



**ANNUAL PERFORMANCE PLAN  
2025-2026**

**31 JANUARY 2025**

# Table of Contents

---

Table of Contents .....	2
Acronyms .....	5
Executive Authority Statement .....	6
Accounting Authority Statement .....	8
Official Sign-Off .....	9
Background .....	10
PART A: RTIA MANDATE .....	11
1. Legislative and policy mandates .....	11
2. RTIA Policies And Strategies .....	12
3. Strategic Priorities .....	13
4. Other Policies with a Bearing on the AARTO Value Chain .....	16
5. Relevant Court Rulings .....	16
PART B: SITUATIONAL ANALYSIS .....	18
1. RTIA Strategic Focus .....	18
2. Medium-Term Policy Environment .....	18
3. External Environmental Analysis .....	18
3.1. International Analysis .....	18
3.2. Stakeholder Analysis .....	19
3.3. Demand for services .....	20
4. PESTEL Analysis .....	20
4.1. Political Factors .....	21
4.2. Economic Factors .....	21
4.3. Social Factors .....	22
4.4. Technological Factors .....	22
4.5. Environmental Factors .....	23
4.6. Legal Factors .....	23
5. Internal Environmental Analysis .....	24
5.1. AARTO Value Chain Analysis .....	24
5.2. SWOT Analysis: Internal Analysis .....	26
5.3. Status Quo Analysis .....	27
5.3.1. Implications of the Constitutional Court Judgement .....	27
5.3.2. AMIP Implications .....	27
5.3.3. Finance & Procurement .....	28
5.3.4. Operations .....	28

5.3.5.	Staffing Considerations .....	28
5.3.6.	Final Business Analysis .....	29
5.4.	Preferred Scenario .....	29
5.4.1.	Staffing Implications .....	29
5.4.2.	Core Business .....	30
5.4.3.	Marketing & Communication.....	30
5.4.4.	Finance & SCM .....	30
5.4.5.	AARTO Readiness Audit .....	31
5.4.6.	Research & Development .....	31
6.	NARRATIVE OF THEORY OF CHANGE .....	32
7.	THEORY OF CHANGE .....	33
8.	PART C: MEASURING RTIA PERFORMANCE.....	35
10.1.	Impact Statement.....	35
10.2.	MTEF Targets .....	36
	<i>Goal 1: To successfully Roll Out AARTO Amendment Act nationally .....</i>	<i>36</i>
	<i>Goal 2: To administer a procedure to discourage contravention of road traffic laws .....</i>	<i>37</i>
	<i>Goal 3: To establish a procedure for the effective and expeditious adjudication of infringement .....</i>	<i>38</i>
	<i>Goal 4: To enforce penalties imposed against persons contravening road traffic laws.....</i>	<i>39</i>
	<i>Goal 5: To administer &amp; manage a point demerit system for infringements &amp; offences.....</i>	<i>40</i>
	<i>Goal 6: To establish &amp; administer rehabilitation programmes .....</i>	<i>43</i>
	<i>Goal 7: To undertake community education and awareness programmes .....</i>	<i>43</i>
	<i>Goal 8: ICT &amp; Analytics .....</i>	<i>45</i>
	<i>Goal 9: Governance &amp; Sustainability .....</i>	<i>45</i>
10.3.	Annual Quarterly Performance Targets.....	47
10.3.1	<i>Goal 1: To successfully Roll Out AARTO Amendment Act nationally .....</i>	<i>47</i>
10.3.2.	<i>Goal 2: To administer a procedure to discourage contravention of road traffic laws .....</i>	<i>48</i>
10.3.3.	<i>Goal 3: To establish a procedure for the effective and expeditious adjudication of infringement .....</i>	<i>48</i>
10.3.4.	<i>Goal 4: To enforce penalties imposed against persons contravening road traffic laws.....</i>	<i>49</i>
10.3.5.	<i>Goal 5: To establish &amp; administer rehabilitation programmes .....</i>	<i>50</i>
10.3.6.	<i>Goal 6: To undertake community education and awareness programmes .....</i>	<i>50</i>
10.3.7.	<i>Goal 7: ICT &amp; Analytics.....</i>	<i>51</i>
10.3.8.	<i>Goal 8: Governance &amp; Sustainability .....</i>	<i>52</i>
11.	Programme Resource Allocations .....	53
12.	Updated Key Risks and Mitigation.....	56
13.	Technical Indicator Descriptions (TID).....	58
	<i>TID 13.1: Number of IAs engaged in preparation for the Roll-Out of the AARTO Amendment Act.....</i>	<i>58</i>

TID 13.2: % of courtesy letters issued between 33 days and 96 days from the infringement notice served date .58

TID 13.3: % of enforcement orders issued after 32 days from the applicable notification served date..... 59

TID 13.4: % of representations adjudicated within 21 days of date of receipt by the Agency..... 60

TID 13.5: % of applications for revocation of enforcement orders adjudicated within 21 days of date of receipt by the Agency ..... 61

TID 13.6: % of courtesy letters served/presumed served within 40 days from date of issue..... 61

TID 13.7: Approved Strategy for Rehabilitation Programme ..... 62

TID 13.8: Number of road users reached through AARTO education and awareness social media programmes 63

TID 13.9: Number of road users reached through traditional media AARTO education awareness programmes 63 TID

13.10: Number of member based groups workshopped on AARTO legislation..... 64

TID 13.11: Approved ICT Strategy Implemented..... 64

TID 13.12: Implementation of Audit Action Plan ..... 65

TID 13.13: % Responses to Parliamentary Questions within the Stipulated Timeframes ..... 65

TID 13.14: % Resolution of Reported Cases of Corruption ..... 66

TID 13.15: % Reduction of cases of wasteful and fruitless expenditure ..... 66

TID 13.6: % reduction of cases of irregular expenditure..... 67

TID 13.17: 100% valid Supplier Invoices Paid within 30 days..... 67

## Acronyms

Acronym	Description
4IR	4 <sup>th</sup> Industrial Revolution
APP	Annual Performance Plan
AU	African Union
DMA	Disaster Management Act
DoT	Department of Transport
DPME	Department of Planning, Monitoring and Evaluation
IA	Issuing Authority
ICT	Information Communication Technology
MTSF	Medium Term Strategic Framework
NCR	National Contravention Register
NDP	National Development Plan
NRSS	National Road Safety Strategy
PCoT	Portfolio Committee on Transport
PDS	Points Demerit System
PESTEL	Political, Economic, Social, Technological, Environmental, and Legal
RTIA	Road Traffic Infringement Agency
SADC	Southern African Development Community
SALGA	South African Local Government Association
SCM	Supply Chain Management
SDG	Sustainable Development Goals
SoE	State Owned Entity
SMS	Short Messaging Services
SWOT	Strengths, Weaknesses, Opportunities and Threats
TID	Technical Indicator Descriptor
UN	United Nations
VFMNS	Vehicle Fleet Management Notification System

## Executive Authority Statement

### ROAD TRAFFIC INFRINGEMENT AGENCY 2025-2026 ANNUAL PERFORMANCE PLAN

#### Foreword by the Executive Authority

The Seventh Administration has placed inclusive and sustainable economic growth at the forefront of South Africa's development agenda. Over the 2024 – 2029 Medium Term Development Plan (MTDP) period, government has identified three national policy outcomes to drive this vision:

- Drive inclusive economic growth and job creation.
- Reduce poverty and tackle the high cost of living.
- Build a capable, ethical, and developmental state.

The Department of Transport and its entities play a crucial role in advancing these priorities by facilitating the efficient movement of goods and people, strengthening our logistics sector, and enhancing transport infrastructure. To revitalise the transport and logistics sector and support economic recovery, the Department has set ambitious targets for 2030, including:

- Increasing annual freight volumes on the Transnet rail network to 250 million tons.
- Doubling crane moves per hour at ports from 16 to 30.
- Increasing the number of annual passenger rail trips to 600 million.
- Handling 1.5 million tons of airfreight and over 42 million passengers through South African airports.
- Reducing the annual number of road fatalities by half.

The Road Traffic Infringement Agency was established through its founding legislation, the Administrative Adjudication of Road Traffic Offences (AARTO) Act, 1998 (Act No. 46 of 1998) and the AARTO Amendment Act 4 of 2019 and has been tasked with achieving the following:

- To discourage the contravention of road traffic laws and to support the adjudication of infringements;
- To enforce penalties imposed against persons contravening road traffic laws;
- To administer and manage a point demerit system for infringements and offences; and
- To undertake community education and community awareness programmes in order to ensure that individuals understand their rights and options.

The entity will achieve these goals through fostering a culture of accountability, ethical decision-making, upholding public trust, filling vacancies and improving audit outcomes.

I hereby present the Road Traffic Infringement Agency Annual performance Plan/corporate plan for the 2025–2026 financial year.

A handwritten signature in black ink, appearing to read 'B.D. Creecy', written over a horizontal line.

MS B.D. CREECY, MP

Minister of Transport

## **Accounting Authority Statement**

The AARTO Act establishes the RTIA as an independent adjudicator designed to provide for an administratively fair and just system for road traffic law infringements whilst upholding the rights of the alleged infringer. The RTIA's responsibilities as enshrined in the founding legislation include the implementation of community education and awareness programmes targeted at enhancing voluntary road traffic law compliance and fostering behavioural change amongst road users.

Thus, amongst other objects, the RTIA is mandated to ensure the implementation of fair adjudication process for road traffic infringements. The Accounting Authority has, throughout the development of the APP ensured that the mandate and objectives of the AARTO Act, the MTDP strategic goals, the National Development Plan goals are included in the MTEF targets.

The Board will forge ahead with implementation of Good Governance Practices and corrective measures in the Agency to restore compliance to good governance practices and standards. The Board will furthermore continue to work with Department of Transport and other Chapter Nine Institutions to realise its plan of turning the RTIA into a viable, compliant and best performing Agency.

The Board welcomes the support given by the Department of Transport and the Minister especially with the appointment of the Registrar/ Chief Executive Officer, which is anticipated, will bring strategic leadership and stability to ensure the Agency delivers on its mandate and the strategic targets articulated in this APP.









---

**Mr B Ramokhele**  
**RTIA: Chairperson**



## Official Sign-Off

Name	Title	Signature	Date
Mr Jacob Mmekoa	Head: Strategy & Development		31/01/2025
Adv. Mncedisi Bilikwana	Executive: Governance and Legal		31/01/2025
Mr. Caiphus Matjie	Chief Financial Officer		31/01/2025
Mr. Matsemela Moloi	Registrar/Chief Executive Officer		31/01/2025
Mr. Bonolo Ramokhele	Chairperson: RTIA Board		31/01/2025
Ms. Barbara Creecy, MP	Minister of Transport		31/03/2025

## Background

The Road Traffic Infringement Agency (RTIA) is listed as a Schedule 3A Public Entity under the Public Finance Management Act, 1999 (Act No.1 of 1999) and complies with Treasury Regulations as well as with other legislations such as the Protection of Personal Information Act, 2013 (Act 4 of 2013), Promotion of Access to Information Act, 2000 (Act No.2 of 2000) and the Promotion of Administrative Justice Act, 2000 (Act No. 3 of 2000). The RTIA is an entity of the National Department of Transport.

The RTIA was established through its founding legislation, the Administrative Adjudication of Road Traffic Offences (AARTO) Act, 1998 (Act No. 46 of 1998). This Agency was established to facilitate the adjudication process concerning the infringement notices dispensed by the various Issuing Authorities to the alleged infringers on South African roads.

The Administrative Adjudication of Road Traffic Offences (AARTO) is anchored on lessons learned from 21 countries within the European Union (EU) as well as Australia. The system has proven to have an impact on road safety and driver behaviour if complimented by point demerits, suspension, and cancellation of driving licenses.

While the AARTO intervention is a noble cause it has however been faced with numerous litigious challenges pushing back on its constitutional validity as well as its impact on the socio-economic state of society. Lessons learned from public consultations have given impetus to some further legislative amendments.

The Annual Performance Plan (APP) advances priorities outlined in the RTIA 5-year Strategy focusing on the amplification of community education, awareness programs, fair and lawful administrative adjudication, research and development as well as digitising the Agency's service offerings. The plan is further informed by views raised through extensive consultations with key stakeholders.

Historic lessons and impact of the COVID-19 pandemic has had an effect on the implementation of the AARTO Legislation and planned strategic outcomes in the 2020-2025 Strategic Plan, in that, key milestones had to be deferred and delivery of important projects restructured on numerous occasions. Initiatives in the plan are fused with projects that are not dependent on the manual and traditional way of doing things.

## PART A: RTIA MANDATE

The Constitution of the Republic of South Africa, 1996, enjoins the Road Traffic Infringement Agency (RTIA) in fulfilment of its constitutional mandate to comply with the following provisions:

- The Bill of Rights, particularly s 9, 10 & 14. Emphasis is placed on the right to access information held by the state of another person required to exercise or protect one's rights.
- S 33. of the Constitution further enjoins the Agency to a fair and just administrative action to anyone whose rights have been adversely affected.
- S 34 & 35 of the Constitution further provides the right of access to courts for purposes of dispute adjudication in the application of the law.

