions made in 2091/20 have been analysed. As illustrated in the table above, the average number of learners allocated in 2018/19 was exceeded as about 144 420 learners were ferried against the

allocation of about 130 185. In 2019/20 however, the average number of learners ferried at 281 181 was lower than the allocated 286 066 learners.

About 28 of the 217 routes in 2018/19 and 36 of the 221 routes in 2019/20 were operated below full vehicle capacity or below 80 per cent, with all of these routes ferrying on average, less than 2000 learners per annum. .As shown in the table above, the model of payments used, which pays all vehicles at full capacity irrespective of the learner numbers ferried is costly as R1.264 thousand on average per learner was paid in 2018/19 compared to R673.12 per learner that would have been paid if the number of learners actually ferried was taken into consideration. In 2019/20, R599.86 was paid compared to R316.36 that would have been paid if the number of learners was actually ferried was taken into consideration.

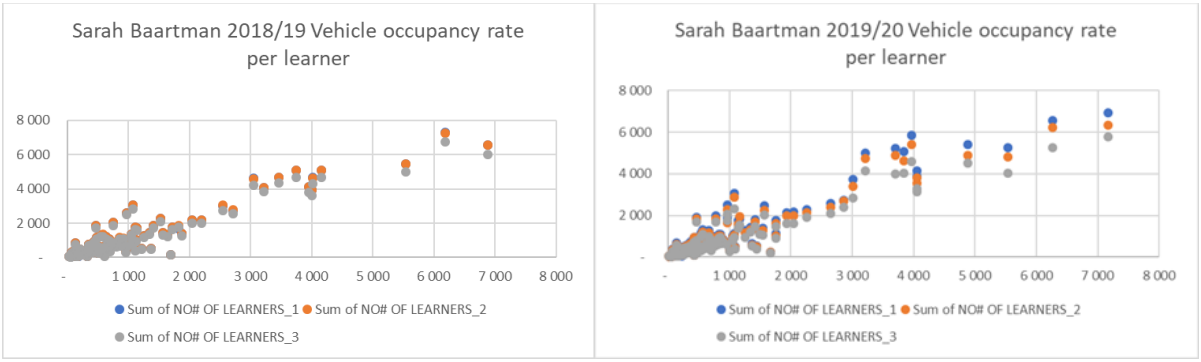
Table 23: OR Tambo possible savings

Financial Year	Payment for 100 % vehicle capacity 'R	Payment for less than 100 % vehicle capacity 'R	Possible savings
2018/19	12 229 927	6 510 646	5 719 281
2019/20	6 190 192	3 264 612	2 925 580

Source: 2018/19 and 2019/20 Departmental database-trip data

The table shows possible savings of R5.719 million and R2.925 million in Sara Baartman for 2018/19 and 2019/20 respectively if the actual number of learners ferried was considered instead of paying all vehicles at full capacity.

Figure 7: Sarah Baartman vehicle occupancy rate -2018/19



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Source: 2018/19 and 2019/20 Departmental database-trip data

The figure above shows the average number of learners ferried on all the allocated routes with full weeks of operation. The majority of learners ferried in both years on average is less than 2000 learners per annum with a few learners above 2000 ferried.

5.7 All Districts Summary

Table 24: All districts summary

	2018/19					2019/20				
District	Learners allocated (full weeks)	Average number of learners ferried (full weeks)	Number of kilometres	Payment 'R	% Share learners allocation	Learners allocated(full weeks)	Avergage Number of learners ferried	Number of kilometres	Payment 'R	% Share learners allocation
Alfred Nzo	103 777	103 945	3 516	56 886 862	13%	113 711	106 406	3 992	106 406	11%
Amathole	237 078	255 572	7 346	137 510 431	29%	264 046	256 518	9 996	81 080 036	25%
Chris Hani	128 171	136 942	7 768	281 427	16%	153 237.0	150 081	9 921	127 811 811	15%
Joe Gqabi	70 249	72 730	3052	52 018 211	9%	76 880	73 921	4 611	62 668 367	7%
OR Tambo	134 340	142 013	75 630	73 000 613	17%	156 810	144 003	6 089	79 461 514	15%
Sara Baartman	130 185	144 420	5155	94 031 405	16%	286 066	281 181	7 234	106 656 122	27%
TOTAL	**803 800**	**855 621**	**102 466**	**413 728 949**	**100%**	**1 050 750**	**1 012 109**	**41 843**	**457 784 256**	**100%**

Source: 2018/19 and 2019/20 Departmental database-trip data

The table above shows that:-

- Services were relatively skewed towards Amathole and Sara Baartman with
    - high payments of over R90 million for both 2018/19 and 2019/20.
    - The number learners ferried of about 255 572 and 144 420 in 2018/19 for Amathole and Sara Baartman respectively and 256 518 and 281 181 in 2019/20

- The percentage shares of 29 per cent and 25 per cent for Amathole in 2018/19 and 16 per cent and 27 per cent for Sara Baartman in 2018/19 and 2019/20 respectively.
- The 2 districts with the most inefficiencies are Amathole and OR Tambo which show the highest number of routes operated at less than full capacity for both 2018/19 and 2019/20. These numbers increase form 2018/19 to 2019/20 with Amathole increasing from 43 to 88 and OR Thabo from 28 to 56 respectively.
- This is concerning as both districts are considered relatively urban compared to the other 4 districts of the province – which contradicts the Provincial Scholar Transport Policy, which says that priority should be given to learners from deep rural areas.

- Joe Gqabi on the other hand has the least inefficiencies with 4 routes in 2018/19 increasing to 15 routes operated at less than full capacity in 2018/19 and 2019/20 respectively.

6 Options

From analysis done, it was found that, some of the routes are expensive as they are not run at full capacity. This is due to the payment model used that does not consider the number of learners ferried but pays all vehicles at full capacity irrespective of learners ferried. This affects qualifying learners who are currently not benefitting from the programme due to budget limitations. The department could revise the payment model to include and consider the actual learners ferried. The department could also consider revising the payment model to be based on kilometres only.

Furthermore, the reliance on school principals to acknowledge services rendered through the daily signing of proof of delivery forms could pose a risk of collusion between principals and service provider. To mitigate this risk, the department could consider designing a system to capture the daily delivery of service by vehicle operators. The current manual system of using spreadsheets in the overall scholar transport data is prone to human error, and a system needs to be developed to address this challenge.

7 Findings

- Team members from the departmental side only came through as a resource and were not really were part of the actual spending review.
- Attendance in meetings was poor suggesting that the exercise was not viewed as a provincial exercise. This resulted in the need to go back and forth with them, first to request data, then to understand the data itself, and lastly to present the report to them.
- Financial data was initially not available as it had had to be consolidated and reworked in the department first. It was not consolidated at provincial level but at district level.
- Non-financial data per district for the period under review was not available from the unit in the department that deals with scholar transport. This data had to be sourced from the nation Department of Basic Education and the Deputy Director General Administrations office.
- The size of the data sets is large and the use of excel exposes this data to human error. Furthermore this data is in the hands of a few individuals, when they leave the department the data leaves with them.
- From the data, it was discovered that each month is divided into 5 weeks, with the last 2 weeks of each of the months showed less than full operations and many gaps. These weeks were excluded in the exercise to minimise distortions.
- The fixed component of the formula is not fixed as the costs vary with the capacity of the vehicle (i.e. number of scholars transported). Furthermore, the payment model assumes all vehicles were operated at full capacity as the formula does not factor in the actual numbers ferried. This renders the service expensive if vehicles are not run at full capacity.
- The service distribution favours the relatively less rural districts contrary to the provincial scholar transport policy.
- The use of proof of delivery forms as a means to confirm delivery of services by school principals exposes the department to collusion between the school principal and the service providers with a negative impact to the budget.
- The 2 districts with the most inefficiencies are Amathole and OR Tambo which show the highest number of routes operated at less than full capacity for both 2018/19 and

2019/20. These numbers increase form 2018/19 to 2019/20 with Amathole increasing from 43 to 88 and OR Thabo from 28 to 56 respectively.

- Joe Gqabi on the other hand has the least inefficiencies with 4 routes in 2018/19 increasing to 15 routes operated at less than full capacity in 2018/19 and 2019/20 respectively.
- There needs to be more emphasis on spot checks and verification of data.
- The funding model of fixed costs and kilometres rates needs to be reviewed to make the programme more efficient. This can be compared with normal taxi rates that could be used to ferry learners; more research required.

