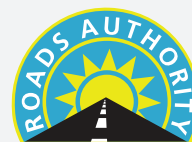


THE ROADS AUTHORITY ANNUAL REPORT 2020/21



Constructing and maintaining Namibia's road network
www.ra.org.na



SAFE ROADS TO PROSPERITY



NAMIBIA
RANKED THE
COUNTRY WITH
BEST ROADS
IN AFRICA

5

CONSECUTIVE
YEARS

The Roads Authority, whose core business is to construct and maintain Namibia's road sector, plays a pivotal role towards road safety in Namibia. Namibia's road network has been ranked among the best in quality, efficiency and sustainability in Africa...

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LIST OF TERMS

ABIS	Automated Biometric Identification System
BMS	Bridge Management System
CBRTS	Cross Boarder Road Transport System
DR	District Road
DRC	Disaster Recovery Centre
eNaTIS	Electronic National Traffic Information System
GVM	Gross Vehicle Mass
HDM4	Highway Development Model 4
IBMS	Integrated Business Management System
IRI	International Roughness Index
ITS	Intelligent Transport System
LOS	Levels of Service
MR	Main Road
MTLRMP	Medium to Long Term Roads Master Plan
MV	Motor Vehicle
NaTIS	National Traffic Information System
NCS	Namibia Correctional Services
OSHE	Occupational Safety, Health and Environment
PMS	Pavement Management System
PDC	Production Data Centre
RA	Roads Authority
RFA	Road Fund Administration
RMS	Road Management System
RPTM	Road Permit Transport Management
RRS	Road Referencing System
RUC	Road User Cost
SME	Small and Medium Enterprise
TR	Trunk Road
TRAFMAN	Traffic Management System
TSS	Traffic Surveillance System
VKT	Vehicle Kilometre Travelled
VOC	Vehicle Operating Cost

OUR CORE VALUES

The Roads Authority defined five (5) core values, illustrated by the acronym **ROADS**:

R

RESPECT

We believe that there is strength in diverse teams. Therefore, we respect people from all walks of life.

O

OPEN COMMUNICATION

We believe that people who connect and share information freely are enabled to align towards achieving shared goals. Therefore, we commit to sharing relevant information in an open and transparent manner.

A

ACCOUNTABILITY

We are uncompromisingly committed to good governance and therefore expect employees, at all levels of the organisation, to uphold ethical principles and be accountable for their decisions and actions.

D

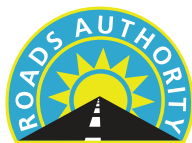
DEDICATION

We are committed to work together as a team in our quest to deliver on our mandate, irrespective of the many obstacles we might face. We will always support one another and never give up.

S

SERVICE EXCELLENCE

We are in pursuit of excellence in everything we do. Therefore, we are always seeking new innovative solutions in providing quality service to our stakeholders.



SAFE ROADS TO PROSPERITY

BRAND PROMISE

SAFE ROADS TO PROSPERITY



OUR VISION

A sustainable road sector which is ahead of national and regional socio-economic needs in pursuit of Namibia's Vision 2030.



OUR MISSION

To manage the national road network to achieve a safe and efficient road sector in support of socio-economic growth.



BOARD OF DIRECTORS

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Our Board of Directors comprises of a team of skilled individuals appointed to represent our shareholders. The Board's mandate is to provide strategic leadership and to establish policies for corporate management and oversight, and to make decisions on corporate governance.

06

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Mr. Brian Katjaerua

Chairperson



Ms. Erna Motinga

Deputy Chairperson



Ms. Lily Brandt

Director



Mr. Clive Smith

Director



Mr. Tuli-Meamenno Nashidengo

Director



CHAIRPERSON'S STATEMENT

Mr. Brian Katjaerua

Chairperson

The Roads Authority's mandate is to manage Namibia's national road network with a view to achieve a safe and efficient road sector. Ever since our inception, we have been striving to build an organization that delivers a superior national road network.

During the 2020/21 financial year, we had to change the way we do things due to the COVID-19 pandemic. Nonetheless, the RA had to continue its operations to ensure that we deliver services to our stakeholders and ensure safe roads to all motorists.



The Roads Authority remains committed to good corporate governance, transparency and sustainability. To this end our governance efforts are annually assisted by the independent board evaluation that is performed. Despite facing uncertain times due to COVID-19, I am proud to report that we have made significant strides in enhancing our performance as an organization.

The Board of Directors term of office was extended on 09 December 2020 for a period of six (6) months or until the new RA board has been appointed by the Minister of Works and Transport to ensure that the Authority continues to carry out its mandate.

During the reporting period, the RA received its budget proportion of N\$ 3 338 873 612.00. The amount consisted of the N\$ 1 859 463 612.00 budget allocation from the Road Fund Administration (RFA) representing 56%, supplemented by N\$ 1 479 410.00 representing 44% funding from the Government (GRN). The administration budget including the administrative projects budget amounts to N\$ 514 453 612.00 .00, representing 15% of the total RA budget for the 2020-2021 Financial Year.

