

Frequency	Programme	Sub Programme	Indicator	Indicator Type	Outcome	Cluster	Audited outcome FY 2018 - 19	Quarter - 1				Quarter - 2				Annual Performance						
								Target Q1	Preliminary Q1	Validated Q1	Reason for Deviation Q1	Corrective Action Q1	Target Q2	Preliminary Q2	Reason for Deviation Q2	Corrective Action Q2	Annual Target	Preliminary				
Annually	Programme 1: Administration	Management of the Department	DPSA KPA 1 Score	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster												55				
			DPSA KPA 2 Score	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster													25			
			DPSA KPA 3 Score	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster														60		
			DPSA KPA 4 Score	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster														88		
			DPSA KPA 5 Score	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster														54		
			DPSA KPA 6 Score	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster														96		
			DPSA KPA 7 Score	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster														94		
			DPSA KPA 8 Score	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster														75		
			Human Resource performance score through the DPSA Assessment Tool	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster														75		
	Programme 2: Transport and Infrastructure	2.2 Infrastructure Planning	Construction	Number of IPIN Operational Plans developed	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster												1	0		
				Number of kilometres of gravel roads visually assessed as per the applicable TMI manual	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	7900												7900	0	
				Number of kilometres of surfaced roads visually assessed as per the applicable TMI manual	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	3950												3950	0	
			Maintenance	Kilometres of declared road	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster													33100	0	
				Kilometres of new gravel access roads constructed	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster													200	12.39	
				New major vehicle bridges constructed	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster													16	0	
				New pedestrian bridges constructed	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster													3	0	
			Programme 3: Transport Operations	3.2 Public Transport Services		% of blacktop road network in a 'poor to very poor' condition	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster											57	0	
						No. of learners transported	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster												47740	
						Number of public transport operators that are compliant with the public transport regulations	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster												61000	
	Programme 4: Transport Regulation	4.2 Transport Administration and Licensing	Traffic Law Enforcement	Number of routes subsidised	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	2074											2074			
				Number of schools receiving transport services	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster												332			
				Tonnes of freight migrated	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster												100000			
				Number of compliance inspections conducted	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	1230												1335		
				Number of fatalities (per 100,000 vehicle kms)	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster													2025		
Number of goal directed law enforcement operations undertaken				Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster													3365			
Programme 5: Community Based Programme				Continuity Based Programme		Number of empowerment programmes developed	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster												1	
	Value of contracts awarded to emerging entrepreneurs (in R millions)	Non-Standardized	An efficient, competitive and responsive economic infrastructure network			The Economic Sectors, Employment and Infrastructure Development cluster												716				
	Value of contracts awarded to Youthful contractors on Grades 1 to 3 (in R millions)	Non-Standardized	An efficient, competitive and responsive economic infrastructure network			The Economic Sectors, Employment and Infrastructure Development cluster												500				
	Value of public transport transformation contracts (in R millions)	Non-Standardized	An efficient, competitive and responsive economic infrastructure network			The Economic Sectors, Employment and Infrastructure Development cluster												216				
Quarterly	Programme 2: Transport and Infrastructure	2.4 Construction	Number of kilometres of gravel roads upgraded to surfaced roads	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	59.88	7	4.56	4.56	Target was not achieved due to poor performance of Contractors and slow performance on site.		17	3	Target was not achieved due to poor performance of Contractors and slow performance on site.	Targets are expected to improve in the 3rd quarter	60	0				
			Number of square metres of non-motorised transport facility constructed	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster		0	3387.50	3387.50	For the 1st quarter of the financial year, there is no target, however on P49 During the tender stage of this project, there was no identification of constructing sidewalks, which will be used.		5000	3853.05	for the 1st quarter of the financial year, there was no target, however 3,387.50 sqm was achieved on P49 which is why there is an under achievement for the 2nd quarter.	Targets are expected to improve in the 3rd quarter	25000	0				
			Number of kilometres of gravel roads bladed	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	65411.80	15000	14616.21	14337.73	Target has not been met due to blading is mostly done by in house teams and the shortage		10000	12270.39	Target was exceeded due to target not being met in the 3rd quarter.		90000	0				