8 Recommendations

- For all the districts of the province, the 2018/19 and 2019/20 trip data analysed shows that the capacity of the vehicles used to ferry learners plays a very important role in the payment of operators as rates paid to operators are linked to this capacity. Though the component of the formula linked to vehicle capacity is called the fixed component, it is in actual fact not fixed but it varies with the size of the vehicle used.
- Of critical importance is that, the smallest vehicle that is approved for ferrying learners in terms of public transport is a 15 seater mini-bus. This therefore, means that, for routes with fewer than 15 learners, only a 15 seater will be used, thus operating at less than full capacity but paid at full capacity, this renders such routes expensive.
- The reliance on school principal to accurately complete the proof of delivery poses a risk of collusion between the school principal and the vehicle operator.
- The use of spreadsheets to capture key scholar transport data may expose the system to human error.
- To effect change in the implementation of scholar transport, it is recommended that the department should:
    - Move away from relying on spreadsheets to record and keep scholar transport trip and financial data and consider designing an automated system;
    - Design a system that would assist in the proper monitoring of daily services rendered by service providers;

- Revise the expensive payment model that assumes all vehicles are operated at full capacity and consider using only kilometres operated in the costing formula;
- When the budget allows, consider prioritising learners in more rural areas by keeping learner numbers constant in more urban districts while increasing numbers ferried in the more rural areas in order to align with the scholar transport policy.

9 Actions

- The possible savings identified could be used to fund the gap between the demand and supply for scholar transport services and ensure that more qualifying learners benefit from the programme and thus improve to access education.
- These savings could also be used to procure an automated system that would help in the recording of key financial and non-financial data and thus help in improving efficiencies in the implementation of scholar transport.

Appendices

Table 1: Log frame

Impact		**Improved access to school**				
Indicator		% of learners enrollment in public ordinary schools				
Frequency		Annual				
Source of data		Education Management Information Systems				
Intermediate Outcome		**Lower absenteeism of learners**				
Indicator		Learner attendance				
Frequency		Annual				
Source of data		Education Management Information Systems				
Intermediate Outcome		**Less distance travelled to school**		**Safe transportation of learners**		
Indicator		Number of learners ferried to school by scholar transport		% of contracted vehicles checked for compliance		
Frequency		Annual		Annual		
Source of data		CD: Scholar Transport		CD: Traffic Regulation and CD: Scholar Transport		
Final Output		**Rural learners ferried**		**Affordable routes**		**Scholar Transport Services**
Indicator		% share of learners benefitting from scholar transport services in rural vs urban districts		number of routes operating below 80% capacity in each district		Number of routes ferrying learners per district
Frequency		Annual		Every 3 years		Annual
Source of data		CD: Scholar Transport		CD: Scholar Transport		CD: Scholar Transport
Intermediate outputs		**Approved Provivial Policy**		**Signed MoU, Updated database**		**Signed Service provider contracts**
Indicator		Approved Provincial Policy		Signed MoU, Updated database		Number of contracts signed with scholar transport operators
Frequency		As needed		As needed		3 yearly
Source of data		CD: Scholar Transport		CD: Scholar Transport		CD: Scholar Transport
Activities		**Cost of scholar transport services per district**				
Indicator		Costed services by ditrict				
Frequency		annual				
Source of data		CD: Scholar Transport, BAS				
Activities		**Cost scholar transport routes per school**		**Cost of scholar transport services per learner**		**Monitor services**
Indicator		Costed scholar transport routes per school		Costed scholar transport services per learner		Number of learners ferried daily to school
Frequency		annual		annual		Quartely
Source of data		CD: Scholar Transport, Approved allocation form, Excel Database, BAS		CD: Scholar Transport, Approved allocation form, Excel Database, BAS		Annual performance report and strategic plan
Activities		**Transport learners through service provider**		**Contract with vehicle /service providers**		**Design a database showing schools routes and kilometers to be serviced**
Indicator		Number of contracted vehicles tested for compliance by traffic officials for ferrying learners		Number of contracts entered into		Service design for scholar transport
Frequency		Quartely		3 yearly		Annual
Source of data		CD: Scholar Transport personnel, vehicle inspection reports		CD: Scholar Transport personnel, SLA, appointment letters		CD: Scholar Transport, Approved allocation form, Excel Database, BAS
Activities		**Customise national policy to provincial**		**Develop MoU for Transport and Education**		**Receive a list of qualifying learners routes from Education**
Indicator		Approved policy by HoD		MoU signed by Education and Transport Departments		Approved list signed by HoD of Education
Frequency		As needed		As needed		4 times a year (before each budget submission)
Inputs		**Public Officials**		**Vehicles and or buses**		**CD: Scholar Transport and the Department of Education personnel**
Performance indicator		Personnel		Service providers, funding		EPWP job beneficiaries
Frequency						
Programme elements		***Develop policy framework***		***Design services database***		***Contract with service providers***
Responsibility		CD: Scholar Transport personnel and Legal Unit		CD: Scholar Tranport personnel		CD: Community Based Programmes

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Table 2: Amathole Routes operating below 80 per cent 2018/19

Route	Number of learners allocated	Number of learners ferried full week 1	Number of learners ferried full week 2	Number of learners ferried full week 3	Payments	Average Numbers ferried (full weeks)	% of allocated ferried full week 1	% of allocated ferried full week 2	% of allocated ferried full week 3	Average % allocated learners ferried(full weeks)	Max of Vehicle Capacity	Max of Fixed Cost Per Vehicle Capacity	Max of RATE PER KM	Max of NO OF KM
WALZIN	888	720	720	660	391 859	700	81%	81%	74%	79%	15	254.25	16.84	18
LUSIZINI	549	441	441	385	209 304	422	80%	80%	70%	77%	22	372.9	16.84	15
KOM PHUMLANI	117	90	90	90	38 244	90	77%	77%	77%	77%	15	254.25	15.26	20
GCINA	511	388	388	373	261 205	383	76%	76%	73%	75%	15	322.05	15.92	24
ELUPHONDWENI	372	296	269	267	166 803	277	80%	72%	72%	75%	17	288.15	15.26	12
GASELA	367	265	273	275	146 604	271	72%	74%	75%	74%	17	288.15	15.26	14
JOE	195	139	139	119	93 433	132	71%	71%	61%	68%	15	254.25	15.26	14
SDENGE FARM/JON	60	32	32	58	32 577	41	53%	53%	97%	68%	15	254.25	15.92	29
HILLINGDALE	804	540	540	495	295 981	525	67%	67%	62%	65%	22	372.9	16.84	17
MARAIS	744	498	498	456	332 827	484	67%	67%	61%	65%	22	372.9	16.84	12
WASHINGTON	252	171	159	159	112 249	163	68%	63%	63%	65%	25	423.75	15.26	15
BUXTON	396	261	261	241	117 790	254	66%	66%	61%	64%	21	355.95	16.84	17
BALTEIN	135	90	90	80	87 449	87	67%	67%	59%	64%	15	254.25	15.92	22
LALO	492	324	324	297	148 418	315	66%	66%	60%	64%	15	254.25	16.84	11
QOLWENI	168	109	109	101	97 888	106	65%	65%	60%	63%	15	254.25	15.26	13
BIKO VILLAGE	612	396	396	363	153 053	385	65%	65%	59%	63%	18	305.1	15.26	8
N.U 3,1	276	168	168	154	86 503	163	61%	61%	56%	59%	14	237.3	16.84	14
NONTSHINGA	948	576	576	528	305 008	560	61%	61%	56%	59%	15	305.1	16.84	20
FORT BEAUFORT	552	329	343	301	209 487	324	60%	62%	55%	59%	49	830.55	15.26	18
SAUTANA	252	144	154	132	92 681	143	57%	61%	52%	57%	15	254.25	15.26	15
GONZANA FARM	720	407	407	373	165 017	396	57%	57%	52%	55%	17	288.15	16.84	20
SMITH	168	96	88	88	78 419	91	57%	52%	52%	54%	14	237.3	16.84	12
ARMHEST	1 092	600	600	540	225 433	580	55%	55%	49%	53%	21	406.8	16.84	24
TAMBOEKISVLEI	747	378	379	348	149 471	368	51%	51%	47%	49%	22	372.9	16.84	9
NKONJANE	336	164	168	154	138 239	162	49%	50%	46%	48%	15	254.25	15.92	30
GWILI-GWILI	300	144	144	132	138 171	140	48%	48%	44%	47%	13	220.35	16.84	31
BIKO VILLAGE	1 145	541	547	495	224 659	528	47%	48%	43%	46%	23	389.85	16.84	9
POLICE STATION	336	151	163	149	225 994	154	45%	49%	44%	46%	15	254.25	16.84	22
CINTSA E	600	253	276	253	421 793	261	42%	46%	42%	43%	69	1169.55	18.02	61
N.U 15, 17, 13,14	396	180	168	165	131 127	171	45%	42%	42%	43%	21	355.95	15.92	30
NXOPHO	456	180	180	165	89 690	175	39%	39%	36%	38%	22	389.85	16.84	14
TIMANE	924	360	360	330	250 861	350	39%	39%	36%	38%	22	423.75	16.84	30
CAPE COLLAGE	156	53	63	60	86 261	59	34%	40%	38%	38%	15	254.25	16.84	13
BONGWENI	1 680	616	616	566	239 505	599	37%	37%	34%	36%	32	542.4	16.84	20
KUNI	2 868	1 020	1 020	935	339 755	992	36%	36%	33%	35%	64	1186.5	16.84	14
XAZINI	276	96	96	88	119 584	93	35%	35%	32%	34%	17	288.15	16.84	23
NGQOLOWA	345	116	116	116	85 947	116	34%	34%	34%	34%	20	339	15.92	25
BINGQALA	187	61	61	56	199 759	59	33%	33%	30%	32%	21	237.3	16.84	47
NEW LIFE	2 610	858	858	752	533 835	823	33%	33%	29%	32%	38	644.1	16.84	22
ZONE 10	480	147	147	133	83 709	142	31%	31%	28%	30%	16	303.81	15.26	14
PHILLIPTON	924	192	192	176	83 905	187	21%	21%	19%	20%	16	271.2	16.84	17
SOMPONDO	210	30	30	30	15 364	30	14%	14%	14%	14%	16	271.2	15.26	14
HOYI	238		28	28	9 050	19	0%	12%	12%	8%	18	305.1	16.84	14