It is important that the RA is in full compliance with the National Affirmative Action policy. In that regard, the RA has attained its affirmative action compliance certificate for the 2019/20 financial

year from the Employment Equity Commission. The Performance and Governance Agreements for all Board Members, the performance agreement for the Chief Executive Officer and Senior Management of the RA have been signed and in are place.

The RA has placed the importance of good corporate governance by strengthening the functions of Board Committees such as the Audit, Risk and Compliance Board Committee and Human Resource Board Committee and I am happy to report that the RA's financial statement for the period under review was sound, hence no qualification opinion was issued by the External Auditors.

The Enterprise-wide risk management is an integral part of RA's fulfillment of its mandate and the Board has overall responsibility for risk management within the organization. I am pleased to report that Enterprise-wide Risk Assessment exercise for the RA is in place and all risks pertaining to strategy, operations, and compliance or environmental were assessed, and mitigation strategies to reduce the risks will be implemented. During the period under review, the Board has also approved the Risk Policy.

The RA takes tremendous pride in contributing to skills development and enriching the lives of community members within which it operates. As such, the RA is involved in the funding of various human capital

development projects. In that regard, in terms of its Key Performance Indicators (KPI), the organization has performed well during the period under review.

The implementation of the Public Procurement Act 15 of 2015 and Regulations as well as budget constraints proved to be more cumbersome. This has resulted in delayed implementation of both new and progress of old projects, thus resulting in delays during the procurement of the projects and suspension of work due to delayed payments.

However, the RA with the guidance of the Board set ambitious targets in fulfillment of its core business objectives and during the 2020-2021 financial year, the entity endeavored to meet expectations in some of its key responsibilities.

A total of 243 km has been re-graveled during the 2020/21 financial year against the annual target of 350km. Additionally, a total of about 350 km has been resealed against the annual target of 500km.

It is worth reporting that we have also completed 45 km of roads constructed to gravel standard from several access roads connecting schools and clinics in the Ohangwena and Omusati Region.

I am pleased to state that, the implementation of the Harambee Prosperity Plan and National Development Plan 5, remains a top priority for RA to be achieved from the programmes of construction of roads to dual carriageway and bitumen standards. A total of 130 km has been realized from the following projects:

- TR 6/1: Windhoek - Okahandja upgrade to dual carriageway
- MR44/36: Swakopmund- Walvis Bay upgrading to dual carriageway
- TR9/1: Windhoek- Hosea Kutako International airport road upgrading to freeway standard
- MR44/76: Swakopmund- Henties Bay road upgrading to bitumen standard:
- MR120: Okatana - Endola road upgrading to bitumen standard

- TR8/2: Road through Grootfontein, upgrading to dual carriageway
- DR3508: Namalubi- Luhonono road upgrading to bitumen standard
- MR120: Bypass: upgrading to bitumen standard

The RA is committed to bringing its services to the people, thus one registering authority was completed during the period under review.

As we reflect on these achievements, it is also imperative to be mindful of the challenges we faced. With the glitch of the economic challenges facing the country, state of emergency declared by the Head of State, travelling restrictions and the impact of the COVID-19 pandemic, the RA was not spared of the economic pinch felt across all sectors of our economy, thus, major financial challenges resulting in inadequate funding and delayed payments. As a result, we have a backlog on the funding of rehabilitation of bitumen roads, building of gravel roads and re-gravelling of gravel roads. Hence, going forward, the RA will have to focus on optimal funding for rehabilitation and we must develop a strategy that will ensure efficient and sustainable utilization of resources in the delivery of our core functions which will bring effectiveness, so that we do more with the less resources at our disposal.

APPRECIATION

As the Chairperson of the Board, the past three (3) years and eight (8) months were inspirational, as I have seen the organization grow, not only in terms of the network but in its leadership and its commitment to provide a safe and efficient road network to the Namibian people.

I would like to thank my fellow Board members, the Chief Executive Officer, Senior Management and staff for their dedication and commitment to the goals we have set for ourselves during the past financial year. The team efforts demonstrated by the entire RA staff is indeed commendable.

The RA Board looks forward to the new financial year with greater expectations, higher goals and with the dynamic RA team of management and staff, we remain committed to working hard to achieving our set plans.



The RA takes tremendous pride in contributing to skills development and enriching the lives of community members within which it operates.

CORPORATE GOVERNANCE

Corporate governance is the system of rules, practices, and processes by which an organisation is directed and controlled. Corporate governance essentially involves balancing the interests of an organisation's stakeholders and provides the framework for attaining an organisation's objectives. It encompasses practically every sphere of management, from action plans and internal controls to performance measurement and corporate disclosure. Good corporate governance is important in enabling the Board to fulfill the organisation's mandate, to tackle challenges and to seize opportunities, in an environment of continual change, both internal and external to the Roads Authority. Therefore, the Board keeps the governance structures and arrangements under review on an on-going basis in order to ensure that the organisation's processes remain at the forefront of best practice, are aligned to the needs of the organisation, and manage risks and provide assurance and accountability in a transparent way for the benefit of the organisation's shareholders and all stakeholders.



BOARD COMPOSITION

The Board is the ultimate governing body of the Roads Authority, responsible for the long-term strategy of the organisation. It oversees the organisation's financial sustainability, and sets and monitors policies that govern the organisation's activities. The Board also ensures compliance with applicable legislation, documents, directives and ensures accountability.