			Number of kilometres of gravel roads re-gravelled	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	849.89	200	142.52	133.90	Target has not been met due to the advertising of some regravelling contracts, however, these projects have now been awarded and outputs are expected to be achieved in the 2nd quarter		450	88.88	Target has not been met due to the advertising of some regravelling contracts, however, these projects have now been awarded and outputs are expected to be achieved in the 3rd quarter.		2200	0				
		2.5 Maintenance	Number of square metres of blacktop patching	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	1925150.95	120000	484066.86	498806.87	Target was exceeded due to high rainfall than usual which accelerated the deteriorating road network which caused a lot of potholes. This is due to the increase of the rain.		160000	359030.85	Target was exceeded due to high rainfall than usual which accelerated the deteriorating road network which caused a lot of potholes.	This is due to the increase of the road network in the poor to very poor condition so excessive Pothole Patching had to be done to ensure that the road was safe for road users at all times.	750000	0				

		Number of square metres of surfaced roads rehabilitated	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	1874219.02	200000	539366.78	539175.85	Target was exceeded on Rehab due to P324, D870, P1-1, and P14-1 being fast tracked.	300000	321832.30	Rehab has over-achieved in the 2nd quarter due to carry-overs from the 2018/19 financial year, the following projects reflected outputs P577.1 and P47.2. This resulted to over-achievement of outputs than initially planned as per targets on the APP.	2500000	0
		Number of square metres of surfaced roads resaled	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	998961.46	50000	374582.15	374582.15	Target has been exceeded on Reseals due to P1-10 and P68-2 being fast tracked.	50000	0	Reseal has under-achieved in the 2nd quarter as there were delays with the rolling out of ZNT 4198/171 projects, there are currently no reseal projects on the ground. All the roll-over projects were reported in quarter 1.	500000	0
Programme 3: Transport Operations	3.2 Public Transport Services	Number kilometers subsidised	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	41360571	10214017	10127517	10127517	Durban Transport has a huge influence on the output. Their statistics are factored by dividing the DOT subsidy, which is fixed, by the total fleet amount. This factor is	10525961	10301655	Calendar months in the 2nd quarter have fewer days due to school holidays and public holidays resulting in under performance in terms of the planned output.	41620660	10301655
		Number of Provincial Regulating Entity hearings conducted	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	475	115	165	165	There is an over-achievement due to fast tracking of all outstanding applications within PRE	115	254	There is an over-achievement due to the fast tracking of all outstanding applications within PRE. The transactions vary from renewals, additional authority, transfers and lifting of the moratorium applications. An operating licence becomes part of a backlog as soon as it reaches a 90 day period. The current team of adjudicators considers applications for all PRE sites with regions visited twice a month	460	419
		Number of routes subsidised	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster		2074	2074	2074		2074	2074		2074	2074
		Number trips subsidised	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	1165396	292385	285535	285535	Durban Transport has a huge influence on the output. Their statistics are factored by dividing the DOT subsidy, which is fixed, by the total fleet amount. This factor is	301299	300841	Calendar months in the 2nd quarter have fewer days due to school holidays and public holidays resulting in under performance in terms of the planned output.	1191196	300841
		Subsidy per passenger	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster		19.60	20.46	20.46	The increase in fuel price has resulted in an increase in escalation which in turn has resulted in an increase in subsidy.	20.40	20.49	The increase in fuel price has resulted in an increase in escalation which in turn has resulted in a n increase in subsidy	22.90	20.49
	3.3 Transport Safety and Compliance	Number of crossing patrols provided	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster		174	175	175	In order to create a safer road environment an additional site at an identified hazardous location was activated in partnership with Ray Nkonyeni Municipality to ensure the safety of learners	174	182	A variance in actual output is recorded due to additional sites that were activated following numerous public protests at schools where communities demonstrated their concerns regarding the safety of learners	174	182
		Number of decentralised PRE offices established	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster		0	0	0		0	0		0	0
		Number of road safety awareness programmes	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	6	6	6	6	Target has been met	6	6	Target achieved	6	12
		Number of routes that have been evaluated for economic viability	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster		0	0	0		0	0		0	0
		Number of schools involved in road safety education programme	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	1252	307	316	316	The Directorate partnered with the Department of Health for Child Protection week hence the over-achievement	313	336	Partnered with Department of Education during boys camp hence requests from stakeholders in the interest of safer roads	1246	852