Source: 2018/19 and 2019/20 Departmental database-trip data

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Table 3: Amathole Routes operating below 80 per cent 2019/20

Route	Number of learners allocated	Number of learners ferried full week 1	Number of learners ferried full week 2	Number of learners ferried full week 3	Payments	Average Numbers ferried (full weeks)	% of allocated ferried full week 1	% of allocated ferried full week 2	% of allocated ferried full week 3	Average % allocated learners ferried(full weeks)	Max of Vehicle Capacity	Max of Fixed Cost Per Vehicle Capacity	Max of RATE PER KM	Max of NO OF KM
WALTINA	228	192	192	160	96 262	181	84.2%	84.2%	70.2%	79.5%	21	377.37	16.18	10
ORANGE GROOVE	1296	1160	1050	875	402 790	1028	89.5%	81.0%	67.5%	79.3%	65	1168.05	16.18	6
JOE	180	152	141	128	49 046	140	84.4%	78.3%	71.1%	78.0%	15	269.55	16.18	15
NGXONDORHA	400	326	318	290	150 774	311	81.5%	79.5%	72.5%	77.8%	16	287.52	16.88	26
SANTINI	5774	4978	4564	3914	1 071 451	4485	86.2%	79.0%	67.8%	77.7%	68	1257.9	16.88	21
TIMANE	1079	833	928	745	179 489	835	77.2%	86.0%	69.0%	77.4%	22	449.25	16.88	30
EMBEKWENI	1443	1227	1136	979	275 238	1114	85.0%	78.7%	67.8%	77.2%	22	395.34	16.88	31
MFULA	1277	1058	977	896	339 006	977	82.9%	76.5%	70.2%	76.5%	15	305.49	16.88	22
WALZIN	888	766	661	600	210 014	676	86.3%	74.4%	67.6%	76.1%	15	269.55	16.18	18
MZONKESHE	708	586	543	487	150 029	539	82.8%	76.7%	68.8%	76.1%	15	269.55	16.18	11
VILLAGE + 6/ QHAMANI	60	45	45	46	19 940	45	75.0%	75.0%	76.7%	75.6%	15	269.55	16.18	12
BERLIN	378	316	306	225	117 705	282	83.6%	81.0%	59.5%	74.7%	60	1078.2	16.18	16
GCINA	480	389	336	340	119 653	355	81.0%	70.0%	70.8%	74.0%	15	341.43	16.88	30
GOSHEEN	360	288	273	235	295 320	265	80.0%	75.8%	65.3%	73.7%	15	269.55	16.88	35
QOLONCI	30	22	22	22	17 795	22	73.3%	73.3%	73.3%	73.3%	15	269.55	16.18	20
BONGWENI	2182	1757	1569	1462	67 381	1596	80.5%	71.9%	67.0%	73.1%	32	575.04	16.18	20
TSABA	454	360	330	300	92 203	330	79.3%	72.7%	66.1%	72.7%	15	305.49	16.18	12
LUSIZINI	486	378	357	322	103 425	352	77.8%	73.5%	66.3%	72.5%	22	395.34	16.18	15
BOXWOOD/NOHLANZAN	924	790	658	558	10 258	669	85.5%	71.2%	60.4%	72.4%	89	1599.33	16.18	13
CAPE COLLAGE	91	68	68	61	31 047	66	74.7%	74.7%	67.0%	72.2%	15	269.55	16.18	13
WAQU	282	214	214	182	277 542	203	75.9%	75.9%	64.5%	72.1%	22	485.19	17.85	52
VILLAGE 8	157	117	117	105	33 171	113	74.5%	74.5%	66.9%	72.0%	15	305.49	16.18	10
TAMBOEKISVLEI	731	606	515	447	50 270	523	82.9%	70.5%	61.1%	71.5%	22	395.34	16.18	18
MTSHANYANE	276	225	183	183	9 382	197	81.5%	66.3%	66.3%	71.4%	14	251.58	16.18	17
NONTSHINGA	928	728	649	605	128 903	661	78.4%	69.9%	65.2%	71.2%	15	323.46	16.18	20
MANYISANE	1642	1269	1245	983	437 286	1166	77.3%	75.8%	59.9%	71.0%	80	1437.6	16.88	40
CELETYUMA	887	655	652	568	382 000	625	73.8%	73.5%	64.0%	70.5%	15	287.52	16.88	36
KOM PHUMLANI	464	357	327	282	83 628	322	76.9%	70.5%	60.8%	69.4%	15	269.55	16.18	20
FM POLE	1013	758	715	614	306 737	696	74.8%	70.6%	60.6%	68.7%	22	503.16	16.88	34
FORT JACKSON	145	136	136	26	89 233	99	93.8%	93.8%	17.9%	68.5%	15	269.55	16.18	12
NTWASA	132	108	90	72	4 806	90	81.8%	68.2%	54.5%	68.2%	15	269.55	16.88	24
BOJENI	1074	780	750	625	317 669	718	72.6%	69.8%	58.2%	66.9%	15	287.52	16.18	18
OLIEFABSBEEN	72	48	48	48	4 184	48	66.7%	66.7%	66.7%	66.7%	14	251.58	16.88	40
UPPER BLINKWATER	90	67	68	44	81 249	60	74.4%	75.6%	48.9%	66.3%	15	269.55	16.88	40
MZANTSI	168	124	111	98	41 521	111	73.8%	66.1%	58.3%	66.1%	15	269.55	16.18	20
QOLWENI	168	119	111	103	64 775	111	70.8%	66.1%	61.3%	66.1%	15	269.55	16.18	13
SWEETLANDS	168	120	102	101	6 532	108	71.4%	60.7%	60.1%	64.1%	14	251.58	16.88	34
ELDON	111	82	65	65	1 361	71	73.9%	58.6%	58.6%	63.7%	15	287.52	16.88	40
SDENGE FARM/JOE	30	24	22	11	30 363	19	80.0%	73.3%	36.7%	63.3%	15	269.55	16.88	29
LALO	488	335	308	281	83 115	308	68.6%	63.1%	57.6%	63.1%	15	269.55	16.18	14
ELUPHONDWENI	366	249	229	210	90 937	229	68.0%	62.6%	57.4%	62.7%	15	305.49	16.18	16
HILLINGDALE	801	540	495	450	157 978	495	67.4%	61.8%	56.2%	61.8%	22	395.34	16.18	18
MSENGENI	294	192	192	160	111 076	181	65.3%	65.3%	54.4%	61.7%	15	323.46	16.18	18
ZIKHWABA	390	260	230	230	27 411	240	66.7%	59.0%	59.0%	61.5%	15	269.55	16.18	14
KOLORHA	126	82	82	68	23 127	77	65.1%	65.1%	54.0%	61.4%	14	251.58	16.18	8
LILLYVALE FARM	96	66	55	55	13 957	59	68.8%	57.3%	57.3%	61.1%	15	269.55	16.18	11
THEMBISA	1428	918	918	765	330 221	867	64.3%	64.3%	53.6%	60.7%	60	1078.2	16.18	9
BIKO VILLAGE	525	357	324	261	66 836	314	68.0%	61.7%	49.7%	59.8%	18	323.46	16.18	8
FORT BEAUFORT	354	206	219	189	125 459	205	58.2%	61.9%	53.4%	57.8%	49	880.53	16.18	18
DRIESHOF	407	270	216	216	60 067	234	66.3%	53.1%	53.1%	57.5%	15	269.55	17.85	44
DOWU	264	194	151	108	100 284	151	73.5%	57.2%	40.9%	57.2%	21	395.34	16.18	18
SOMPONDO	292	178	178	144	67 216	167	61.0%	61.0%	49.3%	57.1%	16	287.52	16.18	14
POLICE STATION	239	143	138	124	75 821	135	59.8%	57.7%	51.9%	56.5%	15	269.55	16.88	22
N.U 3,1	276	169	155	141	47 093	155	61.2%	56.2%	51.1%	56.2%	14	251.58	16.18	15
MONYE	1378	816	816	680	348 922	771	59.2%	59.2%	49.3%	55.9%	63	1132.11	16.18	12
CINTSA E	333	207	184	161	107 080	184	62.2%	55.3%	48.3%	55.3%	69	1239.93	19.1	61
ROGER NESH	180	108	90	90	7 085	96	60.0%	50.0%	50.0%	53.3%	15	269.55	17.85	51
MARAIS	216	126	126	84	92 381	112	58.3%	58.3%	38.9%	51.9%	22	395.34	16.18	18
ARMHEST	1261	710	652	591	159 797	651	56.3%	51.7%	46.9%	51.6%	21	539.1	16.88	24
GONZANA FARM	707	380	356	322	86 881	353	53.7%	50.4%	45.5%	49.9%	17	305.49	16.18	20
XAZINI	404	208	184	176	78 800	189	51.5%	45.5%	43.6%	46.9%	17	305.49	16.88	24
BONANSA	48	22	22	22	30 055	22	45.8%	45.8%	45.8%	45.8%	28	0	0	0
NGQOLOWA	349	165	165	135	50 599	155	47.3%	47.3%	38.7%	44.4%	20	359.4	16.88	26
GWILI+GWILI	300	144	132	120	75 067	132	48.0%	44.0%	40.0%	44.0%	13	233.61	16.88	31
KWANOBOMVU	183	82	77	72	44 850	77	44.8%	42.1%	39.3%	42.1%	16	287.52	16.18	20
NOKHALA	171	73	72	63	23 578	69	42.7%	42.1%	36.8%	40.5%	15	341.43	16.18	8
NEW LIFE	4467	1862	1734	1642	511 161	1746	41.7%	38.8%	36.8%	39.1%	40	718.8	17.85	22
FORT BEAUFORT HOSTEL	72	20	32	32	4 533	28	27.8%	44.4%	44.4%	38.9%	14	251.58	16.18	6
KUNI	1840	780	695	595	115 014	690	42.4%	37.8%	32.3%	37.5%	64	1257.9	16.18	15
KASA	498	280	140	140	84 575	187	56.2%	28.1%	28.1%	37.5%	46	826.62	16.88	25
MDZONGA	572	227	205	205	20 317	212	39.7%	35.8%	35.8%	37.1%	16	323.46	16.18	18
NXOPHO	453	180	165	150	48 852	165	39.7%	36.4%	33.1%	36.4%	22	413.31	16.18	18
ZONE 10	466	182	168	154	58 492	168	39.1%	36.1%	33.0%	36.1%	15	269.55	16.18	14
MAQHOSHA	120	39	39	39	26 133	39	32.5%	32.5%	32.5%	32.5%	13	233.61	16.18	17
UPPER ZINGCUKA	97	38	27	27	2 843	31	39.2%	27.8%	27.8%	31.6%	15	269.55	19.1	69
HARMOND/ SWARTS	874	282	282	252	58 171	272	32.3%	32.3%	28.8%	31.1%	60	1329.78	16.18	6
BUXTON	357	117	108	99	64 591	108	32.8%	30.3%	27.7%	30.3%	21	377.37	16.18	17
ROCKDALE	601	199	162	162	65 705	174	33.1%	27.0%	27.0%	29.0%	56	449.25	16.18	17
IGODA	173	74	37	37	34 593	49	42.8%	21.4%	21.4%	28.5%	16	287.52	16.88	23
GQOLOMA	143	39	39	26	45 893	35	27.3%	27.3%	18.2%	24.2%	13	233.61	16.88	25
BINGQALA	233	45	41	37	107 962	41	19.3%	17.6%	15.9%	17.6%	21	251.58	17.85	47
TSHABA	102	15	15	15	9 274	15	14.7%	14.7%	14.7%	14.7%	14	305.49	16.18	12
NKANYA	230		48	48	13 965	32	0.0%	20.9%	20.9%	13.9%	33	593.01	16.18	17
GLEN EDEN	312	41	41	41	44 127	41	13.1%	13.1%	13.1%	13.1%	14	287.52	16.18	10
[illegible]	3009	381	381	381	172 170	381	12.7%	12.7%	12.7%	12.7%	65	1168.05	16.88	30
MPONGO	216	30	30	15	20 240	25	13.9%	13.9%	6.9%	11.6%	21	377.37	16.88	24
NXAKWANA	472	40	40	40	14 504	40	8.5%	8.5%	8.5%	8.5%	21	377.37	16.18	11
MEMANE	120	28	[illegible]	[illegible]	3 656	9	23.3%	0.0%	0.0%	7.8%	12	215.64	16.18	17