The Board of Directors for the Roads Authority are appointed by the Minister of Works & Transport. The current Board has been appointed for the period 15 July 2017 – 31 August 2021. The Board is comprised of five independent non-executive directors, including the Chairperson of the Board. One member of the Board resigned effective 30 November 2020. The Board is guided by the Board Charter.

The below table indicates the current directors of the Roads Authority.

NAME	POSITION ON BOARD
Mr. Brian Katjaerua	Chairperson
Ms. Erna Motinga	Deputy Chairperson
Ms. Lily Brandt	Director
Mr. Clive Smith	Director
Mr. Tuli-Meameno Nashidengo	Director

SCHEDULE OF BOARD MEETING ATTENDANCE DURING THE 2020/2021 FINANCIAL YEAR

The table below shows the attendance of Directors at Board Meetings during the (2020/21) financial year. The attendance is expressed as the number of meetings attended out of the number eligible to be attended.

NAME	NUMBER OF MEETINGS ATTENDED (OUT OF 9 MEETINGS)
Mr. Brian Katjaerua	4/5
Ms. Erna Motinga	5/5
Ms. Lily Brandt	5/5
Mr. Clive Smith	4/5
Mr. Tuli-Meameno Nashidengo	4/5

BOARD COMMITTEES

The Roads Authority has a governance structure comprised of the Board of Directors, with two sub-Committees that assist the Directors in the execution of their mandate. The sub-Committees are: the Audit, Risk

and Compliance Committee and the Human Resources Committee. The Committees continue to work effectively, thus enabling the Board to concentrate on matters of strategic importance.

Each Committee has four scheduled annual meetings, however, the frequency may vary depending on the needs of the Organisation. The sub-Committees are guided by their respective Terms of Reference, which are reviewed annually.

Audit, Risk and Compliance Committee

The Audit, Risk and Compliance Committee assists the Board in discharging its duties by ensuring that there are adequate controls and systems in place for the reliability of the financial results and accountability for the organisation's assets. The Committee is tasked to deal with risk management, internal controls, financial reporting processes, auditing processes, anti-corruption, fraud and theft.

The Committee comprises of Ms. L. Brandt as the Chairperson, Ms. E. Motinga, Mr. C. Smith and Mr. T. Nashidengo as members.

Human Resources Committee

The Human Resources Committee is mandated by the Board to create an organisational culture, structure and process that supports the development of employees and actualization of potential performance.

The Committee comprises of Mr. C. Smith as Chairperson, Ms. L. Brandt and Mr. T. Nashidengo as members.

DISCLOSURE OF INTERESTS

The Roads Authority considers it important that the Board must make all its decisions independently, transparently and without any conflict of interests that could affect judgment or decisions. Disclosure of interest is a standard agenda item at every Board and Committee meetings.

In the event that there is a conflict of interest, the Director must recuse himself/herself from the deliberations and decisions, after providing all the relevant information at his/her disposal.

BOARD REMUNERATION

The Board Remuneration is paid as per the directives of Government Notice No. 174 of 2010: Directives in Relation to Remuneration Levels for Chief Executive Officers and Senior Managers of State – Owned Enterprises and Annual Fees and Sitting Allowance for the Board Members: Public Enterprises Governance Act, 2006 as amended.

BOARD EVALUATION

A 360 degree Board evaluation was conducted in November 2020 in order to ensure that the Board remains effective and executes their duties accordingly.

EXECUTIVE COMMITTEE

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The Executive Committee is a standing committee that acts as a steering committee for the Board of Directors. It prioritises issues for the Board to address.





Mr. Conrad Mutonga Lutombi

Chief Executive Officer



Ms. Rauna Hanghuwo

Executive Officer: Engineering



Mr. Wilfried Brock

Executive Officer: Transport Regulatory
and Inspectorate

Vacant

Executive Officer: Corporate Services

CHIEF EXECUTIVE OFFICER'S STATEMENT

Mr. Conrad Mutonga Lutombi

Chief Executive Officer

The 2020/21 financial year commenced during the nationwide lockdown as our Government put measures in place to contain the spread of the COVID-19 pandemic.

As the year unfolded, we faced not only the challenge of the pandemic's dire effect on the country's economy, we also had to ensure the safety and wellbeing of our staff and devise strategies on how to manage the stoppage of construction work on our projects. This was a mammoth task ahead of us and it was not business as usual.



A Covid-19 Taskforce Committee was established to come up with strategies on how to contain the virus at the workplace and to ensure minimum disruptions in our operations. The prevention and management of Covid-19 infections in the workplace became an instant priority and funds were re-channeled to that course. Funds were used for the procurement of office disinfection services and Personal Protective Equipment (PPE) and goods. Staff members were also provided laptops and 4G's to work enable them to work remotely. Moreover, a Pandemic Management Policy was developed to enhance and regulate the management of pandemics in the workplace.

In our true nature, we continued to carry out our strategic imperatives as defined in Vision 2030, Fifth National Development Plan (NDP5) and the Harambee Prosperity Plan II 2021 – 2025 (HPPII).