Programme 4: Transport Regulation	4.4 Law Enforcement	Number of drunken driving operations conducted	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	520	66	246	249	During this reporting period the Directorate over-achieved its target by 180 on number of Drunken Driving operations conducted. The over-achievement was due to the call that was made by the Deputy Director of Public Prosecutions to conduct more operations in the Pietermaritzburg and surrounding areas to support the dedicated court established to deal with	44	134	1. During this period the Directorate over-achieved by 50. 2. The over-achievement was due to the call by the Deputy Director of Public Prosecutions and office of the Chief Prosecutor to conduct more operations in the Pietermaritzburg and surrounding areas to support the dedicated court established to deal with Dragger cases.	220	380
		Number of goal directed enforcement operations of public transport conducted (Operation Shanela)	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster		220	207	207	The Directorate has under performed due to the fact that the staff members were on annual leave and some were on sick leave	220	225	There was a need for enforcement to be done in a number of conflict areas around the Province simultaneously. Officers had to be divided into smaller contingents to address the enforcement needs together with the need to monitor the conflict in the different areas. This led to the over-achievement	880	832
		Number of law enforcement officers employed	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster		768	768	768	Target met. No resignations, retirements and exits through natural attrition during this	768	768	Target achieved	768	768
		Number of speed operations conducted	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	16003	4500	4269	4273	1. During this reporting period the Directorate under-achieved its target by 231 Speed Operations conducted. 2. The reasons for the under-achievement is attributed to the fact that officers had to be placed on high alert to deal with blockages and protests. 3. Officers had to be placed at high risk areas. 4. Furthermore officers attended to 825 crashes of which 5 267 manhours were lost. In addition to this officers attended to 690 obstructions of which 4 340 manhours were	5500	4427	During this quarter the Directorate under-achieved by 1 073 speed operations conducted. The reasons for the under-achievement is the continuity of officers being placed on high alert to deal with truck blockages and protests. Furthermore, officers attended to 723 crashes, 751 obstructions and escorted 457 abnormal loads of which 11 891 manhours were lost. A total of 29 203 hours were lost due to examining functions at the 5 Provincial Driving Licence Testing centres	18250	8696

		Number of vehicle stopped and checked	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	1100274	390000	336062	336000	1. During this reporting period the Directorate under-achieved its target by 53 938 on vehicles stopped and checked 2. This is due to the redeployment of officers to focus on the truck protests as a result planned operations had to be cancelled and scaled down 3. Furthermore officers attended	Once the truck protests stabilise additional operations will be scheduled during the second quarter to meet the shortfall of the 1st quarter and to achieve the 2nd quarter	390000	338307	1. During this quarter the Directorate under-achieved by 11693. 2. Furthermore Officers attended to 723 crashes, 751 obstructions and escorted 457 abnormal loads of which 13891 manhours were lost. A total of 29203 hours were lost due to examining functions at the 5 Provincial Driving Licence Testing Centres.	Additional vehicle check point operations will be scheduled during the 3rd quarter to try and meet the shortfall of the first two (2) quarters.	1600000	674899						
		Number of vehicles weighed	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	159409	45000	36633	36683	1. During this reporting period the Directorate under-achieved its target by 8 367 on number of vehicles weighed 2. The reasons for the under achievement was due to Vryheid, Port Shepstone and Newcastle weighbridges being non-operational during this period due to connectivity and infrastructure	Measures are in place to repair the connectivity problems at the weighbridges	45000	38772	1. During this quarter the Directorate under-achieved by 6228 vehicles weighed. 2. The under achievement is attributed due to the migration of data from Trafman system to the new Witu-Weigh system, down time was experienced at the weighbridges. 3. Furthermore Officers had to undergo training on the new system which resulted in no weighing activities taking place over quite a number of days.	Over the 3rd quarter extended operations will be conducted at the 14 operational weighbridge sites.	155000	75405						
	Transport Administration and Licensing	Number of licence compliance inspections conducted	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster		437	446	446	More DLTCs were visited during the quarter than anticipated		207	222	Some DLTCs were visited more than twice during the quarter therefore the over achievement		1335	668						
Programme 5: Community Based Programmes	SA EPWP Co-ordination and Monitoring	Number of employment days created	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster		815975	672498	814743	The 1st quarter target for Person days was not met due to the delay in the implementation of the projects	To update all quarter 1 achievements on the ERS and report on VBSM	1087965	1177963	The 2nd Quarter target for person days has been met		432000	1850401						
		Number of Full Time Equivalents (FTEs) created	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	14835	4000	2924	3542	The 1st quarter target for FTEs was not met due to the delay in the implementation of the projects	To update all quarter 1 achievements on the ERS and report on VBSM	5000	5112	The 2nd Quarter target for FTEs was met		19000	8036						