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Source: 2018/19 and 2019/20 Departmental database-trip data

Table 4: Alfred Nzo Routes operating below 80 per cent 2018/19

Route	Number of learners allocated	Number of learners ferried full week 1	Number of learners ferried full week 2	Number of learners ferried full week 3	Payments	Average Numbers ferried (full weeks)	% of allocated ferried full week 1	% of allocated ferried full week 2	% of allocated ferried full week 3	Average % allocated learners ferried(full weeks)	Max of Vehicle Capacity	Max of Fixed Cost Per Vehicle Capacity	Max of RATE PER KM	Max of NO OF KM
CASINO	204	162	162	151	151 706	158	79%	79%	74%	77.6%	15	204	288.15	33
MNYAMANE	1236	987	987	884	340 346	953	80%	80%	72%	77.1%	69	1236	1491.6	26
NKASELA	672	504	504	448	35 427	485	75%	75%	67%	72.2%	64	672	1457.7	24
TYIWENI	1368	1026	1026	912	62 938	988	75%	75%	67%	72.2%	60	1368	1017	18
THALENI/Mafadobo	88	28		22	69 069	17	32%	0%	25%	18.9%	65	88	0	18

Source: 2018/19 and 2019/20 Departmental database-trip data

Table 5: Alfred Nzo Routes operating below 80 per cent 2019/20

Route	Number of learners allocated	Number of learners ferried full week 1	Number of learners ferried full week 2	Number of learners ferried full week 3	Payments	Average Numbers ferried (full weeks)	% of allocated ferried full week 1	% of allocated ferried full week 2	% of allocated ferried full week 3	Average % allocated learners ferried(full weeks)	Max of Vehicle Capacity	Max of Fixed Cost Per Vehicle Capacity	Max of RATE PER KM	Max of NO OF KM
MNQUMANGWE	768	654	590	590	65 372	611	85.2%	76.8%	76.8%	79.6%	16.88	51	1150.08	34
MFUNDAMBINI SPS	783	708	637	515	150 867	620	90.4%	81.4%	65.8%	79.2%	16.18	51	916.47	13
CABA	1416	1197	1140	1026	201 438	1 121	84.5%	80.5%	72.5%	79.2%	16.18	65	1168.05	14
CASINO	204	179	166	135	84 420	160	87.7%	81.4%	66.2%	78.4%	16.88	15	305.49	33
SIHLAHLENI	1292	1147	1040	824	258 584	1 004	88.8%	80.5%	63.8%	77.7%	16.88	67	1437.6	29
NGWEKAZANA	672	589	533	430	157 801	517	87.6%	79.3%	64.0%	77.0%	16.88	62	1114.14	30
NOKHATSHILE	432	397	328	271	73 125	332	91.9%	75.9%	62.7%	76.9%	16.18	65	1168.05	15
NGELE	1334	1135	952	951	126 977	1 013	85.1%	71.4%	71.3%	75.9%	16.18	66	1509.48	17
Gwadane	360	294	269	239	73 563	267	81.7%	74.7%	66.4%	74.3%	16.18	65	1168.05	9
NDAKENI	581	471	426	368	82 671	422	81.1%	73.3%	63.3%	72.6%	16.88	33	593.01	28
Malubalube	948	751	689	620	173 939	687	79.2%	72.7%	65.4%	72.4%	16.88	70	1419.63	26
NTSIMBINI	180	150	120	120	11 536	130	83.3%	66.7%	66.7%	72.2%	16.88	15	269.55	22
MTSANA	840	690	620	500	134 993	603	82.1%	73.8%	59.5%	71.8%	16.18	67	1257.9	11
MFUNDENI	780	609	552	491	144 247	551	78.1%	70.8%	62.9%	70.6%	16.18	65	1168.05	19
THABA+TANGKENG	442	243	348	279	43 538	290	55.0%	78.7%	63.1%	65.6%	16.18	33	610.98	15
QANQU	632	395	395	395	25 270	395	62.5%	62.5%	62.5%	62.5%	16.88	91	1635.27	26
MAJUBA	105	54	78	54	31 920	62	51.4%	74.3%	51.4%	59.0%	16.18	15	269.55	16
XOLOBENI	65	80			27 385	27	123.1%	0.0%	0.0%	41.0%	16.88	65	1168.05	28
NGCWENGANE	597	228	241	198	33 233	222	38.2%	40.4%	33.2%	37.2%	16.18	70	1257.9	16