### 1. Legislative and policy mandates

<b>The RTIA's legislative and policy mandate is derived from the following:</b>
AARTO Act 46 of 1998, is the principal Act and the following is a summary of the objects & functions as outlined in s 4(1) of the Act, as amended: to administer a procedure to discourage the contravention of road traffic laws and to support the adjudication of infringements as set out in subsection (2); to enforce penalties imposed against persons contravening road traffic laws as set out in subsection (3); to administer and manage a point demerit system for infringements and offences; Support and to undertake community education and community awareness programmes in order to ensure that individuals understand their rights and options as set out in subsection (5).
AARTO Amendment Act 4 of 2019, the Act introduces the Appeals Tribunal and defers the right to access the courts only after the adjudication of the Tribunal. The Act further introduces electronic service as a new method of service and driver rehabilitation among major departures from the Principal Act.
Promotion of Administrative Justice Act, 2002 (Act 3 of 2002)
The National Road Traffic Act, 93 of 1996
National Land Transport Act, 5 of 2009

Cross Border Road Transport Act, 4 of 1998
Border Management Authority Act, 2 of 2020
Broad Based Black Economic Empowerment Act, 53 of 2003
Employment Equity Act, 55 of 1998
Preferential Procurement Policy Framework Act, 5 of 2000
Protection of Personal Information Act, 4 of 2013
Electronic Communications and Transactions Act, 25 of 2000

## 2. RTIA Policies And Strategies

<ul style="list-style-type: none"> <li>• Final Revised Medium Term Strategic Framework 2019 - 2024</li> </ul>
<ul style="list-style-type: none"> <li>• UN Decade of Action for Road Safety 2021- 2030</li> </ul>
<ul style="list-style-type: none"> <li>• SADC Protocol on Transport Communication and Meteorology 1996</li> </ul>
<ul style="list-style-type: none"> <li>• National Development Plan: Vision 2030</li> </ul>
<ul style="list-style-type: none"> <li>• National Road Safety Strategy 2017- 2030</li> </ul>
<ul style="list-style-type: none"> <li>• White Paper on Transport Policy 1996</li> </ul>
<ul style="list-style-type: none"> <li>• Green Transport Strategy 2018 - 2050</li> </ul>

### 3. Strategic Priorities

<p><b>MTDP Strategic Priority 1: Inclusive economic growth and job creation</b></p>	
<p><b>Achieve more rapid, inclusive and sustainable economic growth and job creation</b></p>	
<p>“Rapid, inclusive and sustainable economic growth, the promotion of fixed capital investment and industrialisation, job creation, transformation, livelihood support, land reform, infrastructure development, structural reforms and transformational change, fiscal sustainability, and the sustainable use of our national resources and endowments. Macro-economic management must support national development goals in a sustainable manner.’</p>	
<p><b>MTDP Strategic Priority 2: Maintain and optimise the social wage</b></p>	
<p><b>Reduce poverty and tackle the high cost of living</b></p>	
<p>“Creating a more just society by tackling poverty, spatial inequalities, food security and the high cost of living, providing a social safety net, improving access to and the quality of, basic services, and protecting workers’ rights”</p>	
1.	Support introduction of improved access to AARTO services by helping in reduction of fatalities and changing driver behaviour.
<p><b>Develop and empower South Africans</b></p>	
<p>“Investing in people through education, skills development and affordable quality health care”</p>	
1.	Ensure that AARTO related education and awareness programmes are implemented in all provinces to influence change of behaviour on South African roads.

2.	Implement AARTO Rehabilitation programmes for habitual infringers.
<b>MTDP Strategic Priority 3: A capable, ethical and developmental state</b>	
<b>Improve the delivery of basic services and bring stability to local government</b>	
“Stabilising local government, effective cooperative governance, the assignment of appropriate responsibilities to difference spheres of government and review of the role of traditional leadership in the governance framework”	
1.	Ensuring seamless implementation of the AARTO Act by providing training and support to provincial and local government.
<b>Rebuild the capability of the state and create a professional public service</b>	
“Building state capacity and creating a professional, merit-based, corruption-free and developmental public service. Restructuring and improving state-owned entities to meet national development goals”	
1.	Deploy innovation to enable access to AARTO information through AARTO App, AARTO website and digital payment platforms.
2.	Deploy AARTO Act related workshops to empower commercial transport sector (such as freight organisations, rental companies, taxi industries and bus organisations)
<b>Strengthen law enforcement agencies to address crime and corruption</b>	
“Strengthening law enforcement agencies to address crime, corruption and gender-based violence, as well as strengthening national security capabilities”	
1.	Support law enforcement Agencies through AARTO adjudication processes to effectively combat crime and corruption.
2.	Strengthen whistle-blower protections through stronger legislation and implement the National Anti-Corruption Strategy.

Pursue peace, stability and development in Africa and globally

“Foreign policy based on human rights, constitutionalism, the national interest, solidarity, peaceful resolution of conflicts, to achieve the African Agenda 2063, South-South, North-South and African cooperation, multilateralism and a just, peaceful and equitable world”

1. Pursue engagements with SADC countries to ensure seamless AARTO legislative harmonisation across our borders.

Figure 1: MTDP Priorities

#### 4. Other Policies with a Bearing on the AARTO Value Chain

- AMIP Re-baselined Plan 2021
- AARTO Communication Strategy 2021-2024
- Adjudications Framework
- Points Demerit Framework
- Driver Rehabilitation Programme Framework

The legislative and policy frameworks listed above provide the basis for the statutory implementation of the AARTO mandate, in particular, key considerations to be made in developing strategies and formulating internal business policies.

**NB:** All planning considerations ought to be guided and anchored on legislative and policy provisions regulating business. Both the Strategic Plan & APP of the Agency must be aligned with National Development Plan, Government priorities, International Treaties, Minister's Delivery Agreement, all relevant legislation, and Court rulings which are listed below. Consideration of the above is key in ensuring that the commitments of the Agency are aligned to the government's mandate, ideals, and service promises.

#### 5. Relevant Court Rulings

Name of Litigant	Nature of the litigation	Current status	Management Actions
<b>Organisation Undoing Tax Abuse (OUTA) vs Minister of Transport &amp; others</b>	The applicant sought a declaratory order to declare AARTO legislation unconstitutional and invalid.	On the 12 <sup>th</sup> of July 2023, the ConCourt upheld the RTMC appeal to the High Court judgment and the order of the High Court was set aside.	The application is dismissed with no order as to costs.
<b>Fines 4 U &amp; Another</b>	Applicant sought to review decisions taken by representation officers in terms of section 18 of the AARTO Act.  Agency and Tshwane Metropolitan Municipality (joined as the second respondent in the matter) to issue him with his	Judgement finalised and ruling made against the Agency with costs. The Agency unsuccessfully appealed the judgement and the cost order of the appeal application was made in favour of Fines 4 U.	Adjudications Framework reviewed and considered all the issues raised in the judgement.  and the matter was accordingly removed from the roll of the court.



Name of Litigant	Nature of the litigation	Current status	Management Actions
<p><b>Howard Demborvsky vs Department of Transport and Others</b></p>	<p>driving licence and licence disc in respect of various vehicles under the circumstances where the Applicant has been served with an enforcement order.</p> <p>Mr. Howards has lodged this application to, amongst others, contest the constitutionality of some of the provisions in the AARTO Act as well as its Regulations. He alleges that those identified provisions of the Act contravene in the main, the right to a fair trial as enshrined in the Constitution. This application also seeks to request cancellation of all infringement notices in an instance where infringers have elected to be tried in court but have still not been served with summonses for a period over 18 months, as prescribed by the DPP.</p>	<p>RTIA in the process of consulting its attorney on the process of recovery of a cost award. The current deceased estate reported not have any assets.</p>	<p>Application dismissed with costs.</p>

Table 1: Relevant Court Rulings

## **PART B: SITUATIONAL ANALYSIS**

---

### **1. RTIA Strategic Focus**

The RTIA Board of Directors have directed that the Agency must implement AARTO National Rollout, preferably in the first 18 months of the 7<sup>th</sup> administration considering that the processes towards finalisation of the approval for proclamation of the AARTO Amendment Act 46, of 2019 are at an advanced stage. It is envisaged that AARTO Act will tremendously contribute towards reducing the fatalities and changing the behaviour of road users in South Africa.

### **2. Medium-Term Policy Environment**

The AARTO mandate fits perfectly in this government policy priority in that it regulates the interaction between road users, the road itself, and vehicles. It further establishes interventions aimed at curbing the loss of life resulting from reckless and negligent driving.

The RTIA has outlined its plans on how it will ensure implementation of Medium Term Development Plan (MTDP) priorities of the 7<sup>th</sup> Administration. To this effect, the Department of Transport has shared its departmental strategic priorities for which the RTIA has identified strategic priority two and three for intervention and implementation in the two and half years (2025-2027 financial years).

Key amongst areas of intervention, the RTIA will prioritise AARTO National Rollout, enhanced provision of AARTO education and awareness programmes to empower the road users and to influence their change of behaviour. The AARTO national rollout will reduce the plight of unemployment for the youth, women and people living the disabilities. The RTIA has thus far established 44 AARTO Service which employs 50 youth and women in various provinces.

### **3. External Environmental Analysis**

#### **3.1. International Analysis**

The Agency invested considerable time on international research during past two medium term strategic framework period. The research study provided a suitable base from which the Agency was able develop Rehabilitation Programme and Points Demerit Report for further assessment and consultation with the primary stakeholders.

To this end, research presents evidence that the introduction of the Points Demerit System as part of road safety has prospects of between 15 – 20% reduction in road traffic fatal crashes, and injuries within the first 24 months of implementation. Scientific evidence further demonstrates

ineffectiveness of law enforcement interventions if implemented in isolation of other complimentary road safety interventions.

South Africa appears to be the 1st African country to initiate and implement administrative adjudication of road traffic offences policy and the Points Demerit System. Other African Countries, including Zambia, are in the process of initiating the same and are at the research stage. No evidence is available to demonstrate that administrative adjudication to regulate traffic offences has been successfully implemented in any other African State. This initiative would be the first in Africa to emulate regulatory solutions deployed in countries in the EU and Australia.

Geo-Political factors elsewhere in Africa and the world, continue to impact on the operating business environment. These include, among others, the Russia/Ukraine conflict, the slowdown in China’s growth, the inflation concerns in the USA, as well as the attacks by the militia insurgents in the northern parts of Mozambique remain critical considerations during business planning.

### 3.2. Stakeholder Analysis

Stakeholder	Influence	Expectations
Infringers, Drivers	Road traffic infringements, penalties, road injuries and deaths.	Fair, lawful, reasonable and reliable road infringements management processes. Lower infringement penalties
Road Users, Citizens	Accountability for road traffic infringements and consequences.	RTIA transparency, accessibility and road user safety education. Agency to influence road safety trajectory
IA, DLTC, RA Local government/Province	Fairness and transparency in adjudication and administration of AARTO so that people can trust the intention and spirit of the AARTO Act	Build trust through facilitation to foster compliance with traffic laws. Improved AARTO legislative regime for improved driver accountability. Improved collaboration with the Agency.
SAPO	Link RTIA, business and public with each other on their established infrastructure. Influence on operations	Prompt and structured information supply and value chain.
Financial institutions/ Bank payment platforms	Revenue as well as accessibility of payment platforms	Provide quality financial payment platforms to cater to online/real time financial systems.
Political groups	Information sharing, workshops, seminars that report on and assess the implementation of road and economic policies	Improved institutional accountability. Promoting a shared vision of South Africa’s development strategy. Social dialogue on broad policy framework. Securing the commitment and active participation of all role players on traffic and transport environment.
Shareholder & DOT	Enable accurate implementation, oversight	Delivery of RTIA legislative mandate. Implement national roll-out of AARTO and strategic direction. Periodic reporting and accountability. 100% Performance Predetermined Outcomes.
Parliament	Legislation and oversight	Submission of proposed legislative changes. Deliver on NDP ideals. Public consultation. Collaboration, education and accessibility
Public Transport Associations MUARC- Monash University Accident Research Centre and Academic Institutions	Influence on operators Benchmark and policy influences	Research, Advice and Support
RTMC	Influence on enforcement standards and NCR	Business & system requirements; Support Road Safety Strategy;

Stakeholder	Influence	Expectations
SANRAL	Influence on the integrity of operations	Compliance and Collaboration
MINMEC	Influence on implementation	Support endorsement and collaboration
NPA/Justice	Prosecutions and rehabilitation	Collaboration and training
Other Government Entities	Operations	Collaboration
Fleet Management Companies	Operations	Collaboration and Training
NICRO and other Rehabilitation Institutions	Rehabilitation and Implementation	Collaboration
Civil Society	Civil Rights protection	Accountability; Ethical Behaviour and Compliance

Figure 2: Stakeholder Analysis

### 3.3. Demand for services

The drive to deploy AARTO services has increased and is notably visible as the Agency continues to engage with the stakeholders and the road users through AARTO Education & Public Awareness programmes. Additional to this intervention to empower our communities and stakeholders the Agency has implemented eight AARTO Legislative workshops mainly with the Taxi Associations, Corporate Ventures and various Issuing Authorities in the provinces.

The plan to increase the establishment of AARTO Service Outlets will yield more positive impact in delivering the mandate of government as well as to enable ease of access for AARTO services.

### 3.4. Organisational Challenges

There has been a vast improvement in RTIA’s performance compared to the previous financial year. The improved performance against targets resulted in the achievement of 76% of the targets (compared to 50% in 2022/2023) contracted on the Annual Performance plan with a significant improvement in the governance and internal control environment compared to prior years. It is further important to mention that the audit outcomes of this performance information did not attract any material findings.