ROAD NETWORK MANAGEMENT

Despite facing unprecedented times due to COVID-19, this has been the year that the RA continued with an advanced range of ambitious initiatives, while continuing to adjust to a changed economic landscape. It has been a year that we drew new strengths from the creative interplay of our workforce, while focusing on how, what we do here, can serve the common good of our country and people.

Roads continue to be Namibia's most dominant mode of transport as they provide a base for a number of activities that contribute to our

country's economy and creation of jobs. Thus, despite the continuing fallout from the global economic downturn, the RA made significant strides with regards to the maintenance of our road network. This is a testament to our commitment to delivering on our mandate and providing a world class road network.

During the reporting period, 243 km of unsealed road network were re-graveled. This was mainly achieved with 2 (in Keetmanshoop and Otjiwarongo Regions) operational Gravel Re-surfacing Units (GRUs) augmented by spot re-gravelling under the salt road maintenance and specialized maintenance contracts. A total of N\$ 118,595,546.77 was spent on the re-gravelling effort during the 2020-21 financial year.

Approximately 14.4% of the approved budget was spent on routine maintenance of bitumen roads, an increase from 11.32 % in the last financial year. This increase points to a growing demand for maintenance due to the structural degradation of the largely over-aged surfaced roads and delayed structural rehabilitation. Moreover, a total of 296 km of surfaced road network were resealed at a total cost of N\$ 224 million (21.9 % of the annual maintenance budget).

Nearly N\$ 148,390,704.15 (5.5 %) was spent on miscellaneous road maintenance activities in the road reserves (road signs, concrete and steel works to drainage structures, sand removal and special projects like clearing of drainage facilities with heavy equipment).

LOW VOLUME SEAL STRATEGY

I am proud to report that the RA launched the Low Volume Seal (LVS) Strategy during the period under review. The main objective of the Low Volume Strategy is to bridge the gap between the level of service of gravel roads and high standard surfaced roads. The upgrading of low trafficked gravel roads to appropriate surfaced standards is a viable solution to reduce the burden of unsealed road maintenance and preserve scarce road building materials. In addition, the upgrading of roads to Low Volume Seal standards has wide ranging benefits, which includes, an increase in road user satisfaction, reduction of vehicle maintenance costs, reduction in dust emissions and improved road safety, improved vehicle & driver efficiency that reduces fuel costs and driver fatigue and improved living conditions and access to communities. During the reporting period, 54 km's of gravel road were upgraded to LVS standards.

BUSINESS PROCESS RE- ALIGNMENT

The Business Process Realignment (BPR) was approved by the Board of Directors during this financial year. This is an exciting time for the organisation, as this realignment will boost synergy between the different divisions, which will create a happier and more efficient and effective workforce. The Change Management Process was conducted and the BPR will be implemented in the next financial year. This initiative is part of the RA's transformation process.

SUCCESSION PLANNING

During the year under review succession Planning Committees were established for each Business Unit. Critical and key positions were identified for the Succession Planning Programme. Additionally, staff members who were identified as part of the Succession Plan were notified in writing and the understudy programme is continuing.

STAKEHOLDER SATISFACTION

The RA places a high premium on applying the best available techniques and practices as well as engaging the stakeholders in a way that creates mutual understanding while building confidence in our work.

Stakeholder Satisfaction was identified as one of our performance indicators in the 5 Year RA Strategic Plan. To measure this indicator, the RA conducts a stakeholder perception survey every second year to identify and evaluate the opinion, perception and expectations of our stakeholders, in particular regarding service delivery and brand awareness activities. A survey was completed during the reporting period and the RA achieved an overall score of 78.9%.

Accordingly, a Stakeholder Engagement Plan (SEP) based on the recommendations from the survey was drafted to ensure that information flow within the organisation and from the organisation to its various stakeholders, is consistent and accurate to maintain public trust and ensure sound stakeholder relationships

ROAD SAFETY MEASURES

Road safety is central to all RA activities. Even though traffic on our national road was minimal due to the covid-19 lockdowns, the organisation continued to participate in several law enforcement operations around the country in collaboration with other agencies

such as the Namibian Police, National Road Safety Council and MVA. These initiatives are aimed at curbing illegal transportation, the promotion of road safety and collaboration between neighbouring states.

CHALLENGES

During the reporting period, the road sector was faced with a shortage of funds and this hindered the progress on some of our projects. The organisation was also faced with inadequate financial resources for the maintenance of our existing road infrastructure, both paved and unpaved. The Road User Charges (RUC) were below the inflation rate and not sufficient to cover optimum preservation of our road network.

This is indeed a major cause of concern as some of our roads are way beyond their lifespan and are in need of rehabilitation in order for them to continue to play a pivotal role in the socio-economic development of our country.

Engagement sessions were held with the Ministry of Works and Transport to find workable solutions.

It is critical for our Government to significantly supplement road Maintenance resources through the State Revenue Fund or engage in Public Private Partnerships (PPP) to fund the road network.

THE WAY FORWARD

We cannot predict the future but we will analyse the current trends to guide future outcomes. Our plan is to remain a focused, learning organisation that nurtures talent and delivering on its mandate to the people of Namibia.

Going forward, we have taken a strategic decision to slow down works on projects which are in an early stage and to accelerate works on projects which are near completion, so that we complete these projects as per their completion programmes.