Source: 2018/19 and 2019/20 Departmental database-trip data

Table 6: Chris Hani Routes operating below 80 per cent 2018/19

Route	Number of learners allocated	Number of learners ferried full week 1	Number of learners ferried full week 2	Number of learners ferried full week 3	Payments	Average Numbers ferried (full weeks)	% of allocated ferried full week 1	% of allocated ferried full week 2	% of allocated ferried full week 3	Average % allocated learners ferried(full weeks)	Max of Vehicle Capacity	Max of Fixed Cost Per Vehicle Capacity	Max of RATE PER KM	Max of NO OF KM
BAFANA	360	286	286	263	633.6	278	79%	79%	73%	77%	15	254.25	15.26	11
L/LAHLANGUBO	420	333	333	308	443.52	325	79%	79%	73%	77%	21	355.95	15.26	13
NONTSINGANA	228	184	169	154	316.8	169	81%	74%	68%	74%	15	322.05	15.92	24
NOGLASANA	208	161	161	131	10927.18	151	77%	77%	63%	73%	15	254.25	15.26	14
MARLOW	194	143	143	128	464.64	138	74%	74%	66%	71%	22	372.9	15.92	28
MERINO WALK	3 560	2548	2548	2336	3584.95	2 477	72%	72%	66%	70%	21	355.95	15.26	16
MVALA	804	566	566	540	633.6	557	70%	70%	67%	69%	22	440.7	15.92	23
MTHINGWEVU	456	321	321	298	591.36	313	70%	70%	65%	69%	15	254.25	16.84	48
MTHINI	276	195	194	178	485.76	189	71%	70%	64%	68%	21	389.85	15.92	21
MANZIKRAKRA	446	298	298	298	302.4	298	67%	67%	67%	67%	15	288.15	15.26	12
MAQAMKAZI	516	349	349	327	887.04	342	68%	68%	63%	66%	15	254.25	15.26	7
NGCUKA	744	471	485	455	633.6	470	63%	65%	61%	63%	32	542.4	15.92	26
BARODA	972	630	630	581	1415.04	614	65%	65%	60%	63%	22	406.8	18.02	64
MTHA	336	216	216	202	316.8	211	64%	64%	60%	63%	15	254.25	15.26	20
KAPTEIN	600	386	386	351	675.84	374	64%	64%	59%	62%	21	372.9	16.84	52
HELUSHE	372	237	237	221	316.8	232	64%	64%	59%	62%	16	271.2	15.92	21
LOWER NDONGA	372	221	221	205	316.8	216	59%	59%	55%	58%	15	271.2	15.92	22
HANGE	468	258	258	240	443.52	252	55%	55%	51%	54%	22	355.95	18.02	76
MARYLAND	528	261	261	248	929.28	257	49%	49%	47%	49%	38	745.8	18.02	65
UPPER AGNES	384	174	174	163	316.8	170	45%	45%	42%	44%	21	355.95	15.92	34
MAYEYE	420	190	190	178	253.44	186	45%	45%	42%	44%	32	542.4	15.92	24
ZOLA VILLAGE	48	34	15	13	274.56	21	71%	31%	27%	43%	13	220.35	16.84	50
NYOKA	1 764	745	745	700	971.52	730	42%	42%	40%	41%	65	1101.75	15.92	34

Source: 2018/19 and 2019/20 Departmental database-trip data

Table 7: Chris Hani Routes operating below 80 per cent 2019/20

Route	Number of learners allocated	Number of learners ferried full week 1	Number of learners ferried full week 2	Number of learners ferried full week 3	Payments	Average Numbers ferried (full weeks)	% of allocated ferried full week 1	% of allocated ferried full week 2	% of allocated ferried full week 3	Average % allocated learners ferried(full weeks)	Max of Vehicle Capacity	Max of Fixed Cost Per Vehicle Capacity	Max of RATE PER KM	Max of NO OF KM
KROM RIVIER	528	424	436	396	532 514	419	80%	83%	75%	79%	65	1168.05	20.64	90
HALA	496	392	414	373	390 334	393	79%	83%	75%	79%	15	269.55	16.88	26
MHLAHLANA	439	391	356	296	338 811	348	89%	81%	67%	79%	15	305.49	16.18	15
NTWASHINI	1 500	1 236	1 215	1 109	534 245	1 187	82%	81%	74%	79%	32	664.89	16.18	16
ROMA	252	220	192	182	202 726	198	87%	76%	72%	79%	15	269.55	16.18	18
TSHONA	657	581	521	433	514 169	512	88%	79%	66%	78%	21	377.37	16.88	34
NGXUMZA	168	152	120	120	93 924	131	90%	71%	71%	78%	22	395.34	16.18	13
UPPER NGONYAMA	790	685	621	529	454 544	612	87%	79%	67%	77%	22	395.34	16.88	24
LUPAPASI	360	313	280	240	604 659	278	87%	78%	67%	77%	15	269.55	20.64	64
XONYA	523	430	400	375	263 756	402	82%	76%	72%	77%	15	395.34	16.88	22
ZIKHONKWANE	708	656	521	443	798 266	540	93%	74%	63%	76%	15	287.52	16.88	40
ROUTE1	45	34	34	34	36 844	34	76%	76%	76%	76%	15	269.55	16.88	36
BEKI	418	340	298	298	225 014	312	81%	71%	71%	75%	21	377.37	16.18	20
XHENTU	2 004	1 785	1 443	1 239	1 098 763	1 489	89%	72%	62%	74%	65	1257.9	17.85	42
MAQAMKAZI	516	401	401	331	191 508	378	78%	78%	64%	73%	15	269.55	16.18	7
GCINA	748	560	585	497	272 217	547	75%	78%	66%	73%	68	1221.96	16.88	30
SIXHOTYENI	335	277	249	206	186 461	244	83%	74%	61%	73%	15	269.55	16.18	14
NONTSINGANA	228	180	165	150	132 583	165	79%	72%	66%	72%	15	341.43	16.88	24
MANUKO	1 752	1 377	1 267	1 157	901 904	1 267	79%	72%	66%	72%	16	287.52	16.18	20
MTHINI	276	215	199	183	128 207	199	78%	72%	66%	72%	21	413.31	16.88	23
GRASSRIDGE	456	373	342	269	491 767	328	82%	75%	59%	72%	21	377.37	20.64	82
GALA WATER	521	407	380	331	340 261	373	78%	73%	64%	72%	15	269.55	16.18	20
LAHLANGUBO	1 116	842	808	727	759 809	792	75%	72%	65%	71%	15	305.49	16.88	36
BAFANA	367	256	277	235	193 371	256	70%	75%	64%	70%	15	269.55	16.18	11
SEMAPHORE	324	251	224	202	407 876	226	77%	69%	62%	70%	39	700.83	19.1	80
BEYELENGEZANA	192	144	132	120	123 786	132	75%	69%	63%	69%	15	287.52	16.88	23
L/LAHLANGUBO	406	313	267	252	113 428	277	77%	66%	62%	68%	21	377.37	16.18	13
NOMHOTOSE	36	36	36		4 853	24	100%	100%	0%	67%	21	377.37	16.18	10
MAQONDE	501	268	340	361	157 340	323	53%	68%	72%	64%	34	610.98	16.18	12
KAPTEIN	585	385	385	351	410 777	374	66%	66%	60%	64%	21	395.34	17.85	52
TSOLOKAZI	744	564	460	374	262 559	466	76%	62%	50%	63%	32	575.04	16.18	12
DYAMALA	389	261	242	222	115 779	242	67%	62%	57%	62%	15	359.4	16.18	14
TABATA	255	165	150	135	92 205	150	65%	59%	53%	59%	21	377.37	16.18	15
BARODA	948	651	547	461	738 803	553	69%	58%	49%	58%	22	431.28	19.1	64
COALMINE	290	155	162	177	115 898	165	53%	56%	61%	57%	16	287.52	16.18	16
MERINO WALK	3 857	2 453	2 141	1 926	1 138 588	2 173	64%	56%	50%	56%	21	377.37	16.88	16
MTHA	322	205	175	161	114 478	180	64%	54%	50%	56%	15	269.55	16.18	20
MTHINGWEVU	426	280	224	208	389 467	237	66%	53%	49%	56%	15	269.55	17.85	48
NGCUKA	682	409	362	317	310 438	363	60%	53%	46%	53%	32	575.04	16.88	26
Blanco	22	11	11	13	35 719	12	50%	50%	59%	53%	16	0	16.18	6
MDENI	63	28	28	43	9 975	33	44%	44%	68%	52%	15	269.55	16.18	8
PETER FARM	80	50	40	35	60 276	42	63%	50%	44%	52%	15	305.49	16.18	8
LOWER NDONGA	354	206	174	158	126 824	179	58%	49%	45%	51%	15	287.52	16.88	28
ZINGQUTHU	720	398	360	330	317 490	363	55%	50%	46%	50%	16	323.46	16.88	36
HELUSHE	372	204	188	157	130 253	183	55%	51%	42%	49%	16	287.52	16.88	21
MARLOW	195	100	97	88	170 124	95	51%	50%	45%	49%	22	395.34	16.88	28
NONQODI	360	182	150	153	92 269	162	51%	42%	43%	45%	15	269.55	16.18	14
HANGE	468	216	198	162	144 505	192	46%	42%	35%	41%	22	377.37	19.1	76
MANZIKRAKRA	456	178	178	204	89 458	187	39%	39%	45%	41%	27	485.19	16.18	12
FINCHAM	44	20	16	16	98 591	17	45%	36%	36%	39%	15	269.55	16.88	32
DIDWAYO	51	30	30		9 598	20	59%	59%	0%	39%	21	377.37	16.18	13
UPPER AGNES	384	155	144	133	198 819	144	40%	38%	35%	38%	21	377.37	16.88	34
MVALA	804	331	305	268	247 329	301	41%	38%	33%	37%	22	467.22	16.88	23
ZOLA VILLAGE	90	36	32	31	242 939	33	40%	36%	34%	37%	37	377.37	19.1	76
OFFAR	264	112	112	65	40 292	96	42%	42%	25%	36%	15	269.55	16.18	16
MARYLAND	533	186	186	156	476 543	176	35%	35%	29%	33%	38	790.68	19.1	65
MAYEYE	420	147	135	111	65 082	131	35%	32%	26%	31%	32	575.04	16.88	24
ZWELITSHA	321	90	90	90	41 841	90	28%	28%	28%	28%	27	485.19	16.88	32
NYOKA	1 764	540	495	405	374 555	480	31%	28%	23%	27%	65	1168.05	16.88	34
HOMELEIGH	72	20	14	15	1 186	16	28%	19%	21%	23%	13	233.61	16.18	10
MARINUS	118	21	21	24	25 505	22	18%	18%	20%	19%	13	251.58	16.88	26
HUKUWA	876	108	65	65	3 688	79	12%	7%	7%	9%	32	575.04	16.18	14
G/VILLAGE	306	40	20	10	285 685	23	13%	7%	3%	8%	15	269.55	20.64	82
SOPHIE FARM	348	37	6	6	38 063	16	11%	2%	2%	5%	16	287.52	16.18	19