The Agency’s strategic direction has been reinforced by the Constitutional Court judgement which found in favour of the RTIA and the Department of Transport on the validity of AARTO Act. The Board has approved a plan which seeks to continue to implement AARTO Nationally through a phased approach. The proclamation of AARTO Amendment Act has taken much time than it was anticipated it would, especially since the AARTO Amendment Bill was assented into Act by the President of the Republic in 2019.

## 4. PESTEL Analysis

## 4.1. Political Factors

The political landscape turns out to be favourable to the Agency for implementation of AARTO National rollout. There is consensus on the ground that we cannot have so many fatalities which leads to loss life by the road users mostly during holidays. The houses of Parliament in the Republic of South Africa have considered and approved the AARTO Amendment Bill during the sixth administration with a view that once the Bill becomes assented by the President, the country will experience less carnages and fatalities on the road.

The introduction of Points demerit and Rehabilitation programmes would most definitely influence change of the behaviour of our road users. The recent national and provincial elections in South Africa were peaceful and brought in Parliament many of smaller political parties who form part of the Government of National Unity and in certain Provinces, we have Provincial Governments of Unity. The character of Government of National Unity has intensified service delivery despite parties having different political manifestos. This improvement is based on the character and strategic direction our government is pursuing which strengthens our belief that, eventually the RTIA will in the short term be able to implement AARTO nationally with Points demerits and further save lives of our road users.

The AARTO policy further enjoys a significant support from the Executive Authority, including MECs responsible for portfolios of Transport and Community Safety in various Provinces. An AARTO socio-economic impact study 2020 sanctioned by SALGA has advanced benefits of the AARTO system. It further highlighted areas of preparation and improvement for AARTO to be successfully rolled-out.

## 4.2. Economic Factors

According Statistics South Africa the official unemployment rate was 32.1% in the third quarter of 2024. The youth (15 to 34 years) remain vulnerable in the labour market. The third quarter of 2024 results show that the total number of unemployed youth decreased by 171 000 to 4,8 million, while employed youth recorded an increase of 66 000 to 5,8 million. As a result, youth unemployment rate decreased from 46,6% in the second quarter of 2024 to 45,5% in the third quarter of 2024. (<https://www.gov.za/news/media-statements/statistics-south-africa-official-unemployment-rate-third-quarter-2024-12-nov>)

The figures depicted above fortifies the resolution taken by the RTIA Board to prioritise employment of the youth, women and people living with the disabilities. The establishment of the AARTO Service Outlets in the various provinces will be manned by this category to ensure seamless provision of services within the municipal offices in the regions and districts. The Agency continues to implement AARTO Education and Awareness programmes which directly addresses the behavioural conduct of the road users.

### **4.3. Social Factors**

The Influx of foreign nationals committing traffic infringements has been perceived as AARTO not having an impact on this segment of driver population. Of particular concern, is the increased crime rates and their impact on the social dynamics in the Republic.

The abuse of drugs and alcohol is an identified trend in the society and has an impact on policy development and driver behaviour. Increased irresponsible and reckless driver behaviour without consequence and driver accountability requiring urgent enforcement and regulatory intervention. The AARTO Act as an adjudication intervention including Point Demerit System comes in handy as a possible panacea to deter similar behaviour on SA roads. It has been evident over the years that enforcement alone without mandatory interventions forcing self-regulation has not had a significant impact on road user behaviour.

The revolution of consumer behaviour, augmented reality and virtual business operations present new vehicle driver and road dynamics with future prediction of less vehicular movement, decreasing probabilities of road incidents, requiring a varied business and operating model from the Agency.

### **4.4. Technological Factors**

The high speed of technological advancement sets the tone for business and service offerings. The 4<sup>th</sup> IR is changing the world of business at rapid pace. This includes the advent of driverless vehicles, SMART law enforcement, SMART Regulation, Robotics, machine learning, automation, and big data management & warehouses for back office management. AARTO policy and legislative development ought to be cognisant of all the technological advancements and align its policies and interventions on technological development.

Remote working requires digitization of all processes and documentation in all organisations in order for corporates to be able to interface in the world of business and related developments. In considering ICT policies, digitization must be central and expedited review and implementation of the ICT strategy is necessary to align with the world.

#### **4.5. Environmental Factors**

The reduction and transformation of paper-based business to a more automated operation is key to contributing to the green economy. This will certainly have an impact on climate change and contribute to the global agenda of lessening carbon emissions to save and reduce global warming.

Effective AARTO implementation is highly likely to reduce road traffic patterns because of fear of consequences of non-compliance with road rules. Again, this will have an impact on the carbon emissions. Road traffic information has presented an unacceptable number of unlicensed and roadworthy vehicles on SA roads. The above dynamics require drastic business innovation from RTIA.

#### **4.6. Legal Factors**

The Constitutional Court has ruled in favour of the RTIA and the Department of Transport about the validity of the AARTO Act. The RTIA has put in place systems to ensure seamless implementation of the AARTO Amendment Act happens immediately after the proclamation and the gazetting of the AARTO Regulations has been done. The Agency is consulting with the stakeholders to ensure the AARTO legislative workshops are held with various stakeholders to ensure maximum understanding of the AARTO Act.

## 5. Internal Environmental Analysis

### 5.1. AARTO Value Chain Analysis

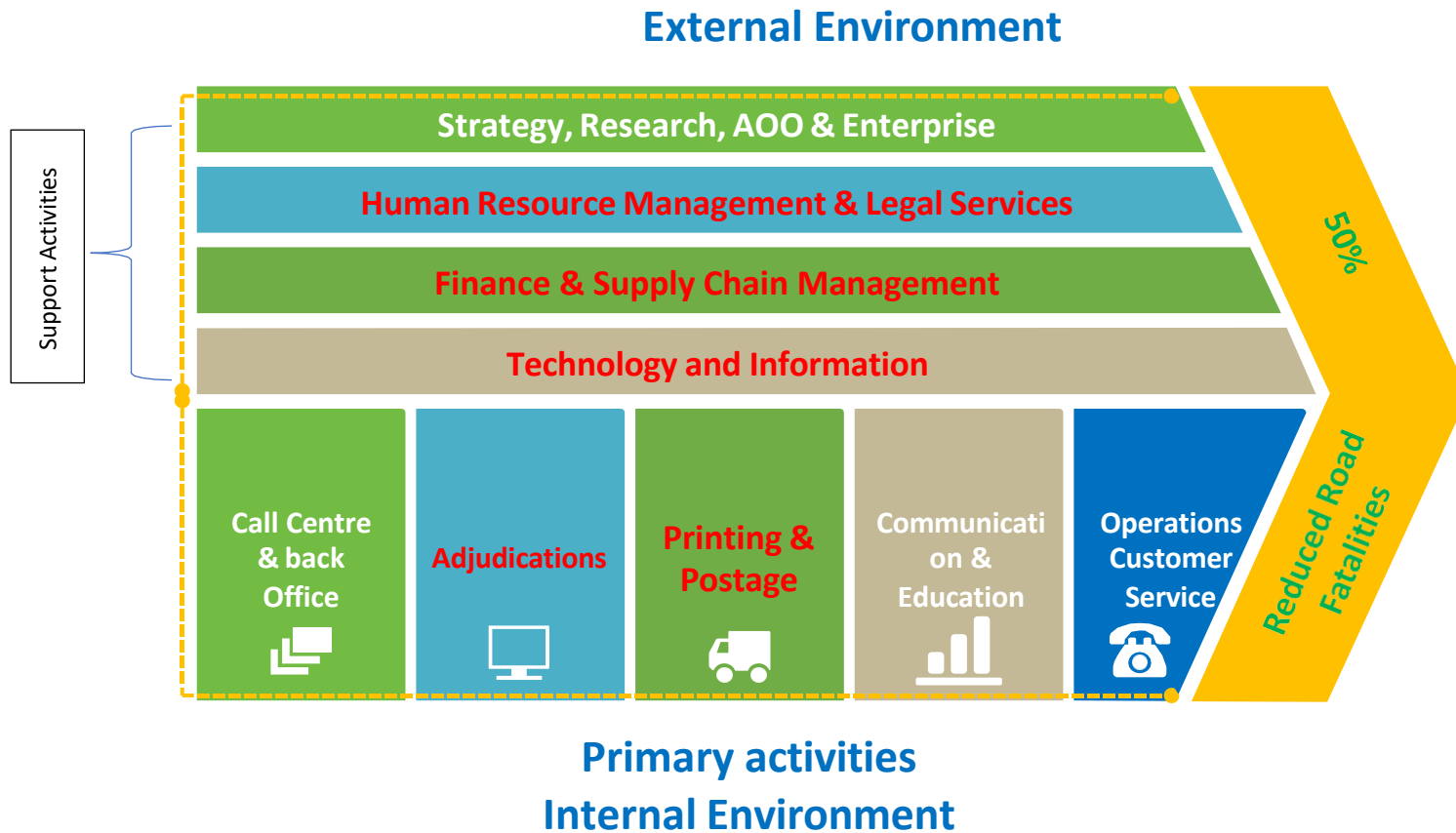


Figure 3: AARTO Value Chain Analysis



An effective strategy development process should be characterised by an in-depth internal analysis of the business environment, chief to the operating environment is the assessment of the value creation pillars of an organization. The RTIA is in the business of administrative adjudication of infringements, which is premised and regulated by the Constitutional, Administrative, and AARTO Legislation. Among the important tools that can assist organizations in assessing business processes in product development and service offerings is the Value Chain Analysis as can be depicted in the diagram above.

An analysis of the business support environment revealed that the organization requires internal capacity that would enable it to drive business and discharge its mandate, which now is inadequate. Mission-critical is the IT-enabled business environment. The IT environment is supported by the comprehensive ICT Strategy that outline areas of improvement and the order in which prioritisation for implementation of the ICT initiatives will be conducted over a 3 to 5-year period.

The Finance function, particularly procurement and contract management are among support functions that are supported by comprehensive policy frameworks to enhance business in established expeditious procurement and contract management processes. This intervention has certainly brought organizational performance enhancements and strengthened internal control environment.

The make-or-break challenge in the value chain is the external dependencies in the execution of the AARTO process, wherein the process is highly dependent on postage and related systems.

Challenges presented by postage inefficiencies are likely to compromise the impact of the AARTO intervention to the extent that the full road safety solution may not be fully realised if the challenges are not addressed. First prize in addressing the value creation emanating from this weakness is the urgent diversification of postage services as well as methods of service. AARTO is an administrative system based on communication through postage. Urgent implementation of postage efficiencies as well as performance monitoring through forwarding integration has become more urgent than previously required.

## 5.2. SWOT Analysis: Internal Analysis

The high level SWOT Analysis presented the following top considerations; evident is the amount of opportunities available to RTIA:

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> <li>• Accomplished AARTO expertise;</li> <li>• 16 years AARTO data;</li> <li>• Internationally Benchmarked AARTO principles;</li> <li>• Unique mandate.</li> </ul>	<ul style="list-style-type: none"> <li>• Limited funding streams</li> <li>• Funding Model</li> <li>• Business processes integration not fully complete</li> <li>• Rigid Legislative Environment</li> </ul>	<ul style="list-style-type: none"> <li>• National AARTO roll out;</li> <li>• Marketing of AARTO benefits;</li> <li>• Introduction of electronic service, Appeals Tribunal, PDS &amp; Rehabilitation</li> <li>• Administrative Adjudication of foreign registered drivers &amp; vehicles;</li> <li>• Develop alternative funding avenues;</li> <li>• Technology Enabled &amp; Streamlined Processes</li> <li>• Deployment of AARTO in the African continent;</li> <li>• Leverage on R&amp;D and data analytics to improve business efficiencies</li> <li>• Public Private Partnerships</li> </ul>	<ul style="list-style-type: none"> <li>• Delays in the AARTO proclamation</li> <li>• Rigid legislative environment;</li> <li>• Fraud &amp; Corruption;</li> <li>• The distorted public image of AARTO</li> <li>• National Contravention Register downtime</li> <li>• Inherent inter-dependencies in the AARTO value chain</li> <li>• Inability for critical partners to deliver on their mandates.</li> <li>• Cyber security attacks</li> <li>• Prolonged organizational re-engineering</li> <li>•</li> </ul>

Figure 4: SWOT Analysis

### **5.3. Status Quo Analysis**

#### **5.3.1. Implications of the Constitutional Court Judgement**

The Constitutional Court pronounced in favour of the Department of Transport and all other related parties in the AARTO Act case. The judgement has opened the process of continuing with the preparations for AARTO National Rollout and to fast track the Readiness Assessment with all the Issuing Authorities as well finalising matters related to signing of the Proclamation of AARTO Amendment Act and gazetting of the AARTO Regulations.

#### **5.3.2. AMIP Implications**

The AMIP has been updated and consulted with the relevant stakeholders. The plan is still anchored on the phased approach implementation which was initially implemented during the 2021/2022 financial year, the RTIA had planned to roll out AARTO nationally. Chief among interventions delivered during the year under review-included deployment of a robust communication plan comprising all media platforms over a period of the financial year. The plan focused mainly on AARTO Education Awareness as well as the distribution of Education & Training material.

While the allocated R215 Million budget was earmarked only R150 Million was received which was not spent in its entirety resulting in only R56 Million spend during this period. Following extensive consultation with the National Treasury on the retention of unspent AARTO funds, it was concluded that R147 million should be returned to the National Revenue Fund through the National Department of Transport. A further business case for the ring-fenced AARTO budget of R166 million for the 2022/2023 MTSF period has been advanced in order to secure the AARTO funds needed to fund the preparatory work required for the anticipated National rollout.