		Number of jobs created	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	44008	34701	41918	39706	The 1st quarter target for work opportunities has been preliminary over achieved. This is as a result of Zibambele	To validate all quarter 1 information through reporting on EPWP Reporting System (FRS)	8068	8274	The 2nd Quarter target has not been met but the performance reporting has improved.	To intensify data collection and capturing employment information from Capital projects	58250	47192						
		Number of people living with disabilities	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	101	23	0	35	The PWD target was not met. This is due to the delay in the implementation of the projects	To validate all quarter 1 information through reporting on EPWP Reporting System (FRS)	31	39	The 2nd quarter target for PwD was met		110	39						
		Number of women employed	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	38616	31734	41035	36820	The 1st quarter target for women participants was met and over achieved. This is due to the implementation of the projects	To validate all quarter 1 information through reporting on EPWP Reporting System (FRS)	3733	3115	The 2nd quarter target for women was not met but was 85% achieved	To ensure that 60% of newly recruited participants are women as per the EPWP phase 4 targets	42000	44150						
		Number of youths employed (18 – 35)	Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster	7115	3150	531	4618	The 1st quarter target for youth was not met. This is due to the majority of reported work opportunities is from the Zibambele Programme which mostly consists of placements	To validate all quarter 1 information through reporting on EPWP Reporting System (FRS)	2250	3995	The 2nd quarter target for Youth was met and overachieved due to the implementation of Vukuzakhe Youth Maintenance Programme		9000	4526						
	Community Development	Number of training opportunities created for people with disabilities	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster		2	0	0	There has been a challenge with suitable training venues as they are not customised for people with disabilities	The Social Development Sub-Directorate is in the process of engaging OTP to obtain suitable venues for the workshops	2	11	The numbers were increased due to the Transportation Committees workshops	In the future all reporting Directorates should provide all planned workshops and trainings to Capacity Building in order to adjust	8	11						
		Number of training opportunities created for women	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster		60	69	72	The workshop attracted more people than anticipated the 9 seats could not be deprived the opportunity. The workshop	Target was achieved; however, it was over achieved. Close monitoring of training will be conducted	60	245	The numbers were increased due to the Transportation Committees workshops	In the future all reporting Directorates should provide all planned workshops and trainings to Capacity Building in order to adjust	250	314						
		Number of training opportunities created for youth	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster		62	58	54	Youth possibly lack information of the training opportunities the Department offers.	Target was not achieved for quarter 1. Capacity Building Sub-Directorate will conduct workshops to disseminate	63	150	The numbers were increased due to the Transportation Committees workshops	In the future all reporting Directorates should provide all planned workshops and trainings to Capacity Building in order to adjust	250	208						
		Number of Zibambele contractors employed	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster		42714	40746	39583	The 1st quarter target for Zibambele was not met. This is due to the delay in the implementation of the projects	Target was achieved; however, it was over achieved. Close monitoring of training will be conducted	42714	40028	The 2nd quarter target for Zibambele was not met	To report replacement of deceased Zibambele participants and provide all supporting documentation	43000	40028						
		Small contractors trained through the Vukuzakhe Emerging Contractor Development Programme	Non-Standardized	An efficient, competitive and responsive economic infrastructure network	The Economic Sectors, Employment and Infrastructure Development cluster		125	199	197	Mentors have started with the strategy of collaborating with municipalities that attracted more participants for	Target was achieved; however, it was over achieved. Close monitoring of training will be conducted	125	97	Due to the Vukuzakhe review many contractors were placed on hold since July 2019	The output of the review will give guidance to the corrective action of this indicator	500	296						
<b>Total :</b>		<b>64</b>																					
<b>Feedback</b>																							
<b>Quarter - 1</b>						<b>Quarter - 2</b>						<b>Quarter - 3</b>						<b>Audited Annual</b>					
<b>Username Q1</b>	<b>Role Q1</b>	<b>Feedback Q1</b>	<b>Dated Q1</b>	<b>Username Q2</b>	<b>Role Q2</b>	<b>Feedback Q2</b>	<b>Dated Q2</b>	<b>Username Q3</b>	<b>Role Q3</b>	<b>Feedback Q3</b>	<b>Dated Q3</b>	<b>Username</b>	<b>Feedback</b>	<b>Dated</b>									
				<b>Sthandwe Duze</b>	Department Coordinator	Please find the second quarter preliminary figures for your	24/10/2019																
				Sthandwe Duze	Department Coordinator	Please find for your consideration and approval	31/10/2019																
				Sbusiso Gumbi	Head of Department	Approval Certificate: Q2- Good day	31/10/2019																
Noshahla Khanyile	OTP Coordinator	Please receive the report with comments.	22/07/2019																				
Sbusiso Gumbi	Head of Department	Approval Certificate: Q1- Good day	31/07/2019																				
Sibongile Mhlongo	National Oversight	Report noted	24/07/2019																				
Sthandwe Duze	Department Coordinator	Please find data captured thus far which we are interacting with. Kind regards	15/07/2019																				
Sthandwe Duze	Department Coordinator	Dear Hod	30/07/2019																				