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Source: 2018/19 and 2019/20 Departmental database-trip data

Table 8: Joe Gqabi Routes operating below 80 per cent 2018/19

Route	Number of learners allocated	Number of learners ferried full week 1	Number of learners ferried full week 2	Number of learners ferried full week 3	Payments	Average Numbers ferried (full weeks)	% of allocated ferried full week 1	% of allocated ferried full week 2	% of allocated ferried full week 3	Average % allocated learners ferried(full weeks)	Max of Vehicle Capacity	Max of Fixed Cost Per Vehicle Capacity	Max of RATE PER KM	Max of NO OF KM
Nomlengana	696	562	562	517	570 791	547	81%	81%	74%	79%	15	271.2	16.84	54
Floukral	164	129	129	119	365 183	126	79%	79%	73%	77%	14	237.3	19.47	84
Oviston	300	163	163	164	134 911	163	54%	54%	55%	54%	21	423.75	15.92	21

Source: 2018/19 and 2019/20 Departmental database-trip data

Table 9: Joe Gqabi Routes operating below 80 per cent 2019/20

Route	Number of learners allocated	Number of learners ferried full week 1	Number of learners ferried full week 2	Number of learners ferried full week 3	Payments	Average Numbers ferried (full weeks)	% of allocated ferried full week 1	% of allocated ferried full week 2	% of allocated ferried full week 3	Average % allocated learners ferried(full weeks)	Max of Vehicle Capacity	Max of Fixed Cost Per Vehicle Capacity	Max of RATE PER KM	Max of NO OF KM
MLAMLI	714	630	579	486	508 655	565	88%	81%	68%	79%	21	377.37	16.88	22
LUTHULI	357	321	285	225	97 057	277	90%	80%	63%	78%	15	269.55	16.88	27
GRENAKER/FAKU/ZWELITSHA	822	711	642	517	162 790	623	86%	78%	63%	76%	27	485.19	16.88	34
BIKIZANA	348	280	267	241	128 923	263	80%	77%	69%	75%	22	521.13	16.18	16
NOMLENGANA	511	436	408	310	552 630	385	85%	80%	61%	75%	15	287.52	17.85	54
NTYWENKA	261	210	195	180	241 982	195	80%	75%	69%	75%	15	341.43	17.85	53
WOODCLIFF	467	374	365	306	242 122	348	80%	78%	66%	75%	15	287.52	16.18	18
MAHANYANENG	298	241	205	205	62 146	217	81%	69%	69%	73%	21	377.37	16.88	25
UPPER/LOWER THOKOANE	252	210	189	147	539 961	182	83%	75%	58%	72%	21	377.37	17.85	54
KLOPPERSHOEK	306	246	217	191	353 158	218	80%	71%	62%	71%	21	485.19	16.88	28
GRINAKER	171	136	117	98	200 296	117	80%	68%	57%	68%	34	610.98	16.88	34
ELUNDINI	180	152	102	102	116 230	119	84%	57%	57%	66%	40	718.8	16.88	30
OVISTON	288	222	191	149	150 827	187	77%	66%	52%	65%	21	449.25	16.88	23
NYONGO	405	234	202	277	50 517	238	58%	50%	68%	59%	15	323.46	16.18	20
EXCELSIOR	150	90	92	82	129 715	88	60%	61%	55%	59%	15	269.55	16.18	18

Source: 2018/19 and 2019/20 Departmental database-trip data

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Table 10: OR Tambo Routes operating below 80 per cent 2018/19

Route	Number of learners allocated	Number of learners ferried full week 1	Number of learners ferried full week 2	Number of learners ferried full week 3	Payments	Average Numbers ferried (full weeks)	% of allocated ferried full week 1	% of allocated ferried full week 2	% of allocated ferried full week 3	Average % allocated learners ferried(full weeks)	Max of Vehicle Capacity	Max of Fixed Cost Per Vehicle Capacity	Max of RATE PER KM	Max of NO OF KM
NYAKENI	165	135	135	105	98 804.43	125	82%	82%	64%	76%	15	254.25	15.92	429.84
NOTSHATA	356	268	268	253	141 261.23	263	75%	75%	71%	74%	22	372.9	15.26	244.16
TOMBO	682	507	521	477	383 274.98	502	74%	76%	70%	74%	15	254.25	15.92	636.8
MGQUMA	1076	813	813	748	261 044.28	791	76%	76%	70%	74%	65	1101.75	15.26	274.68
LUKHUNI	230	184	184	138	35 504.56	169	80%	80%	60%	73%	23	389.85	15.26	244.16
MABHELENI	948	711	711	653	392 919.80	692	75%	75%	69%	73%	22	372.9	15.26	305.2
QINISA	624	432	432	396	239 639.99	420	69%	69%	63%	67%	21	355.95	15.92	334.32
MPANDELA	215	138	153	129	97 099.75	140	64%	71%	60%	65%	15	255.84	15.26	305.2
MPHANGANA	278	180	180	165	104 645.24	175	65%	65%	59%	63%	65	1101.75	15.92	382.08
NJELA	498	315	315	285	150 796.98	305	63%	63%	57%	61%	15	254.25	15.26	183.12
GADUKA	460	277	277	256	197 904.26	270	60%	60%	56%	59%	47	796.65	15.92	493.52
MAGAZIBENI	180	97	97	97	23 716.49	97	54%	54%	54%	54%	15	254.25	15.26	244.16
ZULU	660	337	337	369	161 457.60	348	51%	51%	56%	53%	60	542.4	15.92	382.08
MVUME	984	519	519	477	211 652.56	505	53%	53%	48%	51%	21	355.95	15.26	198.38
MFINIZWENI	80	40	40	40	17 422.92	40	50%	50%	50%	50%	40	678	15.26	289.94
LUJECWENI	60	29	29	29	15 338.05	29	48%	48%	48%	48%	15	254.25	15.26	198.38
ZINKOZWENI	288	126	126	116	147 532.28	123	44%	44%	40%	43%	14	237.3	15.92	541.28
NTILINI	455	203	203	175	108 441.80	194	45%	45%	38%	43%	15	254.25	15.26	183.12
MNGCIBE	165	60	89	60	19 301.88	70	36%	54%	36%	42%	62	1017	15.92	525.36
QANDU	840	360	360	330	164 426.08	350	43%	43%	39%	42%	48	813.6	15.26	305.2
BOMVINI	451	180	180	165	100 996.35	175	40%	40%	37%	39%	23	372.9	15.92	382.08
TSHANI	684	228	228	228	36 336.71	228	33%	33%	33%	33%	65	1101.75	15.26	213.64
MACOKOCOKO	781	267	267	239	180 894.69	258	34%	34%	31%	33%	62	1050.9	15.92	366.16
MPONDOMISENI	516	157	157	144	142 820.76	153	30%	30%	28%	30%	15	254.25	15.92	493.52
MPAFANE	887	262	262	262	108 120.32	262	30%	30%	30%	30%	40	639.6	16.84	724.12
MASELENI	696	201	201	188	89 236.95	197	29%	29%	27%	28%	60	1017	15.92	429.84
NTABODULI	2112	553	553	501	263 472.72	536	26%	26%	24%	25%	64	1135.65	15.92	636.8
MTIMDE	483	65	65	65	26 307.80	65	13%	13%	13%	13%	65	1101.75	15.26	213.64