The SMS project has been earmarked to be utilized to robustly communicate the implications of the high court judgement as well as the obligations of motorists and those of IA's. Central to the intended SMS communication is the need to improve debt collection to amplify the funding of organizational operations.

Among the biggest projects planned to be deployed with the National, AARTO rollout includes the procurement of mobile busses, driver simulators for driver rehabilitation, Funds planned for psychosocial interventions to complement rehabilitation interventions, Staffing cost, appeals Tribunal Costs. Costs earmarked for the CRM are intended to be committed in the preceding year given its importance for business continuity.

The AMIP plan is planned to be re-baselined to pursue projects that are almost complete including the completion of the electronic service.

### **5.3.3. Finance & Procurement**

In line with the budget review for 2025/2026, all critical budget items that command significant funding have been prioritised and communicated with the Department of Transport and the National Treasury for consideration during the anticipated AARTO National Rollout. All critical projects earmarked for implementation will proceed only if the Shareholder and the National Treasury provides concurrence.

All possible contracts that have been earmarked are in the process of being analysed and implications identified will be explored to determine the best available options for alignment with the annual performance plan and the PFMA as well as other related prescripts.

### **5.3.4. Operations**

On the 12<sup>th</sup> of July 2023, the ConCourt upheld the RTMC appeal to the High Court judgment and the order of the High Court was set aside. In this regard, the Agency will continue to focus on implementing its strategic goals set in the in the next 2025-2030 medium term strategic framework.

The AARTO Readiness Report and the Master Implementation Plan have been developed and are continuously updated to identify all the stakeholder operational needs which might pose challenges prior the envisaged national rollout date.

### **5.3.5. Staffing Considerations**

The staffing of the Agency has been placed in abeyance pending the approval of the RTIA organisational structure by the shareholder. Currently the structure has been approved by the RTIA Board and staffing of the organisation shall resume once approval has been granted. The only exception applies to the appointment of additional representation, enforcement order officers, PMO, and fixed-term contract where necessary.

### **5.3.6. Final Business Analysis**

On the 12<sup>th</sup> of July 2023, the Constitutional Court ruled on the AARTO Act in favour of Government. To this effect, the RTIA has intensified the plans of the AARTO national roll out. The phased implementation approach is intended to happen during the 2026-27 financial year. The implementation will be preceded by the signing of the Proclamation Notice of AARTO Amendment Act by the President of Republic as well as the gazetting of the AARTO Regulations by the Minister of Transport.

## **5.4. Preferred Scenario**

It is envisaged that the national AARTO Roll out is targeted for implementation during the 2025-26 financial year supported by a fully-fledged Appeals Tribunal, with Points Demerit system and Driver Rehabilitation for the most critical road traffic and transport offences and recidivist drivers. By the end of the 2025 – 2030, strategic cycle it is expected that the AARTO implementation will be in full swing.

### **5.4.1. Staffing Implications**

In the immediate, the Agency has capacitated the Representations, Legal, Finance, HR, SCM and provincial offices. This intervention was done to allow for initial stages of the re-baselining of the AMIP project and preparing for national rollout

Good prospects exist that the Agency may be allowed to administer the Appeals Tribunal though using a different dispensation, which advances independence thereof. In this case, a progressive approach to staffing all divisions would have to be adopted wherein only required vacancies are filled.

Key to consider is the necessity to amplify staff in the core business, particularly representations, enforcement order and revocations, back office, and frontline as well as

communication division. Research and project offices would have to be capacitated to support core business functions to the point of a full rollout.

#### **5.4.2. Core Business**

All core functions including communications and marketing would continue to be functional in their current form and discharge responsibilities within the Tshwane and Johannesburg jurisdictions and to a very less extent in all other provinces. This will be the case until the AARTO Rollout date is proclaimed. Improvement in the AARTO value chain would be in focus to resolve the postage and NCR and efficiencies in the system.

#### **5.4.3. Marketing & Communication**

A detailed response plan based on the reputation survey report would need to be funded to communicate the status of court proceedings and its implications. This function would have to detail the plan of action and projected timelines until the AARTO legislation is proclaimed.

Further robust education drives would have to be prioritised for motorists to be advised on their rights and obligations in Tshwane and Johannesburg as well as when the legislation is rolled out nationally. This option provides the RTIA with an opportunity to take advantage of lessons learned and deploy potent communication and marketing interventions.

#### **5.4.4. Finance & SCM**

Among the limitations is the historic inability of the Agency to spend its entire allocated budget mainly because of the delayed transfer as well as the conditions of the budget allocation or grant. Significant innovations would be put in place to ensure improved service delivery through value-driven expenditure of the budget.

Among the priorities in the reporting period would include the introduction of other means to ensure the collection of state revenue due from infringers and Issuing Authorities. The improvement of the turnaround times to settle outstanding invoices would receive priority since it is part of interventions to support small business and sustain small to medium enterprises.

The current AMIP Budget priorities have been revised and aligned with the annual performance plan and other related dynamics. A procurement plan in consultation with the DoT and National Treasury will be produced.

#### **5.4.5. AARTO Readiness Audit**

The AARTO Readiness assessment would need to be augmented by refresher training of Law enforcement personnel, NPA, engagement with SAPO on their service delivery model to support the national Rollout.

The need to consider the national footprint of services without having physical people country-wide, particularly in servicing rural areas may have negative implications on delivery of the strategy. The aggressive deployment of online services, self-service kiosks, and integration of AARTO with convenience stores may assist with improved business operations and extended services.

#### **5.4.6. Research & Development**

It is envisaged that a research agenda report would guide the priorities of the Agency in the year under review. The AARTO philosophy is still in its infant stage and require significant amount of research to build an administrative adjudication system that is responsive to the SA societal challenges.

## 6. NARRATIVE OF THEORY OF CHANGE

---

The AARTO Act was assented during 1998 and proclaimed only for Johannesburg and Tshwane Metros. AARTO services are available in all RA's (Registering Authorities) as well as in the 44 AARTO service outlets throughout the country. These services are offered against the 44 districts and over 230 municipalities. A great proportion of motorists pass through Gauteng roads from various provinces however are not successful in receiving services in their respective cities despite the availability of these services at some of the identified DLTC's and RA's in the respective provinces.

The national implementation of AARTO will bear positive results to influence change of behaviour in road users as well as bring a dramatic decline in the loss of life on the road. The road crashes statistics have demonstrated that there is a slight change in the behaviour of road users in the country emanating from the concerted 365 days' law enforcement and road safety education and awareness initiatives implemented across the nine provinces.

The pronouncement of the AARTO Act judgement on the validity of the Act by the Constitutional Court in July 2023, provides us with a leverage to enhance the social and traditional media campaigns on AARTO education and public awareness throughout the country in partnership with the, Youth and Women-led formations, Traditional Authorities in the urban and rural areas, the Taxi Associations as well as the university students. Our short to medium-term strategic targets exhibit such intentions and the necessary allocation of budget has been made available to ensure that implementation of these targets bring meaningful change to secure the lives of our people in the roads of South Africa.

The AARTO Master Implementation Plan is regularly updated to ensure that the national rollout of AARTO will be done seamlessly and proficiently soon after the AARTO Amendment Act has been proclaimed by the President and the AARTO Regulations been gazetted by the Minister of Transport.



## 7. THEORY OF CHANGE

Impact (change)	Outcomes (results)	Output (products)	Objectives	Activities	Inputs
<b>Reduction in road traffic contraventions</b>	Proportion of road traffic infringements administered as per prescribed  <i>AARTO notifications processed/total infringement noticed received from IA</i>	courtesy letters issued	To administer a procedure to discourage the contravention of road traffic laws	Issuing of AARTO courtesy letters	HR, NCR/ NRTOR Budget
		Courtesy letters served		Issuing enforcement orders	
		Enforcement orders issued	To enforce penalties imposed against persons contravening road traffic laws as set out in subsection	Serving of AARTO of courtesy letters	
		Enforcement orders serves		Serving of enforcement orders	
	Proportion of road traffic infringements adjudicated as per prescribed	Representation considered	To support adjudication of infringements	Timely and fair consideration of the merit of the representation application	
		Revocation of enforcement application considered		Timely and fair consideration the applications for revocation of enforcement order	
	Proportion of demerit points processes administered as per prescribed	Demerit point system implemented	To administer and manage a demerit point system for infringements and offences	Utilise NCR/NRTOR to implement point demerit system	
		demerit points incurred notifications issued		Issuing of demerit points incurred notifications	

RTIA APP: 2025/2026

		demerit points incurred notifications served		Serving of demerit points incurred notifications	
		notification of disqualification issued		Issuing of notification of disqualification	
		notification of disqualification served		Serving of notification of disqualification	
		notification of cancellation issued		Issuing of notification of cancellation	
		notification of cancellation served		Serving of notification of cancelation	
		application of access of demerit point information processed		Process application of access of demerit point information	
	Proportion of qualifying infringers rehabilitated through the Rehabilitation Programme	Rehabilitation Programme syllabus	Establish and administer Rehabilitation Programmes	Provide a syllabus for Rehabilitation Programme	
		Accredited service provider		Accreditation of Rehabilitation Programme service providers	
		Rehabilitation Programme candidates		Enroll infringer applicants to the Rehabilitation Programme through AARTO 11A	
		Rehabilitation certificated issued		Issuing of Rehabilitation certificates	
	Proportion of road drivers understanding their rights, options and obligations in relation to AARTO		To undertake community education and community awareness programmes	Social media campaigns	
				Traditional media AARTO education and awareness programmes	

				Stakeholder workshops on AARTO legislation	
	Proportion of EA milestones implemented to support the mandate of the agency		Provide centralized, standardized and agile system dealing road traffic contraventions and adjudication processes	Establish National Road Traffic Offences Register  Implement approved enterprise architecture milestones of the agency	

**8. PART C: MEASURING RTIA PERFORMANCE**

**10.1. Impact Statement**

<b>Impact Statement</b>	<b>Improved road user behaviour derived from fair adjudication, driver accountability, driver rehabilitation and AARTO education and awareness.</b>
-------------------------	---

## 10.2. MTEF Targets

### Goal 1: To successfully Roll Out AARTO Amendment Act nationally

No	Outcome	Outputs	Output Indicators	Baseline/Estimated Performance			MTEF Targets		
				2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
1	AARTO Amendment Act Rolled-Out nationally	AARTO Amendment Act Implemented	Number of IAs (Provincial, Metros, and Local Municipal IAs) engaged in preparation for the Roll-Out of the AARTO Amendment Act	N/A	AARTO Readiness Assessment Report has been approved	12 Engagements with Provincial, Metros, and Local Municipal IAs in preparation for AARTO Roll-Out	213 of IAs (Provincial, Metros, and Local Municipal IAs) engaged in preparation for the Roll-Out of the AARTO Amendment Act	213 IAs (Provincial, Metros, and Local Municipal IAs) AARTO Amendment Act implemented	213 IAs (Provincial, Metros, and Local Municipal IAs) AARTO Amendment Act monitored and enhanced
						New	N/A	PDS & Rehabilitation Electronic Systems implemented	PDS & Rehabilitation Electronic Systems monitored and enhanced

**Goal 2: To administer a procedure to discourage contravention of road traffic laws**

No	Outcome	Outputs	Output Indicators	Baseline/Estimated Performance			MTEF Targets		
				2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
2	Efficient & fair Adjudication process	Issue courtesy letters	% of courtesy letters issued between 33 days and 96 days from the infringement notice served date	New	New	100% of courtesy letters issued between 33 days and 96 days from the infringement notice served date	70% of courtesy letters issued between 33 days and 96 days from the infringement notice served date	80% of courtesy letters issued between 33 days and 96 days from the infringement notice served date	90% of courtesy letters issued between 33 days and 96 days from the infringement notice served date
3		Issue enforcement orders	% of enforcement orders issued after 32 days from the applicable notification served date	New	New	100% of enforcement orders issued after 32 days from the applicable notification served date	70% of enforcement orders issued after 32 days from the applicable notification served date	80% of enforcement orders issued after 32 days from the applicable notification served date	90% of enforcement orders issued after 32 days from the applicable notification served date

**Goal 3: To establish a procedure for the effective and expeditious adjudication of infringement**

No	Outcome	Outputs	Output Indicators	Baseline/Estimated Performance			MTEF Targets		
				2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
4	Efficient & fair Adjudication process	Improved & Efficient AARTO system & Processes	% of representations adjudicated within 21 days of date of receipt by the Agency	100% of representations adjudicated within 21 days of date of receipt	100% of representations adjudicated within 21 days of date of capture	100% of representations adjudicated within 21 days of date of receipt	70% of courtesy letters issued between 33 days and 96 days from the infringement notice served date	80% of courtesy letters issued between 33 days and 96 days from the infringement notice served date	90% of courtesy letters issued between 33 days and 96 days from the infringement notice served date
5		Improved & Efficient AARTO system & Processes	% of applications for revocation of enforcement orders adjudicated within 21 days of date of receipt by the Agency	New	New	100% of applications of revocation of enforcement orders adjudicated within 21 days of date of receipt by the Agency	70% of enforcement orders issued after 32 days from the applicable notification served date	80% of enforcement orders issued after 32 days from the applicable notification served date	90% of enforcement orders issued after 32 days from the applicable notification served date