Where the resources permit, in the next financial year, we will continue to execute our planned road project activities in line with the current Strategic Plan. We will also continue with prudent cost cutting measures by ensuring that we focus our attention on activities and operations which create and drive value for us to deliver on our mandate. This is also in pursuit of our vision which is to have a sustainable road sector which is ahead of national and regional socio economic needs in pursuit of Namibia's Vision 2030.

ACKNOWLEDGEMENTS

The achievements outlined above would not have been possible without the contribution of the RA Board and other direct stakeholders such as the Ministry of Works and Transport and Road Fund Administration (RFA). I therefore wish to express my sincere gratitude for their support.

To all RA Staff members, thank all of you for your tenacity and commitment during the extraordinarily difficult circumstances that the COVID-19 pandemic brought us this year. Your courage and confidence gave us hope for the future.

To end with, to all our road users, we remain committed to serving you with excellence and integrity.

SUMMARY OF THE RA'S PERFORMANCE IN RELATION TO THE SET TARGETS FOR THE 2020/21 FINANCIAL YEAR



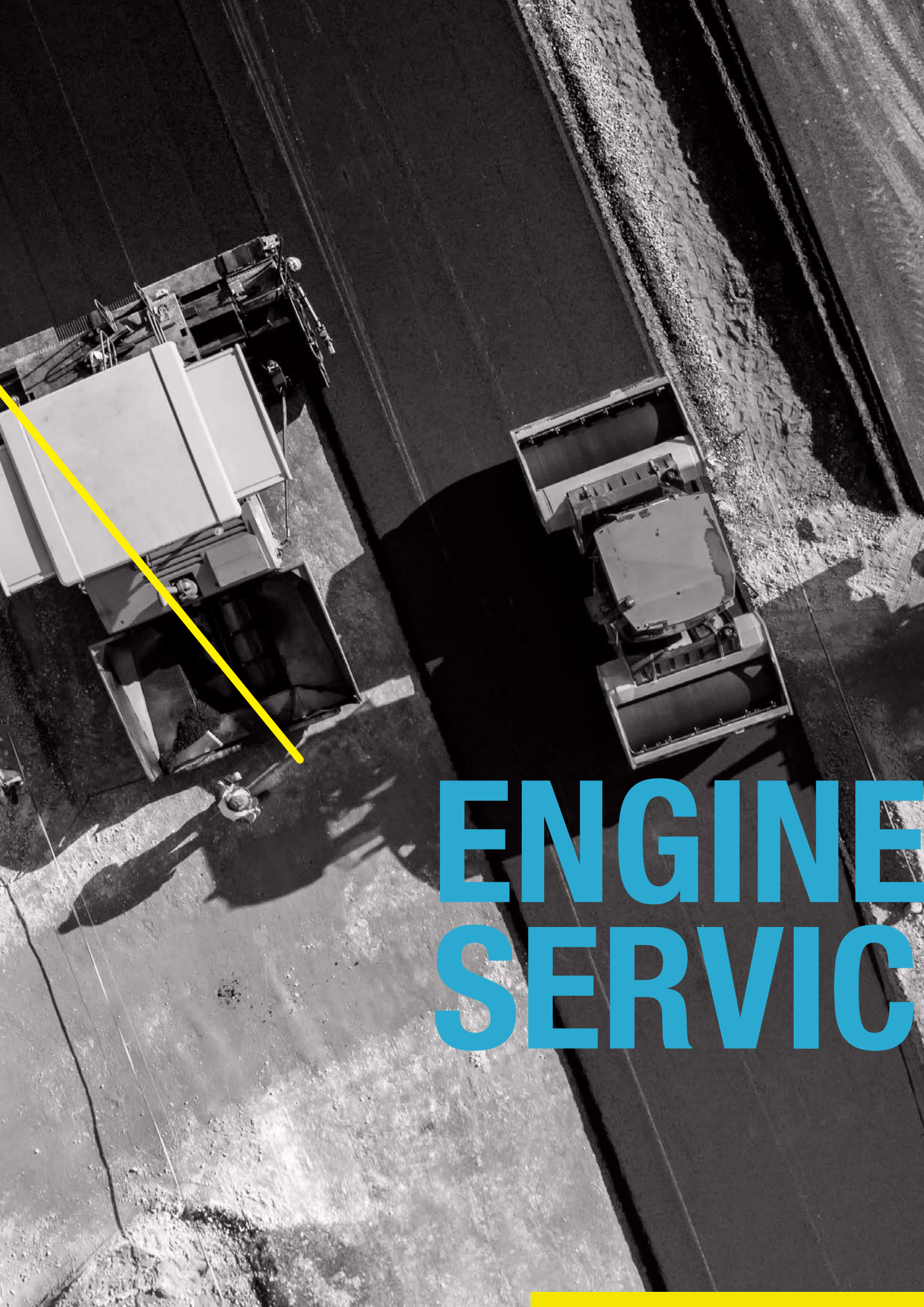
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The following table summarises the RA's performance in relation to the targets that were set during the reporting period:

Key Performance Indicators	Set Target	Achieved	Comments
1. Upgrading of road to Bitumen Standards	100 kms	197 kms	The target was achieved and exceeded by 97 kilometres.
2. Construction of Gravel Roads	40 kms	45 kms	The target was achieved and exceeded by 5 kilometres.
3. Rehabilitation of Bitumen Standards Roads	10 kms	28 kms	The target was achieved and exceeded by 18 kilometres.
4. Re-gravelling	500 kms	243 kms	The target was not achieved due to budgetary constraints.
5. Resurfacing	500 kms	163.1 kms	The target was not achieved.
6. Rejuvenation	300 kms	143 kms	The target was not achieved.
7. Blading	494,046.90 kms (2,195,764.00bl. kms)	413,259.72 kms (1,836,709.88bl. kms)	Target achieved (84%).
8. Bitumen Standard Roads in an unacceptable condition	8%	7%	The condition of the road has diminished to 7% due to extensive reseal.
9. Gravel Roads in an unacceptable condition	46%	49%	The target was not achieved due to budgetary constraints.
10. Overloading Compliance	99%	100%	The target was achieved and exceeded by 1%.
11. Adherence to MLTRMP	77%	92%	The target was achieved and exceeded by 15%.
12. Staff achieving performance targets	90%	89%	The target was not achieved.
13. Effective utilization of the budget (variance)	2% Qualified/ Unqualified audit opinion	8%	Target not achieved. The 8% underspending is mainly due to COVID-19 restrictions during the 2020/21FY.
14. Stakeholder Satisfaction	75%	86.5%	RA achieved 86.5% stakeholder satisfaction during the 2020/21 financial year.

HARAMBEE PROSPERITY PLAN (HPP)

In terms of the HPP, the RA is required to extend the bitumen standards road network with 526 kilometers, over a period of 5 years by the 2020/21 financial year. The RA has already achieved and exceeded this target. The actual achieved kilometers were recorded at 841.5 kms during the period under review.



ENGINE SERVICE

CHAPTER 1

CONTENT

- 20** 1.1 Maintenance of the Road Network
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- 23** 1.3 Road Management System
- 26** 1.4 Construction & Rehabilitation Division

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1. ENGINEERING SERVICES

1.1 MAINTENANCE OF THE ROAD NETWORK

1.1.1 MISSION OF DIVISION

The mission of the Division is to preserve the national road network in accordance with the best maintenance practices and technology, and to provide related support services to stakeholders.

This Division, which constitutes the biggest part of the RA's activities, has the main operational objective of identifying maintenance needs and priorities in consultation with the relevant stakeholders, and to optimise the available funding in the execution of road maintenance.

1.1.2 MAIN OBJECTIVES

The main objectives of the Division are:

- To maintain the paved road network by means of timeous routine works and by periodically applying rejuvenation and/or bituminous seals, as well as road markings.
- To maintain the unpaved road network by managing routine blading works and the periodic graveling / re-gravelling / re-compaction operations.
- To maintain the road reserve by managing grass-mowing/de-bushing operations, cleaning of rest places and other miscellaneous works on the national road network as and when required.
- To manage minor improvement works on roads such as marginal widening of the surface seal, protecting seal edges (concrete edging), constructing concrete drifts and other small drainage structures, to temporarily upgrade certain gravel roads by means of limited structural strengthening on a bituminous seal.
- To erect and maintain appropriately designed and approved road signage.
- To attend to any emergency works such as wash-aways, scouring and potholes.
- To assist the RA in performing assigned functions, e.g. related to

the Roads Ordinance of (1972). Access application, fencing application, use of road reserve by others, sourcing of suitable gravel and applications for water line crossings would be an example of such functions.

1.1.3 PERFORMANCE & ACHIEVEMENTS

- 243 kms of unsealed road network was re-graveled. This was mainly achieved with 2 (in Keetmanshoop and Otjiwarongo Regions) operational Gravel Re-surfacing Units (GRUs) augmented by spot re-gravelling under the salt road maintenance and specialized maintenance contracts.
- The sealing of gravel roads has become a strategic objective with the launching of the Low Volume Sealed Road Strategy. During the reporting period, a total of 54 kms were upgraded to Low Volume Sealed Roads (LVSRs).
- Approximately 14.4% of the approved budget was spent on routine maintenance of bitumen roads, an increase from 11.32% in the 2019-20 FY. The increase points to a growing demand for maintenance due to the structural degradation of the largely over-aged surfaced roads and delayed structural rehabilitation.
- A total of 296 km of surfaced road networks were resealed at a total cost of N\$ 224 million (21.9% of the annual maintenance budget). Reseal operations do extend the life of a road when applied correctly and within time.
- Although pavement deterioration is currently the biggest threat to the surfaced road network, no structural rehabilitation projects commenced during the 2020/21 Financial Year. A good surfaced road network is required to sustain accessibility, mobility and safety to the unsealed road network.
- The Operational performance of the Division is presented in the table below.