Source: 2018/19 and 2019/20 Departmental database-trip data

Table 11: OR Tambo Routes operating below 80 per cent 2019/20

Route	Number of learners allocated	Number of learners ferried full week 1	Number of learners ferried full week 2	Number of learners ferried full week 3	Payments	Average Numbers ferried (full weeks)	% of allocated ferried full week 1	% of allocated ferried full week 2	% of allocated ferried full week 3	Average % allocated learners ferried(full weeks)	Max of Vehicle Capacity	Max of Fixed Cost Per Vehicle Capacity	Max of RATE PER KM	Max of NO OF KM
GXWALIBOMVU	351	273	273	273	179 530	273	78%	78%	78%	78%	64	1150.08	16.88	22
MDENIQOLWE	585	585	455	325	144 690	455	100%	78%	56%	78%	65	1168.05	16.18	20
MANXIWENI	193	140	168	140	66 141	149	73%	87%	73%	77%	14	251.58	16.88	23
MKHANKATHO	626	576	470	406	245 316	484	92%	75%	65%	77%	64	1150.08	16.18	20
GABAZI	271	228	227	172	115 608	209	84%	84%	63%	77%	48	862.56	16.18	18
MTIDE	285	228	228	180	131 035	212	80%	80%	63%	74%	32	575.04	16.18	20
VLEI	1337	1103	1013	863	413 917	993	82%	76%	65%	74%	69	413.31	16.18	16
TSOLO TOWN	983	795	742	627	538 562	721	81%	75%	64%	73%	83	1491.51	16.88	25
GONGO	1135	888	849	750	520 381	829	78%	75%	66%	73%	64	1168.05	16.88	22
PHAHLA	243	183	183	157	132 822	174	75%	75%	65%	72%	13	251.58	16.18	18
TSHANI	513	399	399	285	94 831	361	78%	78%	56%	70%	65	1168.05	16.18	14
TOMBO	757	619	528	440	401 939	529	82%	70%	58%	70%	24	413.31	16.88	40
MOYENI	2438	1944	1706	1386	1 241 650	1 679	80%	70%	57%	69%	70	1257.9	16.88	34
DEBEZA	552	403	382	350	208 051	378	73%	69%	63%	69%	74	1329.78	17.85	55
MABHELENI	1022	840	672	573	385 457	695	82%	66%	56%	68%	39	700.83	17.85	54
MPHANGANA	305	155	243	213	74 109	204	51%	80%	70%	67%	65	1168.05	16.88	24
ETSETSHI	224	168	168	112	61 558	149	75%	75%	50%	67%	59	1060.23	16.88	22
LUTHUTHU	60	45	45	30	32 835	40	75%	75%	50%	67%	14	269.55	16.88	24
MAGAZIBENI	180	118	120	120	75 445	119	66%	67%	67%	66%	15	269.55	16.18	16
QINISA	712	552	468	396	229 765	472	78%	66%	56%	66%	66	1437.6	16.88	28
MAQHIYANA	1566	1164	998	830	499 784	997	74%	64%	53%	64%	68	1563.39	16.18	12
NJELA	646	606	344	284	139 796	411	94%	53%	44%	64%	67	1275.87	16.88	30
NTIBANE	156	105	96	79	134 355	93	67%	62%	51%	60%	15	269.55	16.88	35
ZULU	626	360	387	356	163 258	368	58%	62%	57%	59%	60	1078.2	16.88	24
NTILINI	601	437	327	284	190 750	349	73%	54%	47%	58%	50	898.5	16.88	21
NTABODULI	2309	1391	1291	1217	433 979	1 300	60%	56%	53%	56%	64	1491.51	16.88	40
GWEGWE	171	93	93	84	83 455	90	54%	54%	49%	53%	90	233.61	16.88	29
MBHANGO	896	536	484	389	339 786	470	60%	54%	43%	52%	67	1203.99	16.18	20
ZINKOZWENI	332	229	128	109	114 892	155	69%	39%	33%	47%	22	395.34	16.88	34
MPONDOMISENI	576	345	244	218	190 178	269	60%	42%	38%	47%	64	1150.08	16.88	34
MVUME	1001	517	472	388	191 350	459	52%	47%	39%	46%	27	377.37	16.88	32
MFULA	120	68	46	46	3 456	53	57%	38%	38%	44%	90	269.55	16.88	29
MPAFANE	1339	668	600	479	407 706	582	50%	45%	36%	43%	64	395.34	17.85	44
BOMVINI	470	210	180	165	78 912	185	45%	38%	35%	39%	22	395.34	16.88	30
QANDU	951	404	385	325	146 262	371	42%	40%	34%	39%	64	1168.05	16.18	20
COFFEY BAY	96	37	37	37	31 815	37	39%	39%	39%	39%	13	233.61	16.88	40
NTSHONGWENI	156	60	60	60	58 532	60	38%	38%	38%	38%	14	251.58	16.88	25
NDENGANE	681	237	237	296	5 302	257	35%	35%	43%	38%	74	1329.78	17.85	55
NOTSHATA	518	210	195	180	126 245	195	41%	38%	35%	38%	22	395.34	16.88	34
SABE	456	150	150	150	97 275	150	33%	33%	33%	33%	15	269.55	16.88	27
CAFÉ	732	222	222	222	111 728	222	30%	30%	30%	30%	64	1150.08	16.18	10
THONTI	260	86	71	71	3 311	76	33%	27%	27%	29%	90	251.58	16.88	22
MDABUKWENI	460	166	102	102	27 954	123	36%	22%	22%	27%	71	1150.08	16.18	17
DEYI	280	80	65	65	1 537	70	29%	23%	23%	25%	90	269.55	16.88	20
NONTYANKASHE	120	30	30	30	26 283	30	25%	25%	25%	25%	13	233.61	16.88	29
NTLENGA	96	24	24	24	19 324	24	25%	25%	25%	25%	24	431.28	16.18	17
MACAKATHINI	144	35	35	35	32 079	35	24%	24%	24%	24%	66	323.46	16.18	10
NCANZIBE	508	173	90	90	42 474	118	34%	18%	18%	23%	80	1437.6	17.85	43
MASELENI	696	170	157	144	90 111	157	24%	23%	21%	23%	60	1078.2	16.88	29
LUQOLWENI	130	27	27	27	13 112	27	21%	21%	21%	21%	13	233.61	16.88	25
MGWEDLWENI	362	63	63	63	39 619	63	17%	17%	17%	17%	65	1491.51	16.18	19
MAGOZENI	211	34	34	34	1 958	34	16%	16%	16%	16%	90	1617.3	16.88	29
MGWENDLENI	1393	160	128	128	85 991	139	11%	9%	9%	10%	83	1491.51	16.18	19
LUKHUNI	617	73	46	46	24 621	55	12%	7%	7%	9%	65	1168.05	16.88	30
NQWATI	709	71	58	58	1 731	62	10%	8%	8%	9%	64	1150.08	16.88	28

Source: 2018/19 and 2019/20 Departmental database-trip data

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Table 12: Sara Baartman Routes operating below 80 per cent 2018/19