Goal 4: To enforce penalties imposed against persons contravening road traffic laws

No	Outcome	Outputs	Output Indicators	Baseline/Estimated Performance			MTEF Targets		
				2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
6	Efficient & fair Adjudication process	Serve courtesy letters	% of courtesy letters served/presumed served within 40 days from date of issue	New	New	100% of courtesy letters served/presumed served within 40 days from date of issue	70% of courtesy letters served/presumed served within 40 days from date of issue	80% of courtesy letters served/presumed served within 40 days from date of issue	90% of courtesy letters served/presumed served within 40 days from date of issue
7		Serve enforcement orders	% of enforcement orders served/presumed served within 40 days from date of issue	New	New	100% of enforcement orders served/presumed served within 40 days from date of issue	70% of enforcement orders served/presumed served within 40 days from date of issue	80% of enforcement orders served/presumed served within 40 days from date of issue	90% of enforcement orders served/presumed served within 40 days from date of issue

**Goal 5: To administer & manage a point demerit system for infringements & offences**

No	Outcome	Outputs	Output Indicators	Baseline/Estimated Performance				MTEF Targets	
				2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
8	Proportion of demerit points processes administered as prescribed	Demerit points incurred notifications issued	% of demerit points incurred notifications issued within 21 days from incurring demerit points	New	New	N/A	N/A	Min-60% of demerit points incurred notifications issued within 21 days from incurring demerit points	Min-70% of demerit points incurred notifications issued within 21 days from incurring demerit points
9		Demerit points incurred notifications served	% of demerit points incurred notifications served/presumed served within 40 days from date of issue	New	New	New	N/A	Min-60% of demerit points incurred notifications served/presumed served within 40 days from date of issue	Min-70% of demerit points incurred notifications served/presumed served within 40 days from date of issue
		Notifications of disqualification issued	% of notification of disqualification issued within 21 days from exceeding the demerit points threshold for the 1 <sup>st</sup> of 2 <sup>nd</sup> time	New	New	New	N/A	Min-60% of notification of disqualification issued within 21 days from exceeding the demerit points threshold for the 1 <sup>st</sup> of 2 <sup>nd</sup> time	Min-70% of notification of disqualification issued within 21 days from exceeding the demerit points threshold for the 1 <sup>st</sup> of 2 <sup>nd</sup> time



RTIA APP: 2025/2026

No	Outcome	Outputs	Output Indicators	Baseline/Estimated Performance				MTEF Targets		
				2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	
		Notifications of disqualification served	% of notification of disqualification served/presumed served within 40 days from date of issue	New	New	New	N/A	Min-60% of notification of disqualification served/presumed served within 40 days from date of issue	Min-70% of notification of disqualification served/presumed served within 40 days from date of issue	
		Notifications of cancellation issued	% of notification of cancellation issued within 21 days from exceeding the demerit points threshold for the 3 <sup>rd</sup> time	New	New	New	N/A	Min-60% of notification of cancellation issued within 21 days from exceeding the demerit points threshold for the 3 <sup>rd</sup> time	Min-70% of notification of cancellation issued within 21 days from exceeding the demerit points threshold for the 3 <sup>rd</sup> time	
		Notifications of cancellation served	% of notification of cancellation served/presumed served within 40 days from date of issue	New	New	New	N/A	Min-60% of notification of cancellation served/presumed served within 40 days from date of issue	Min-70% of notification of cancellation served/presumed served within 40 days from date of issue	

**RTIA APP: 2025/2026**

No	Outcome	Outputs	Output Indicators	Baseline/Estimated Performance				MTEF Targets	
				2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
		Applications to access of demerit points information processed	% of applications to access of demerit points information processed within 21 days of date of receipt by the Agency	New	New	New	N/A	Min-60% of applications to access of demerit points information processed within 21 days of date of receipt by the Agency	Min-70% of applications to access of demerit points information processed within 21 days of date of receipt by the Agency
		Demerit points incurred notifications issued	% of demerit points incurred notifications issued within 21 days from incurring demerit points	New	New	New	N/A	Min-60% of demerit points incurred notifications issued within 21 days from incurring demerit points	Min-70% of demerit points incurred notifications issued within 21 days from incurring demerit points

**Goal 6: To establish & administer rehabilitation programmes**

No	Outcome	Outputs	Output Indicators	Baseline/Estimated Performance			MTEF Targets		
				2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
6	Rehabilitation programme	Approval of the Rehabilitation Programme Strategy	Approved Strategy for Rehabilitation Programme	New	New	New	Rehabilitation Programme Strategy approved (approved strategy, syllabus, accreditation)	Min-60% implement rehabilitation programmes as prescribed	Min-70% implement rehabilitation programmes as prescribed

**Goal 7: To undertake community education and awareness programmes**

No	Outcome	Outputs	Output Indicators	Baseline/Estimated Performance			MTEF Targets		
				2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
7	Proportion of drivers understanding their rights, options and obligations	Social media messages produced	Number of road users reached through AARTO education and awareness social	114	665	600	700 Road users reached through AARTO education and awareness social media	800 Road users reached through AARTO education and awareness social media	900 Road users reached through AARTO education and awareness social media programme messages

RTIA APP: 2025/2026

No	Outcome	Outputs	Output Indicators	Baseline/Estimated Performance			MTEF Targets		
				2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
	in relation to AARTO		media programmes				programme messages	programme messages	
8		AARTO education material developed and shared	Number of road users reached through traditional media AARTO education awareness programmes	145	467	360	500 road users reached through traditional media AARTO education awareness programme activities	600 road users reached through traditional media AARTO education awareness programme activities	700 road users reached through traditional media AARTO education awareness programme activities
		Stakeholder groups workshopped on AARTO legislation	Number of member based groups workshopped on AARTO legislation	New	8	9	9 member based groups workshopped on AARTO legislation	12 member based groups workshopped on AARTO legislation	15 member based groups workshopped on AARTO legislation

**Goal 8: ICT & Analytics**

No	Outcome	Outputs	Output Indicators	Baseline/Estimated Performance				MTEF Targets	
				2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
8	ICT environment enabled	ICT Strategy Implemented	Number of approved ICT Strategy Initiatives Implemented	50% of ICT Strategy Initiatives identified for year 1 were not implemented	51% of ICT Strategy Initiatives identified for year 1 implemented	Implementation of 6 ICT Strategy initiatives identified for year 2	Implementation of 6 ICT Strategy initiatives identified for year 3	Implementation of 6 ICT Strategy initiatives identified	Implementation of 6 ICT Strategy initiatives identified

**Goal 9: Governance & Sustainability**

No	Outcome	Outputs	Output Indicators	Baseline/Estimated Performance				MTEF Targets	
				2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
9	Improved Governance & strengthened control environment	100% of AG Recommendations Implemented	% Implementation of the Audit Action Plan	84%	91%	91%	100%	100%	100%
					Implementation of Audit Action Plan based on 2022/23 AGSA report	Implementation of Audit Action Plan based on 2023/24 AGSA report	implementation of an audit action plan based on 2024/25 AGSA report to achieve Unqualified Audit Opinion	100% implementation of an audit action plan based on 2025/26 AGSA report to achieve Unqualified Audit Opinion without matters of emphasis	Implementation of Audit Action Plan based on 2026/27 AGSA report

**RTIA APP: 2025/2026**

No	Outcome	Outputs	Output Indicators	Baseline/Estimated Performance			MTEF Targets		
				2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
10		Adequate & timeous responses to Parliamentary Questions	100 % Responses to Parliamentary questions within the stipulated timeframes	100 % Responses to Parliamentary questions done within the stipulated timeframes	100 % Responses to Parliamentary questions done within the stipulated timeframes	100 % Responses to Parliamentary questions done within the stipulated timeframes	100 % Responses to Parliamentary questions done within the stipulated timeframes	100 % Responses to Parliamentary questions done within the stipulated timeframes	100% Responses to Parliamentary questions done within stipulated timeframes
11		Resolution of reported incidents of corruption	% Resolution (Investigation Stage) of reported incidents of corruption	Internal Audit completed its investigations of two cases of alleged corruption within the required timeframe	There were no incidents of corruption within 90 days reported	95% resolution (Investigation Stage) of reported incidents of corruption within 90 days	100% resolution (Investigation Stage) of reported incidents of corruption within 90 days	100% resolution (Investigation Stage) of reported incidents of corruption within 90 days	100% resolution (Investigation Stage) of reported incidents of corruption within 90 days
12		Elimination of wasteful and fruitless expenditure	% reduction of cases of wasteful & fruitless expenditure	One instance of Wasteful and Fruitless Expenditure incurred for the reporting period	100% reduction of cases of Wasteful and Fruitless Expenditure attained	100% reduction of cases of Wasteful and Fruitless Expenditure attained	100% reduction of cases of Wasteful and Fruitless Expenditure	100% reduction of cases of Wasteful and Fruitless Expenditure	100% reduction of cases of wasteful & fruitless expenditure

No	Outcome	Outputs	Output Indicators	Baseline/Estimated Performance			MTEF Targets		
				2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
13		Reduction irregular expenditure	% reduction of cases of irregular expenditure	Zero Irregular expenditure incurred	100% reduction of cases of irregular expenditure attained	95% reduction of cases of irregular expenditure	100% reduction of cases of irregular expenditure	100% reduction of cases of irregular expenditure	100% reduction of irregular expenditure
		Compliance to 30 days payment of valid invoices	% valid Supplier Invoices Paid within 30 days	30 days payment turnaround time not achieved	Less than 30 days turnaround time achieved	100% valid Supplier Invoices Paid within 30 days	100% valid Supplier Invoices Paid within 30 days	100% valid Supplier Invoices Paid within 30 days	100% valid Supplier Invoices Paid within 30 days

### 10.3. Annual Quarterly Performance Targets

#### 10.3.1 Goal 1: To successfully Roll Out AARTO Amendment Act nationally

No	Output Indicators	Annual Target 2025/2026	Quarterly Targets			
			1st	2nd	3rd	4 <sup>th</sup>
	Number of IAs (Provincial, Metros, and Local Municipal IAs) engaged in preparation for the Roll-Out of the AARTO Amendment Act	213 IAs (Provincial, Metros, and Local Municipal IAs) engaged & advised on key areas of readiness for implementation of the AARTO Amendment Act	60 IAs (Provincial, Metros, and Local Municipal IAs) engaged and ready for implementation of the AARTO Amendment Act	60 IAs (Provincial, Metros, and Local Municipal IAs) engaged and ready for implementation of the AARTO Amendment Act	60 IAs (Provincial, Metros, and Local Municipal IAs) engaged and ready for implementation of the AARTO Amendment Act	33 IAs (Provincial, Metros, and Local Municipal IAs) engaged and ready for implementation of the AARTO Amendment Act

**10.3.2. Goal 2: To administer a procedure to discourage contravention of road traffic laws**

No	Output Indicators	Annual Target 2025/2026	Quarterly Targets			
			1st	2nd	3rd	4 <sup>th</sup>
	% of courtesy letters issued between 33 days and 96 days from the infringement notice served date	100% of courtesy letters issued between 33 days and 96 days from the infringement	70% of courtesy letters issued between 33 days and 96 days from the infringement notice served date	70% of courtesy letters issued between 33 days and 96 days from the infringement notice served date	70% of courtesy letters issued between 33 days and 96 days from the infringement notice served date	70% of courtesy letters issued between 33 days and 96 days from the infringement notice served date
	% of enforcement orders issued after 32 days from the applicable notification served date	100% of enforcement orders issued after 32 days from the applicable notification served date	70% of enforcement orders issued after 32 days from the applicable notification served date	70% of enforcement orders issued after 32 days from the applicable notification served date	70% of enforcement orders issued after 32 days from the applicable notification served date	70% of enforcement orders issued after 32 days from the applicable notification served date

**10.3.3. Goal 3: To establish a procedure for the effective and expeditious adjudication of infringement**

No	Output Indicators	Annual Target 2025/2026	Quarterly Targets			
			1st	2nd	3rd	4 <sup>th</sup>
	% of representations adjudicated within 21 days of date of receipt by the Agency	100% of representations adjudicated within 21 days of date of receipt by the Agency	70% of representations adjudicated within 21 days	70% of representations adjudicated within 21 days from date of receipt	70% of representations adjudicated within 21 days from date of receipt	70% of representations adjudicated within 21 days from date of receipt



**RTIA APP: 2025/2026**

			from date of receipt			
	% of applications for revocation of enforcement orders adjudicated within 21 days of date of receipt by the Agency	100% of applications of revocation of enforcement orders adjudicated within 21 days of date of receipt by the Agency	70% of received applications of revocation of enforcement orders adjudicated within 21 days of date of receipt	70% of received applications of revocation of enforcement orders adjudicated within 21 days of date of receipt	70% of received applications of revocation of enforcement orders adjudicated within 21 days of date of receipt	70% of received applications of revocation of enforcement orders adjudicated within 21 days of date of receipt