TABLE 1: LVSRs, Re-gravelling, Reseal/Light rehabilitation: 2020/2021 Financial Year

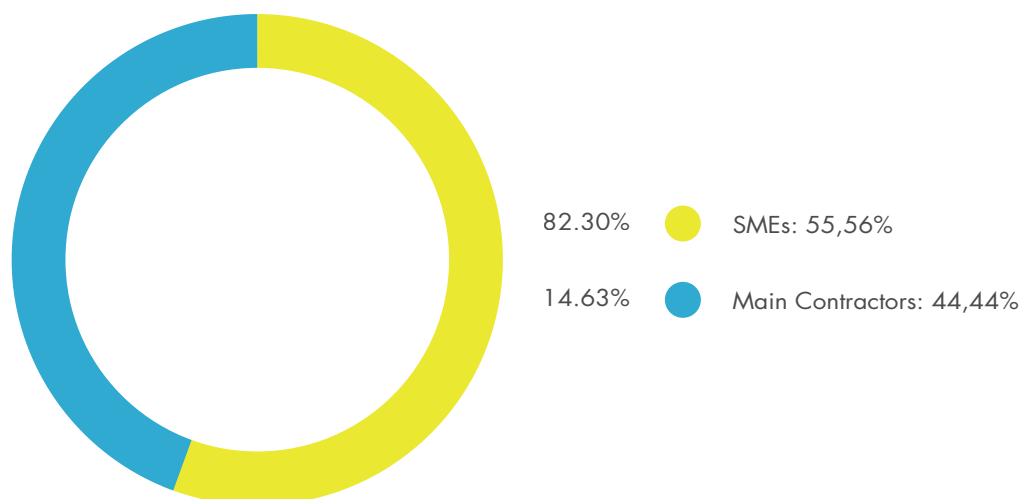
ROAD NUMBER	LENGTH (KM)	TOTAL LENGTH (KM)	POLITICAL REGION	DESCRIPTION
D2102 (Phase 1)	18.2	53.9	Otjozondjupa	Low Volume Seal
D2102 (Phase 2)	16		Otjozondjupa	Low Volume Seal
D0826	12.8		Hardap	Low Volume Seal
D2161	1.9		Otjozondjupa	Low Volume Seal
D2344/D3712	5		Otjozondjupa	Low Volume Seal
D854	39	250.3	Hardap	Re-Gravelling
M40	13.5		Omaheke	Re-Gravelling (Emergency)
D1232	5		Khomas	Re-Gravelling
D1466	2.5		Khomas	Re-Gravelling
M39	3.9		Omaheke	Re-Gravelling

TABLE 1: LVSRs, Re-gravelling, Reseal/Light rehabilitation: 2020/2021 Financial Year (continued)

ROAD NUMBER	LENGTH (KM)	TOTAL LENGTH (KM)	POLITICAL REGION	DESCRIPTION
D3635	14	250.3	Zambezi	Re-Gravelling
D3507/D3510/D3512	14.5		Zambezi	Re-Gravelling (Emergency)
M77	4		Erongo	Re-Gravelling
D1953	2		Erongo	Re-Gravelling
D2301	19		Erongo	Re-Gravelling (Salt Road)
D2302	26.2		Kunene	Re-Gravelling
D3021	7.6		Otjozondjupa	Re-Gravelling
D3017/M73	4		Otjozondjupa	Re-Gravelling
D2807	0.6		Otjozondjupa	Re-Gravelling
D2454	1		Otjozondjupa	Re-Gravelling
M117	12		Otjozondjupa	Re-Gravelling
M115	2		Otjozondjupa	Re-Gravelling
D1134	5		//Karas	Re-Gravelling
M30	6		//Karas	Re-Gravelling (Emergency)
M27	4		//Karas	Re-Gravelling
M29	2		//Karas	Re-Gravelling
D1022	62.5		//Karas	Re-Gravelling
M92	6.8	296.2	Oshana	Reseal / Light Rehabilitation
T0110	95		Oshikoto	Reseal / Light Rehabilitation
T0202	48		Erongo	Reseal / Light Rehabilitation
T0203	21		Erongo	Reseal / Light Rehabilitation
T0204	57		Erongo	Reseal / Light Rehabilitation
M118	58.4		//Karas	Reseal / Light Rehabilitation
T0103	10		//Karas	Reseal / Light Rehabilitation

. SME Income in maintenance work: Employment and participation of SME contractors are reflected in the graphs (financially & statistically). Approximately N\$ 569 Million out of N\$ 1.024 Billion was allocated to SME contractors.

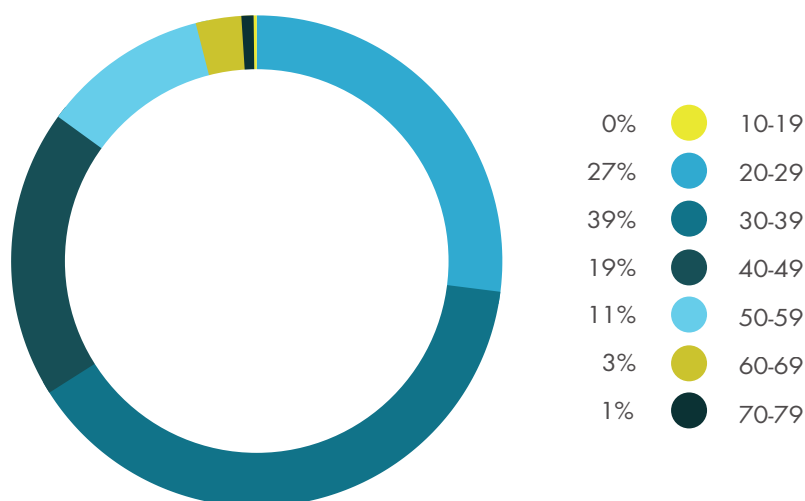
**FIGURE 1:
SME PARTICIPATION**



The RA employed a total of 979 workers throughout the country in the SME sector during the period under review. The youth age groups that were strongly represented with 56% of the work force were less than 40 years as reflected in (Figure 4: SME Age Distribution). The age