Route	Number of learners allocated	Number of learners ferried full week 1	Number of learners ferried full week 2	Number of learners ferried full week 3	Payments	Average Numbers ferried (full weeks)	% of allocated ferried full week 1	% of allocated ferried full week 2	% of allocated ferried full week 3	Average % allocated learners ferried(full weeks)	Max of Vehicle Capacity	Max of Fixed Cost Per Vehicle Capacity	Max of RATE PER KM	Max of NO OF KM
DUINEVLEI EXTENTION	660	536	536	492	264 156	521	81%	81%	75%	79%	60	1017	15.92	26
CLARKSON	1 080	876	876	803	1 129 335	852	81%	81%	74%	79%	22	372.9	18.02	76
STORMSRIVER	1 641	1 301	1 337	1 228	1 099 090	1 289	79%	81%	75%	79%	65	1101.75	19.47	94
SUMMERVILLE	872	685	687	641	1 134 801	671	79%	79%	74%	77%	65	372.9	16.84	46
DE HOOP	59	51	56	29	47 260	45	86%	95%	49%	77%	13	207.87	15.92	38
Kwandwe game Res.	236	185	185	170	693 548	180	78%	78%	72%	76%	15	237.3	19.47	120
Lockerbie F	84	65	66	61	1 122 439	64	77%	79%	73%	76%	16	271.2	16.84	50
TOKYO SEXWALE	985	726	749	669	479 638	715	74%	76%	68%	73%	84	1423.8	15.92	36
BLOEKOMLAAN	1 872	1 387	1 387	1 267	2 010 084	1 347	74%	74%	68%	72%	21	355.95	18.02	66
Riebeeck East	200	140	140	140	152 827	140	70%	70%	70%	70%	29	491.55	16.84	50
The Home F	528	380	379	345	270 684	368	72%	72%	65%	70%	25	423.75	15.26	17
kwandwe	420	297	297	272	557 096	289	71%	71%	65%	69%	32	542.4	19.47	120
Mosslands F	62	53	53	19	534 157	42	85%	85%	31%	67%	16	0	0	0
MALABAR	264	157	157	144	163 134	153	59%	59%	55%	58%	15	254.25	15.92	39
Firgrove Farm	192	103	112	106	98 360	107	54%	58%	55%	56%	16	271.2	15.26	16
EMSENGENI	708	384	384	352	215 666	373	54%	54%	50%	53%	15	271.2	15.26	19
WINCANTON/ECHODALE	504	255	255	234	98 466	248	51%	51%	46%	49%	18	305.1	15.26	18
Green Hills	192	81	91	91	16 938	88	42%	47%	47%	46%	13	220.35	15.92	30
COOKHOUSE	1 224	528	528	484	506 955	513	43%	43%	40%	42%	64	1084.8	16.84	48
Aloe Ridge F	144	57	57	52	279 495	55	40%	40%	36%	38%	15	254.25	18.02	66
WOODRIDGE	1 116	416	435	400	275 311	417	37%	39%	36%	37%	16	271.2	15.92	34
ST ALBANS	1 368	512	512	481	225 718	502	37%	37%	35%	37%	61	983.1	15.26	16
SWARTHOEK	180	60	60	55	139 413	58	33%	33%	31%	32%	15	254.25	15.92	31
LOERIE	955	319	319	290	306 838	309	33%	33%	30%	32%	15	254.25	15.92	39
STORMSRIVER VILLAGE	323	78	78	78	54 761	78	24%	24%	24%	24%	15	254.25	15.92	21
COLESKEPLAAS	608	88	88	80	199 646	85	14%	14%	13%	14%	60	254.25	16.84	46
MULTISAVE SUPERMARKET	1 692	168	168	154	154 110	163	10%	10%	9%	10%	60	983.1	15.92	31

Source: 2018/19 and 2019/20 Departmental database-trip data

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Table 13: Sara Baartman Routes operating below 80 per cent 2019/20

Route	Number of learners allocated	Number of learners ferried full week 1	Number of learners ferried full week 2	Number of learners ferried full week 3	Payments	Average Numbers ferried (full weeks)	% of allocated ferried full week 1	% of allocated ferried full week 2	% of allocated ferried full week 3	Average % allocated learners ferried(full weeks)	Max of Vehicle Capacity	Max of Fixed Cost Per Vehicle Capacity	Max of RATE PER KM	Max of NO OF KM
Kwandwe Res	277	236	217	207	17 319	220	85%	78%	75%	79%	16	1132.11	20.64	100
THORNEY CROFT\ALEXANDRIA	1 488	1 200	1 216	1 083	494 418	1 166	81%	82%	73%	78%	65	1168.05	17.85	45
BERSHEBA	576	493	474	385	196 820	451	86%	82%	67%	78%	21	377.37	16.88	21
DUINEVLEI EXTENTION	533	472	409	365	166 770	415	89%	77%	68%	78%	63	1132.11	20.64	94
Grasslands	48	41	37	31	83 498	36	85%	77%	65%	76%	15	269.55	17.85	47
Kwandwe Game Res	265	216	207	176	96 129	200	82%	78%	66%	75%	16	287.52	20.64	146
LAKE FARM	207	171	158	137	143 840	155	83%	76%	66%	75%	15	323.46	16.18	10
KAAPSE	156	127	117	107	132 192	117	81%	75%	69%	75%	15	269.55	19.1	66
Coniston F	546	437	407	367	309 526	404	80%	75%	67%	74%	15	305.49	16.88	34
Kingston F	767	599	571	515	529 279	562	78%	74%	67%	73%	21	395.34	20.64	91
Riebeeck East	309	251	230	188	133 335	223	81%	74%	61%	72%	29	521.13	20.64	114
ADOLPHSKRAAL	432	340	300	284	110 203	308	79%	69%	66%	71%	36	646.92	16.88	35
Denvil F	543	437	407	306	151 191	383	80%	75%	56%	71%	22	395.34	16.88	24
LOUTEWATER	21	22	22		41 666	15	105%	105%	0%	70%	21	377.37	20.64	137
SUMMERVILLE	951	708	666	594	661 382	656	74%	70%	62%	69%	65	395.34	17.85	48
The Home F	486	307	333	305	185 143	315	63%	69%	63%	65%	25	449.25	17.85	56
Firgrove Farm	189	115	126	117	65 514	119	61%	67%	62%	63%	16	287.52	17.85	53
Kwandwe game Res.	135	89	88	72	501 952	83	66%	65%	53%	61%	15	269.55	20.64	120
TOKYO SEXWALE	120	67	70	72	55 248	70	56%	58%	60%	58%	15	269.55	16.88	39
STORMSRIVER	1 752	1 119	1 005	894	377 164	1 006	64%	57%	51%	57%	77	1383.69	20.64	94
MALABAR	264	166	156	130	88 301	151	63%	59%	49%	57%	15	269.55	16.88	39
Grootfontein	405	259	239	193	190 220	230	64%	59%	48%	57%	19	341.43	17.85	56
EMSENGENI	702	405	373	311	116 253	363	58%	53%	44%	52%	15	287.52	16.88	34
Green Hills	165	81	81	68	66 360	77	49%	49%	41%	46%	13	233.61	19.1	78
WINCANTON/ECHODALE	483	222	222	200	56 884	215	46%	46%	41%	44%	18	323.46	16.88	30
PICARDI/JEFFEREYS BAY	153	86	55	55	73 026	65	56%	36%	36%	43%	15	269.55	16.88	38
ST ALBANS	1 368	629	585	526	128 363	580	46%	43%	38%	42%	61	1042.26	16.88	22
WOODRIDGE	1 090	482	457	386	155 788	442	44%	42%	35%	41%	16	305.49	16.88	40
SWARTHOEK	180	74	69	64	80 869	69	41%	38%	36%	38%	15	269.55	16.88	31
KRAGAKAMMA	53	20	20	20	28 231	20	38%	38%	38%	38%	15	269.55	16.88	28
FAIRVIEW	220	62	92	90	56 674	81	28%	42%	41%	37%	99	269.55	16.88	26
COOKHOUSE	1 443	534	490	399	277 626	474	37%	34%	28%	33%	76	1365.72	17.85	48
Kikuyu Game Reserve	144	40	49	49	19 799	46	28%	34%	34%	32%	15	269.55	17.85	41
LOERIE	999	339	308	279	169 350	309	34%	31%	28%	31%	15	269.55	16.88	40
COLESKEPLAAS	422	87	88	72	108 676	82	21%	21%	17%	20%	32	610.98	17.85	46
MULTISAVE SUPERMARKET	1 675	234	220	180	121 183	211	14%	13%	11%	13%	60	1042.26	16.88	31

Source: 2018/19 and 2019/20 Departmental database-trip data

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