**10.3.4. Goal 4: To enforce penalties imposed against persons contravening road traffic laws**

No	Output Indicators	Annual Target 2025/2026	Quarterly Targets			
			1st	2nd	3rd	4 <sup>th</sup>
	% of courtesy letters served/presumed served within 40 days from date of issue	100% of courtesy letters served/presumed served within 40 days from date of issue	70% of courtesy letters served/presumed served within 40 days from date of issue	70% of courtesy letters served/presumed served within 40 days from date of issue	70% of courtesy letters served/presumed served within 40 days from date of issue	70% of courtesy letters served/presumed served within 40 days from date of issue
	% of enforcement orders served/presumed served within 40 days from date of issue	100% of enforcement orders served/presumed served within 40 days from date of issue	70% of enforcement orders served/presumed served within 40 days from date of issue	70% of enforcement orders served/presumed served within 40 days from date of issue	70% of enforcement orders served/presumed served within 40 days from date of issue	70% of enforcement orders served/presumed served within 40 days from date of issue

**10.3.5. Goal 5: To establish & administer rehabilitation programmes**

No	Output Indicators	Annual Target 2025/2026	Quarterly Targets			
			1st	2nd	3rd	4 <sup>th</sup>
	Approved Strategy for Rehabilitation Programme	Rehabilitation Programme Strategy approved (approved strategy, syllabus, accreditation)	N/A	Approved Submission	Appointment of the Service Provider	Approved Strategic Framework for implementation of rehabilitation programme

**10.3.6. Goal 6: To undertake community education and awareness programmes**

No	Output Indicators	Reporting Period	Annual Target 2025/26	Quarterly Targets			
				1st	2nd	3rd	4 <sup>th</sup>
	<b>Number of road users reached through AARTO education and awareness social media programmes</b>	Quarterly	700 AARTO Education and Awareness Social Media Programme Messages Deployed	175 AARTO Education and Awareness Social Media Programme Messages deployed	175 AARTO Education and Awareness Social Media Programme Messages deployed	175 AARTO Education and Awareness Social Media Programme Messages deployed	175 AARTO Education and Awareness Social Media Programme Messages deployed
	<b>Number of road users reached through traditional media AARTO education awareness programmes</b>	Quarterly	500 Mainstream AARTO Education and Awareness Programme Activities deployed	100 Mainstream AARTO Education and Awareness Programme Activities deployed	100 Mainstream AARTO Education and Awareness Programme Activities deployed	150 Mainstream AARTO Education and Awareness Programme Activities deployed	150 Mainstream AARTO Education and Awareness Programme Activities deployed

No				Quarterly Targets			
Output Indicators	Reporting Period	Annual Target 2025/26	1st	2nd	3rd	4th	
Number of member based groups workshopped on AARTO legislation	Quarterly	9 member based groups workshopped on AARTO legislation	2 member based groups workshopped on AARTO Legislation	2 member based groups workshopped on AARTO Legislation	3 member based groups workshopped on AARTO Legislation	2 member based groups workshopped on AARTO Legislation	

10.3.7. Goal 7: ICT & Analytics

No			Quarterly Targets			
Output Indicators	Annual Target 2025/2026	1st	2nd	3rd	4th	
Number of ICT Strategy initiatives identified for year 3 implemented	Implementation of 6 ICT Strategy initiatives identified for year 3	N/A	ICT Implementation Plan Approved	Implementation of 3 ICT Strategy initiatives identified for year 3	Implementation of additional 3 ICT Strategy initiatives identified for year 3	

**10.3.8. Goal 8: Governance & Sustainability**

No	Output Indicators	Annual Target 2025/2026	Quarterly Targets			
			1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>
	<b>% Implementation of Audit Action Plan</b>	100% implementation of an audit action plan based on 2024/25 AGSA report to achieve Unqualified Audit Opinion	N/A	N/A	Action plans to address audit findings raised by the AGSA for the 2024/25 financial year approved	100% implementation of action plans to address audit findings for the 2024/25 financial year
	% Responses to Parliamentary questions within stipulated timelines	100% responses to parliamentary questions within the stipulated time frame	-	100% responses to parliamentary questions within the stipulated timeframe	-	100% responses to parliamentary questions within the stipulated timeframe
	% Resolution of reported incidents of corruption resolved within 90 days	100% Resolution (Investigation Stage) of reported incidents of Corruption within 90 days	-	100% Resolution (Investigation Stage) of reported incidents of Corruption within 90 days	-	100% Resolution (Investigation Stage) of reported incidents of Corruption within 90 days
	Reduction of Wasteful and Fruitless Expenditure	100% reduction of cases of wasteful & fruitless expenditure	-	100% reduction of cases of wasteful and fruitless expenditure	-	100% reduction of cases of wasteful and fruitless expenditure
	% Reduction of Irregular Expenditure	100% reduction of cases of irregular expenditure	-	100% reduction of cases of irregular expenditure	-	100 % reduction irregular expenditure
	% valid Supplier Invoices Paid within 30 days	100% valid Supplier Invoices Paid within 30 days	100% valid Supplier Invoices Paid within 30 days	100% valid Supplier Invoices Paid within 30 days	100% valid Supplier Invoices Paid within 30 days	100% valid Supplier Invoices Paid within 30 days

## 11. Programme Resource Allocations

Budget per Strat Objective										
Programmes/Strategic Objectives	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
Admin & Sustainability	109,063.00	90,428.00	114,415.00	108,433.69	114,939.71	119,537.30	124,318.79	129,291.54	134,463.21	139,841.73
AARTO Admin & Education	21,262.00	24,226.00	14,643.00	15,521.58	16,452.87	17,110.99	17,795.43	18,507.25	19,247.54	20,017.44
Adjudication & Support	123,861.00	104,581.00	54,421.00	117,303.00	124,341.18	129,314.83	134,487.42	139,866.92	145,461.59	151,280.06
Information Analytics	4,181.00	5,504.00	4,107.00	4,353.42	4,614.63	5,698.45	7,790.53	8,102.15	8,426.24	8,763.29
AARTO Rollout Programmes	23,817.00	10,496.00	11,125.76	11,793.31	97,275.23	101,166.24	105,212.89	109,421.40	113,798.26	118,350.19
<b>Total</b>	<b>282,184.00</b>	<b>235,235.00</b>	<b>198,711.76</b>	<b>257,405.00</b>	<b>357,623.62</b>	<b>372,827.81</b>	<b>389,605.06</b>	<b>405,189.26</b>	<b>421,396.83</b>	<b>438,252.71</b>

**RTIA APP: 2025/2026**

Statement of Financial Performance										
Figures in R'000	Audited	Audited			Approved Budget	MTEF				
	2020/21	2021/22	2022/23	2023/24	2024/25 Revised	2025/26	2026/27	2027/28	2028/29	2029/30
Government grant	8,197.00	8,648.00	9,076.00	9,468.00	10,202.00	10,610.08	11,087.53	11,531.03	11,992.28	12,471.97
Earmarked Funding (Ring-fenced)		159,445.94	165,187.00	143,529.00	149,844.00	156,737.00	163,790.17	170,341.77	177,155.44	184,241.66
Infringement fees	260,251.00	178,234.75	112,948.78	102,348.00	197,577.62	205,480.72	214,727.36	223,316.45	232,249.11	241,539.07
Adjusted Budget/Relief Funding	80,021.00				41,451.00					
Interest received	-	6,811.00	12,784.48	9,726.00						
<b>Total income</b>	<b>348,469.00</b>	<b>344,491.69</b>	<b>299,996.26</b>	<b>265,071.00</b>	<b>399,074.62</b>	<b>372,827.80</b>	<b>389,605.06</b>	<b>405,189.26</b>	<b>421,396.83</b>	<b>438,252.70</b>
Personnel expenditure	85,261.00	96,584.58	107,815.34	111,808.00	171,672.00	178,538.88	186,573.13	194,036.05	201,797.50	209,869.40
Other operating expenses	60,425.00	140,769.97	87,386.82	145,597.00	227,402.62	194,288.92	203,031.93	211,153.20	219,599.33	228,383.30
<b>Total spending</b>	<b>145686</b>	<b>237354.55</b>	<b>195202.16</b>	<b>257,405.00</b>	<b>399,074.62</b>	<b>372,827.80</b>	<b>389,605.06</b>	<b>405,189.26</b>	<b>421,396.83</b>	<b>438,252.70</b>
Operating (Deficit) / Surplus	202,783.00	107,137.14	104,794.10	7,666.00		-				
Capital expenditure	7,567.00	18,953.00	3,435.00	6,981.00	24,920.00	25,916.80	27,083.06	28,166.38	29,293.03	30,464.75

**RTIA APP: 2025/2026**

Statement of Financial Position  Figures in R'000	Audited				Approved Budget	MTEF				
	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
	Non-current Assets	8,915.00	10,072.00	5,928.00	6,007.00	24,920.00	26,041.40	27,083.06	28,166.38	29,293.03
Current Assests	345,984.00	541,084.00	320,823.00	353,806.00	367,958.24	384,516.36	399,897.02	415,892.90	432,528.62	449,829.76
<b>Total Assets</b>	<b>354,899.00</b>	<b>551,156.00</b>	<b>326,751.00</b>	<b>359,813.00</b>	<b>392,878.24</b>	<b>410,557.76</b>	<b>426,980.08</b>	<b>444,059.28</b>	<b>461,821.65</b>	<b>480,294.52</b>
Non-Current Liabilities										
Current Liabilities	112,683.00	166,664.00	149,275.00	173,236.00	180,165.44	188,272.88	195,803.80	203,635.95	211,781.39	220,252.65
<b>Total Liabilities</b>	<b>112,683.00</b>	<b>166,664.00</b>	<b>149,275.00</b>	<b>173,236.00</b>	<b>180,165.44</b>	<b>188,272.88</b>	<b>195,803.80</b>	<b>203,635.95</b>	<b>211,781.39</b>	<b>220,252.65</b>
Equity	242,216.00	384,492.00	177,476.00	186,577.00	212,712.80	222,284.88	231,176.27	240,423.32	250,040.25	260,041.86
<b>Total Net Assets and Liabilities</b>	<b>354,899.00</b>	<b>551,156.00</b>	<b>326,751.00</b>	<b>359,813.00</b>	<b>392,878.24</b>	<b>410,557.76</b>	<b>426,980.07</b>	<b>444,059.27</b>	<b>461,821.65</b>	<b>480,294.51</b>

## 12. Updated Key Risks and Mitigation

Outcome	Key risks	Mitigation
<p><b>Proportion of drivers understanding their rights options and obligations in relation to AARTO</b></p>	<p>Failure to influence change in infringers attitude towards AARTO elective options</p>	<ol style="list-style-type: none"> <li>1. Proactive planned communication on AARTO elective options across all mediums</li> <li>2. Stakeholder Management Framework (Collaborating with provincial partners)</li> <li>3. PR strategy</li> <li>4. Planned communications activities in the APP</li> <li>5. Simplified graphical representation of AARTO process</li> <li>6. AARTO process into FAQs and Q&amp;As</li> </ol>
<p><b>AARTO Act Rolled-out nationally</b></p>	<p>Over-reliance on external stakeholders within the AARTO value chain</p>	<ol style="list-style-type: none"> <li>1. DoT Oversight Committee and engagement between Accounting Officers and executives of RTIA &amp; RTMC</li> <li>2. MoU with RTMC</li> <li>3. Business requirements and application of UAT on new transactions</li> <li>4. Quarterly engagements with the implementing issuing authorities and partners</li> <li>5. ANSC meetings (Monitor state of readiness with different stakeholders on AARTO National Rollout)</li> <li>6. SLA between RTIA and GPW</li> </ol>
<p><b>Efficient and fair adjudication process</b></p>	<p>Failure to issue AARTO notices within prescribed timelines</p>	<ol style="list-style-type: none"> <li>1. Monthly reports on system performance</li> <li>2. SOP on authorisation of enforcement orders</li> <li>3. Enforcement orders policy</li> <li>4. UAT for system changes</li> <li>5. NCR system description document (confirm naming convention)</li> <li>6. PDS SOPs and policy</li> </ol>
<p><b>Improved governance and strengthen internal control environment</b></p>	<p>Threat to financial sustainability of the agency</p>	<ol style="list-style-type: none"> <li>1. Application for surplus retention in line with NT treasury regulations</li> <li>2. AMIP ring-fenced funding</li> <li>3. Debt collection policy</li> </ol>



Outcome	Key risks	Mitigation
		<ul style="list-style-type: none"> <li>4. Approved funding model</li> <li>5. Implementing cost containment measures from the NT</li> <li>6. Unearmarked grant for AARTO rollout</li> </ul>
<p><b>ICT environment enabled</b></p>	<p>Failure in implementation of ICT strategy targets</p>	<ul style="list-style-type: none"> <li>1. Personnel appointed in the ICT unit and projects assigned to different role players</li> <li>2. Approved ICT strategy</li> <li>3. Monthly and quarterly progress reports</li> </ul>
	<p>Exposure to cyber-attacks and data breaches</p>	<ul style="list-style-type: none"> <li>1. Application of adequate security standards (Firewalls, anti-virus, SW updates, physical security and access control procedures)</li> <li>2. Audit trail</li> <li>3. Servers are clustered for redundancy</li> <li>4. Daily, weekly and monthly back-ups of data</li> <li>5. Offsite storage of backed-up data</li> <li>6. Conducting vulnerability assessment and penetration tests</li> <li>7. Produce monthly and quarterly report</li> <li>8. Monthly monitoring of firewall activities</li> <li>9. Monitoring and testing of disaster recovery solution</li> </ul>

Table 12: Risk and Mitigation

### 13. Technical Indicator Descriptions (TID)

#### TID 13.1: Number of IAs engaged in preparation for the Roll-Out of the AARTO Amendment Act

<b>Indicator Ref #</b>	<b>TID-13.1</b>
<b>Indicator Title</b>	Number of IAs (Provincial, Metros, and Local Municipal IAs) engaged in preparation for the Roll-Out of the AARTO Amendment Act
<b>Definition</b>	The indicator reports on the number of IAs (Provincial, Metros, and Local Municipal IAs) engaged in preparation for the roll-out of the AARTO Amendment Act throughout the country.
<b>Source of Data</b>	Meetings/Engagements with the provincial, metros, municipal IAs
<b>Method of Calculation or Assessment</b>	The method of calculation will be based on the number of engagements with Provincial, Metros, and Local Municipal IAs in preparation for the roll-out of AARTO throughout the country
<b>Means of Verification</b>	Reports from meetings held with IAs (Provincial, Metros, and Local Municipal IAs). These engagements shall be through various platforms such as the AARTO National Steering Committee (ANSC), AARTO Provincial Coordinating Committees (APCCs), and any other platforms both physical, virtual, or hybrid in preparation for the implementation of the AARTO Amendment Act throughout the country.
<b>Assumptions</b>	It is assumed that the RTIA will have the necessary capacity, capability, and resources to coordinate, facilitate, and attend such engagements with Provincial, Metros, and Local Municipal IAs and other stakeholders in preparation for the roll-out of AARTO throughout the country
<b>Disaggregation of Beneficiaries (where applicable)</b>	N/A
<b>Spatial Transformation (where applicable)</b>	N/A
<b>Reporting Cycle</b>	Quarterly
<b>Desired Performance</b>	Q1: 60 IAs (Provincial, Metros, and Local Municipal IAs) engaged and ready for implementation of the AARTO Amendment Act Q2: 60 IAs (Provincial, Metros, and Local Municipal IAs) engaged and ready for implementation of the AARTO Amendment Act Q3: 60 IAs (Provincial, Metros, and Local Municipal IAs) engaged and ready for implementation of the AARTO Amendment Act Q4: 33 IAs (Provincial, Metros, and Local Municipal IAs) engaged and ready for implementation of the AARTO Amendment Act
<b>Indicator Responsibility</b>	Senior Manager: Operations

#### TID 13.2: % of courtesy letters issued between 33 days and 96 days from the infringement notice served date

<b>Indicator Ref #</b>	<b>TID 13.2</b>
<b>Indicator Title</b>	% of courtesy letters issued between 33 days and 96 days from the infringement notice served date
<b>Definition</b>	The indicator measures the number of compliant courtesy letters against total number of courtesy letters issued during the reporting period
<b>Source of Data</b>	NCR or NRTOR reports
<b>Method of Calculation or Assessment</b>	70% of courtesy letters issued from 1 April 2025 to 31 March 2026 should be issued between 33 days and 96 days from the infringement notice served date. Monthly, Quarterly and Annual report will outline the following: <ul style="list-style-type: none"> <li>Total Number of courtesy letters issued during the reporting period (sum of bullets 2, 3 and 4 below) e.g. 100</li> </ul>

**RTIA APP: 2025/2026**

	<ul style="list-style-type: none"> <li>• Number of courtesy letters issued within less or equal to 32 days from the infringement notice served date</li> <li>• Number of courtesy letters issued between 33 days and 96 days from the infringement notice served date e.g. 70</li> <li>• Number of courtesy letters issued outside 96 days from the infringement notice served date</li> <li>• Achievement is then calculated as follows: Number of courtesy letters issued between 33 days and 96 days from the infringement served date / Total number of courtesy letter issued e.g. 70 / 100 = 70%</li> </ul> <p>Therefore, the above formula measures the number of complaint courtesy letters against total number of courtesy letters issued during the reporting period.</p>
<b>Means of Verification</b>	NCR / NRTOR Reports
<b>Assumptions</b>	It is assumed that there won't be a lot of NCR / NRTOR challenges
<b>Disaggregation of Beneficiaries (where applicable)</b>	N/A
<b>Spatial Transformation (where applicable)</b>	N/A
<b>Reporting Cycle</b>	1 April 2025 to 31 March 2026
<b>Desired Performance</b>	Q1: 70% Q2: 70% Q3: 70% Q4: 70%
<b>Indicator Responsibility</b>	Senior Manager: Adjudications and Enforcement Orders

**TID 13.3: % of enforcement orders issued after 32 days from the applicable notification served date**

<b>Indicator Ref #</b>	<b>TID 13.3</b>
<b>Indicator Title</b>	% of enforcement orders issued after 32 days from the applicable notification served date
<b>Definition</b>	The indicator measures the number of complaint enforcement orders against total number of enforcement orders issued during the reporting period. Applicable notification means a courtesy letter, a notification of a rejected (unsuccessful) representation or any other notification leading to issuance of an enforcement order in terms of section 20(1) of the AARTO Act.
<b>Source of Data</b>	NCR or NRTOR reports
<b>Method of Calculation or Assessment</b>	70% of enforcement orders issued from 1 April 2025 to 31 March 2026 should be issued after 32 days from the applicable notification served date. Monthly, Quarterly and Annual report will outline the following: <ul style="list-style-type: none"> <li>• Total Number of enforcement orders issued during the reporting period (sum of bullets 2 and 3 below) e.g.100</li> <li>• Number of enforcement orders issued within less or equal to 32 days from the applicable notification served date</li> <li>• Number of enforcement orders issued after 32 days from the applicable notification served date e.g. 70</li> <li>• Achievement is then calculated as follows: Number of enforcement orders issued after 32 days from the applicable notification served date / Total number of enforcement orders issued = 70 / 100 = 70%</li> </ul> <p>Therefore, the above formula measures the number of complaint enforcement orders against total number of enforcement orders issued during the reporting period.</p>
<b>Means of Verification</b>	NCR / NRTOR Reports
<b>Assumptions</b>	It is assumed that there won't be a lot of NCR / NRTOR challenges

Disaggregation of Beneficiaries (where applicable)	N/A
Spatial Transformation (where applicable)	N/A
Reporting Cycle	1 April 2025 to 31 March 2026
Desired Performance	Q1: 70% Q2: 70% Q3: 70% Q4: 70%
Indicator Responsibility	Senior Manager: Operations

**TID 13.4: % of representations adjudicated within 21 days of date of receipt by the Agency**

Indicator Ref #	TID 13.4
Indicator Title	<b>% of representations adjudicated within 21 days of date of receipt by the Agency</b>
Definition	Indicator measures the percentage of representations adjudicated that falls within the window period from the date of receipt by the Agency.
Source of Data	NCR report obtained directly from the RTMC.
Method of Calculation	<p>70% of representations received between 1 April 2025 to 31 March 2026 should be finalised within 21 days from date of receipt by the Agency, despite whether representations are successful or not. 21 Days calculated per calendar days. Monthly, Quarterly and Annual reports will outline the following:</p> <ul style="list-style-type: none"> <li>Consider the total number of representations actually processed during the calendar month concerned (the period of consideration), irrespective of the outcome (successful, cancelled or rejected) + Pending representations outside the 21 day prescribed period: Total applications processed + Pending representations outside the 21 day prescribed period (denominator). E.g. 100;</li> <li>Determine the number of representations processed within {21} days from the actual date the representations were received by the Agency, irrespective of the outcome (successful, cancelled or rejected): Representations adjudicated within {21} days (numerator). E.g. 70;</li> <li>The "achievement" is then a simple calculation as follow: Representations adjudicated within {21} days / (Total representations adjudicated + Pending representations outside 21 day prescribed period) = 70 /100 = 70%.</li> </ul> <p>The Number of representations adjudicated against the received representations</p>
Means of Verification	NCR report
Assumption	It is assumed that RTIA has capacity to adjudicate received representations within 21 days. It is assumed that critical staff member will be appointed for the Agency.
Disaggregation of Beneficiaries (where applicable)	N/A
Spatial Transformation (where applicable)	N/A
Calculation Type	Cumulative year to date
Reporting Cycle	Quarterly
Desired Performance	70%+ adjudicated within 21 days from date of receipt. Q1 = 70% Q2 = 70% Q3 = 70% Q4 = 70%
Indicator Responsibility	Deputy Registrar: TIM

**TID 13.5: % of applications for revocation of enforcement orders adjudicated within 21 days of date of receipt by the Agency**

<b>Indicator Ref #</b>	<b>TID 13.5</b>
<b>Indicator Title</b>	<b>% of applications for revocation of enforcement orders adjudicated within 21 days of date of receipt by the Agency</b>
<b>Definition</b>	Indicator measures the percentage of applications of revocation of enforcement orders adjudicated that falls within the window period from the date of receipt by the Agency.
<b>Source of Data</b>	NCR report obtained directly from the RTMC.
<b>Method of Calculation</b>	<p>70% of applications for revocation of enforcement orders received between 1 April 2025 to 31 March 2026 should be finalised within 21 days from date of receipt by the Agency, despite whether applications are successful or not. 21 Days calculated per calendar days. Monthly, Quarterly and Annual reports will outline the following:</p> <ul style="list-style-type: none"> <li>Consider the total number of applications actually processed during the calendar month concerned (the period of consideration), irrespective of the outcome (successful, cancelled or rejected): + Pending applications outside the 21 day prescribed period: Total applications processed + Pending applications outside the 21 day prescribed period (denominator). E.g. 100;</li> <li>Determine the number of applications processed within {21} days from the actual date the application was received by the Agency, irrespective of the outcome (successful, cancelled or rejected): Applications processed within {21} days (numerator). E.g. 70;</li> <li>The “achievement” is then a simple calculation as follow: Applications adjudicated within {21} days / (Total representations adjudicated + Pending applications outside 21 day prescribed period) = <math>70 / 100 = 70\%</math>.</li> </ul> <p>The Number of applications processed against the received applications.</p>
<b>Means of Verification</b>	NCR report
<b>Assumption</b>	It is assumed that RTIA has capacity to adjudicate received applications within 21 days. It is assumed that critical staff member will be appointed for the Agency.
<b>Disaggregation of Beneficiaries (where applicable)</b>	N/A
<b>Spatial Transformation (where applicable)</b>	N/A
<b>Calculation Type</b>	Cumulative year to date
<b>Reporting Cycle</b>	Quarterly
<b>Desired Performance</b>	70%+ adjudicated within 21 days from date of receipt. Q1 = 70% Q2 = 70% Q3 = 70% Q4 = 70%
<b>Indicator Responsibility</b>	Senior Manager: Adjudications and Enforcement Orders

**TID 13.6: % of courtesy letters served/presumed served within 40 days from date of issue**

<b>Indicator Ref #</b>	<b>TID 13.6</b>
<b>Indicator Title</b>	<b>% of courtesy letters served/presumed served within 40 days from date of issue</b>
<b>Definition</b>	The indicator measures the number of courtesy letters served/presumed served within 40 days from the date of issue against total number of courtesy letters served/presumed served during the reporting period. The date of issue means the date of authorisation of a courtesy letter as recorded on the NCR / NRTOR
<b>Source of Data</b>	NCR or NRTOR reports

**RTIA APP: 2025/2026**

<b>Method of Calculation or Assessment</b>	<p>70% of courtesy letters served/presumed served from 1 April 2025 to 31 March 2026 should be served within 40 days from date of issue. Monthly, Quarterly and Annual report will outline the following:</p> <ul style="list-style-type: none"> <li>• Total Number of courtesy letters served/presumed served during the reporting period (sum of bullets 2 and 3 below) e.g. 100</li> <li>• Number of courtesy letters served/presumed served within 40 days from the date of issue e.g. 70</li> <li>• Number of courtesy letters served/presumed served outside 40 days from the date of issue</li> <li>• Achievement is then calculated as follows: Number of courtesy letters served or presumed served within 40 days from the date of issue / Total Number of courtesy letters served/presumed served = 70 / 100 = 70%</li> </ul> <p>Therefore, the above formula measures the number of courtesy letters served/presumed served within 40 days from the date of issue against total number of courtesy letters served/presumed served during the reporting period</p>
<b>Means of Verification</b>	NCR / NRTOR Reports
<b>Assumptions</b>	It is assumed that there won't be a lot of NCR / NRTOR and SAPO challenges
<b>Disaggregation of Beneficiaries (where applicable)</b>	N/A
<b>Spatial Transformation (where applicable)</b>	N/A
<b>Reporting Cycle</b>	1 April 2025 to 31 March 2026
<b>Desired Performance</b>	<p>Q1: 70%</p> <p>Q2: 70%</p> <p>Q3: 70%</p> <p>Q4: 70%</p>
<b>Indicator Responsibility</b>	Senior Manager: Operations

**TID 13.7: Approved Strategy for Rehabilitation Programme**

<b>Indicator Ref #</b>	<b>TID-13.7</b>
<b>Indicator Title</b>	Approved Strategy for Rehabilitation Programme
<b>Definition</b>	The indicator measures the development and completion of the Strategic Framework for the implementation of the Rehabilitation Programme
<b>Source of Data</b>	The AARTO Act & Regulations
<b>Method of Calculation or Assessment</b>	<ul style="list-style-type: none"> <li>• Development of a submission for the appointment of a service provider to develop the strategy</li> <li>• Request for Proposals</li> <li>• Appointment of a service Provider</li> <li>• Development of the strategy</li> <li>• Approval of strategy by EXCO</li> </ul>
<b>Means of Verification</b>	Approved Strategic framework for the implementation of the Rehabilitation Programme by EXCO
<b>Assumptions</b>	It is assumed that funds will be available for the appointment of the service provider
<b>Disaggregation of Beneficiaries (where applicable)</b>	N/A
<b>Spatial Transformation (where applicable)</b>	N/A
<b>Reporting Cycle</b>	1 April 2025 to 31 March 2026
<b>Desired Performance</b>	<p>Q1: NA</p> <p>Q2: Approved Submission</p> <p>Q3: Appointment of the Service Provider</p> <p>Q4: Approved Strategic Framework for implementation of rehabilitation programme</p>

Indicator Responsibility	SM : ED
--------------------------	---------

**TID 13.8: Number of road users reached through AARTO education and awareness social media programmes deployed**

Indicator Ref #	TID-13.8
Indicator Title	<b>Number of road users reached through AARTO education and awareness social media programmes</b>
Definition	700 AARTO Education and Awareness Social Media Programmes Messages Deployed through social media platforms (Instagram, Twitter or X and Facebook) to heighten AARTO awareness and encourage voluntary compliance with road traffic laws.  Programme refers to pre-approved schedules or list of messages to be deployed on social media platforms over a period to educate the public about AARTO and encourage voluntary compliance with road traffic laws.
Source of Data	Quarterly Reports and Social Media Implementation Plan
Method of Calculation or Assessment	Quantitative Simple Count: Number of Social Media Programme Messages Deployed against the Planned
Means of Verification	Monthly and Quarterly Reports on social media programme messages deployed through social media platforms.
Assumptions	The majority of road users have access to social media platforms. Increased uptake of social media platforms is the most preferred communication mode by the public
Disaggregation of Beneficiaries (where applicable)	N/A
Spatial Transformation (where applicable)	N/A
Reporting Cycle	Quarterly
Desired Performance	Q1: 175 Programme Messages Q2: 175 Programme Messages Q3: 175 Programme Messages Q4: 175 Programme Messages
Indicator Responsibility	Head Communication

**TID 13.9: Number of road users reached through traditional media AARTO education awareness programmes deployed**

Indicator Ref #	TID-13.9
Indicator Title	<b>Number of road users reached through traditional media AARTO education awareness programmes</b>
Definition	500 Mainstream AARTO Education and Awareness Programmes deployed through various mediums; community activations, print media platforms or radio to heighten AARTO education and awareness to encourage voluntary compliance with road traffic laws.  Programme refers to approved schedules of AARTO Education and Awareness programme activities deployed through mediums of communication as indicated in the definition above on AARTO education awareness and to encourage voluntary compliance with road traffic laws.
Source of Data	Communication and Marketing Reports on Mainstream AARTO Education and Awareness Programmes deployed
Method of Calculation or Assessment	Quantitative Simple Count: Number of AARTO Education and Awareness Programmes deployed.
Means of Verification	Monthly and Quarterly reports on Mainstream AARTO Education and Awareness Programmes deployed
Assumptions	

Disaggregation of Beneficiaries (where applicable)	N/A
Spatial Transformation (where applicable)	N/A
Reporting Cycle	Quarterly
Desired Performance	Q1: 100 Programme activities Q2: 100 Programme activities Q3: 150 Programme activities Q4: 150 Programme activities
Indicator Responsibility	Head Communication

**TID 13.10: Number of member based groups workshopped on AARTO legislation**

Indicator Ref #	<b>TID-13.10</b>
Indicator Title	<b>Number of member based groups workshopped on AARTO legislation</b>
Definition	9 member based groups workshopped on AARTO legislation and how it impacts their members and business.
Source of Data	Attendance registers of people who attended and were trained on AARTO legislation. Reports produced at the end of each round of stakeholder training.
Method of Calculation or Assessment	Quantitative: Simple count
Means of Verification	Quarterly Reports and Registers
Assumptions	The majority of stakeholder groups are aware of the intention to rollout AARTO throughout the country, including contestations on the legislation provisions, and deem it necessary to equip themselves with knowledge on how the system is designed to benefit their members.
Disaggregation of Beneficiaries (where applicable)	N/A
Spatial Transformation (where applicable)	N/A
Reporting Cycle	Quarterly
Desired Performance	Q1: 2 Q2: 2 Q3: 3 Q4: 2
Indicator Responsibility	Head Communication

**TID 13.11: Approved ICT Strategy Implemented**

Indicator Ref#	<b>TID 13.11</b>
Indicator Title	<b>Number of approved ICT Strategy Initiatives Implemented</b>
Definition	ICT Strategy is a comprehensive blueprint of: a) how an enterprise ICT team supports the business objectives and operations with optimal technology solutions; and b) how IT department run its own business.
Source of Data	ICT Annual Implementation Plan 2025/26 FY
Method of Calculation	Quantitative: Number of initiatives implemented against the Plan
Means of verification	Completion of items listed in the ICT Annual Implementation Plan
Assumptions	The Board would have approved the ICT Strategy in 2024/25 FY
Disaggregation of Beneficiaries (where applicable)	N/A.
Spatial Transformation (where applicable)	N/A
Calculation Type	Cumulative



**RTIA APP: 2025/2026**

<b>Reporting Cycle</b>	Quarterly
<b>Desired Performance</b>	Implementation of 6 Interim ICT Strategy Initiatives implemented for year 3: Q1 = N/A Q2 = ICT Annual Implementation Plan Approved Q3 = Implementation of 3 Interim ICT Strategy initiatives identified for year 3 Q4 = Implementation of 3 additional Interim ICT Strategy initiatives identified for year 3
<b>Indicator Responsibility</b>	Head: ICT

**TID 13.12: Implementation of Audit Action Plan**

<b>Indicator Ref #</b>	<b>TID-13.12</b>
<b>Indicator Title</b>	Implementation of Audit Action Plan
<b>Definition</b>	The indicator measures the percentage implementation of action plans to address audit findings for the previous financial year.
<b>Source of Data</b>	Final Auditor-General Management Report
<b>Method of Calculation</b>	Number of AG recommendations implemented / Total number of AG recommendations X 100
<b>Means of verification</b>	Approved management-developed plan or dashboard
<b>Assumption</b>	Continuous implementation, monitoring, and evaluation of the implementation plans throughout the business functions. No repeat findings
<b>Disaggregation of Beneficiaries (where applicable)</b>	N/A
<b>Spatial Transformation (where applicable)</b>	N/A
<b>Calculation Type</b>	Non-cumulative
<b>Reporting cycle</b>	Quarterly
<b>Desired Performance</b>	100% implementation of an audit action plan based on 2024/25 AGSA report to achieve Unqualified Audit Opinion  Q3: Action plans to address audit findings raised by the AGSA for the 2024/25 financial year approved Q4: 100% implementation of action plans to address audit findings
<b>Indicator Responsibility</b>	Chief Financial Officer

**TID 13.13: % Responses to Parliamentary Questions within the Stipulated Timeframes**

<b>Indicator Ref</b>	<b>TID-13.13</b>
<b>Indicator Title</b>	% Responses to Parliamentary Questions within the Stipulated Timeframes
<b>Definition</b>	The ability of the RTIA to formally respond to official parliamentary questions within stipulated timelines from the date of receipt. Time lines are stipulated by Parliament when questions are circulated to Sector Department. Responses to Parliamentary questions might be impacted by complexity and, in certain cases, dependencies from external stakeholders. In areas where the complexities are measurable internally, the turnaround time is averaged at 7 days and/or within the requirements of the Parliamentary time lines.
<b>Source of Data</b>	Approved and DoT submitted Parliamentary question answers.
<b>Method of Calculation</b>	Qualitative
<b>Means of verification</b>	RTIA's Proof of Response to Parliamentary Question
<b>Assumptions</b>	Parliament frequently asks the DoT questions on the running and compliance of the Agency to prescripts. The Agency is obligated to provide responses to all questions by Parliament
<b>Disaggregation of Beneficiaries (where applicable)</b>	N/A

<b>Spatial Transformation (where applicable)</b>	N/A
<b>Desired Performance</b>	100% of questions asked by Parliament responded to within 7 days. Q2: Bi-Annual report on the status of response to Parliamentary questions Q4: Annual report on the status of response to Parliamentary questions
<b>Indicator Responsibility</b>	Head: Strategy & Reporting

**TID 13.14: % Resolution of Reported Cases of Corruption**

<b>Indicator Ref#</b>	<b>TID 13.14</b>
<b>Indicator Title</b>	% Resolution of Reported Cases of Corruption
<b>Definition</b>	The cases of corruption differ in complexity and require different competencies, which may not always be within the Agency's reach. The Agency is required to report on a Bi-annual basis on the status of each fraud and corruption case reported in line with the RTIA Fraud prevention policy and fraud prevention plan. 95% of all incidents of fraud & corruption to be reported within 180 days.
<b>Source of Data</b>	Whistle-blower Report ,RTIA Fraud & Corruption Case Register
<b>Method of Calculation</b>	Quantitative
<b>Means of verification</b>	Number of corruption cases reported on different platforms and captured on a register
<b>Assumptions</b>	The nature of the traffic management business has historically been dominated by reports of bribery, fraud and corruption
<b>Disaggregation of Beneficiaries (where applicable)</b>	N/A
<b>Spatial Transformation (where applicable)</b>	N/A
<b>Desired Performance</b>	100% Resolution (Investigation Stage) of reported incidents of Corruption within 90 days Q2: Bi-Annual report on steps taken to ensure resolution of reported incidents of corruption Q4: Annual report on steps taken to ensure resolution of reported incidents of corruption
<b>Indicator Responsibility</b>	Executive Legal & Compliance

**TID 13.15: % Reduction of cases of wasteful and fruitless expenditure**

<b>Indicator Ref #</b>	<b>TID-13.15</b>
<b>Indicator Title</b>	Percentage reduction of cases of wasteful and fruitless expenditure
<b>Definition</b>	The indicator measures the percentage reduction of cases of wasteful and fruitless expenditure incurred.
<b>Source of Data</b>	Quarterly Financial Report Fruitless and wasteful expenditure register
<b>Method of Calculation</b>	Quantitative – Simple count Number of cases of wasteful and fruitless expenditure incurred / Total number of cases of fruitless and wasteful expenditure reported in previous year X 100
<b>Means of verification</b>	Bi-Annual and Annual Reports on reduction of fruitless and wasteful expenditure cases incurred by the Agency and approved by the CFO
<b>Assumptions</b>	Financial reports are reliable and accurate. Opening balance is subject to condonement.
<b>Disaggregation of Beneficiaries (where applicable)</b>	N/A
<b>Spatial Transformation (where applicable)</b>	N/A
<b>Calculation Type</b>	Cumulative year to date
<b>Reporting cycle</b>	Bi-annually
<b>Desired Performance</b>	Reduction of cases of wasteful and fruitless expenditure which will lead to a strengthened control environment. Q2: 100% reduction of cases of wasteful and fruitless expenditure Q4: 100% reduction of cases of wasteful and fruitless expenditure
<b>Indicator Responsibility</b>	Chief Financial Officer

**TID 13.6: % reduction of cases of irregular expenditure**

<b>Indicator Ref #</b>	<b>TID-13.16</b>
<b>Indicator Title</b>	Percentage reduction of cases of irregular expenditure
<b>Definition</b>	The indicator measures the percentage reduction of cases of irregular expenditure incurred.
<b>Source of Data</b>	Quarterly Financial Report Irregular expenditure register
<b>Method of Calculation</b>	Quantitative – Simple count Number of cases of irregular expenditure incurred / Total number of cases of irregular expenditure reported in the previous year X100
<b>Means of verification</b>	Quarterly Financial Statements Annual Financial Statements
<b>Assumptions</b>	Financial reports are reliable and accurate Opening balance is subject to condonement.
<b>Disaggregation of Beneficiaries (where applicable)</b>	N/A
<b>Spatial Transformation (where applicable)</b>	N/A
<b>Calculation Type</b>	Cumulative year to date
<b>Reporting cycle</b>	Bi-annually
<b>Desired Performance</b>	Reduction of irregular expenditure that will lead to a strengthened control environment. Q2: 95% reduction of cases of irregular expenditure Q4: 95% reduction of cases of irregular expenditure
<b>Indicator Responsibility</b>	Chief Financial Officer

**TID 13.17: 100% valid Supplier Invoices Paid within 30 days**

<b>Indicator Ref #</b>	<b>TID-13.17</b>
<b>Indicator Title</b>	100% valid Supplier Invoices Paid within 30 days
<b>Definition</b>	The indicator measures the efficiency of payment turnaround of valid supplier invoices that are paid within 30 days from the date of receipt of a valid invoice and indicates the average speed at which the payments are made. A valid invoice is received when it is received by Finance and it is signed by the user/ it is accompanied by the signed delivery note/service card. 30 days is applicable from the day that the invoice is declared valid by the RTIA Finance Unit standards.
<b>Source of Data</b>	Primary data/information
<b>Method of Calculation</b>	Quantitative - ratio (Number of invoices paid within 30 days/Total number of invoices paid )*100
<b>Means of verification</b>	Quarterly report approved by Chief Financial Officer Annual Financial Statements
<b>Assumptions</b>	Financial reports are reliable and accurate
<b>Disaggregation of Beneficiaries (where applicable)</b>	N/A
<b>Spatial Transformation (where applicable)</b>	N/A
<b>Calculation Type</b>	Non-cumulative
<b>Reporting cycle</b>	Quarterly
<b>Desired Performance</b>	100% of valid supplier invoices are paid within 30 days.
<b>Indicator Responsibility</b>	Chief Financial Officer