group from 60 - 69 years consists of 4%. This is a strong indication of the shortage in capacity, as this group fills a specialist skills gap, hence going forward, the RA will endeavour to fund the work of the Road Training Unit (RTU) to commence with capacity building.

**FIGURE 2:
SMES AGE CATEGORIES**



1.2 NETWORK PLANNING AND CONSULTATION

1.2.1 MISSION OF THE DIVISION

The Network Planning Division carries out the overall planning of the road network through the compilation of the Regional Masterplans, which in turn contribute to the Medium to Long Term Roads Master Plan (MTLRMP). Other core functions of the division include the preparation of the Five Year Budgets for capital and recurrent expenditure; carrying out feasibility studies, research and road infrastructure investigative studies, as well as monitoring of the road network usage (which includes road safety initiatives). These activities require intensive consultations with relevant stakeholders.

Furthermore, the Division is also tasked with overseeing Road Board functions, administration of the Road Ordinance 30 of 1960, coordination of the Overload Control Strategy (this includes

the evaluation of abnormal vehicles/load permit applications). Other functions include road proclamations and de-proclamations, deviations, as well as fencing of road reserves.

1.2.2 PERFORMANCE AND ACHIEVEMENTS

1.2.2.1 Network planning, studies and research projects

- *Feasibility study for the upgrading to bitumen standard of MR74 Grooffontein-Tsumkwe road:* This project was completed during the period under review.
- *Revision of the Medium to Long Term Roads Master Plan:* The objective of this project is to update the road development and preservation programmes for the medium and long-term. These programmes will serve as a basis for the preparation of the RA budgets and the Road Fund Administration business plans. This project was completed during the period under review.

1.2.2.2 Transport Economics (Economic Planning and Budgeting)

- *Study on Pricing and Costing of Roads Construction and Preservation works*: this project was completed during the period under review.

1.2.2.3 Research and Development

- *Road Transport Sustainability Plan*: The sustainability plan addresses road safety, road infrastructure, capacity building and funding for road transportation. Key recommendations have been identified and a draft implementation plan structure (detailed activities, duration and costs) will be compiled for the sustainability transport plan. During the period under review, 10 highly skilled mentors in the USA were appointed to mentor 10 mentees in Namibia.
- *Skills Transfer (capacity building)*: The RA, through its Technology Transfer Center, has embarked on a skills transfer programme with the South African National Roads Agency (SANRAL).
- *Trial Pilot Project for Solar Road Studs*: Five (5) different solar road studs were identified. This is to test and monitor a variety of products to identify one that would work for the road network. The project is envisaged to be advertised in June 2020.
- *Long Term Pavement Experiments*: The project entails the assessment of pavement experiments. Assessments will be done on the experiments of TR 2/3: Omaruru – Karibib and TR 8/7: Katima Mulilo – Ngoma. The consultant has started with the material review of the two roads.
- Classification of Resource Material for the Technology Transfer Center (TTC) is operational with the purpose to allow efficiency in information retrieval and dissemination.
- The RA secured a contract for abnormal load software, which was developed by Centre for Scientific and Industrial Research (CSIR). Memorandum of Understanding is pending between RA and CSIR. This is for the processing of the Abnormal Load Permits. The project is on-going.
- *Research Field Trials*: There are currently three field trials being monitored annually through visual inspection, namely:
 - a. Instant Road Repair: This trial is to demonstrate innovative pothole repair technology. Monitoring and evaluation on-going.
 - b. Jet Patcher Demonstration: The demo site is on the road from Windhoek to Okahandja where there is an information sign board Okahandja 70km. The innovation is on the equipment used in pothole repair, surface patching and edge break repair. The project has yielded positive results. Monitoring and evaluation on-going.
 - c. Infra-Red Road Repair System Technology: This technology involves the use of innovative equipment that preheats the existing asphalt surfacing when repairing potholes. The process creates a permanent seal with a seamless joint and establishes the original integrity of the road. RA sees great potential in the use of this technology, therefore, an approval to make use of the technology was granted. Monitoring and evaluation is on-going.

1.2.2.4 Proclamations, fencing and compensations

The RA is responsible for the assessment of compensation to affected parties as a result of road development. Payments of compensation to land owners are processed through the Ministry for Works and Transport, which responsible for payment as per the legislation requirements. The proclamation, closure, deviation and reclassification of roads are processed as per applications and requests through Roads Boards and submitted to the Ministry of Works and Transport for approval. The total number of approved applications was 6.

1.2.2.5 Roads Boards

There are 17 Regional Roads Boards appointed in terms of legislation, specifically the Road Ordinance 17 of 1972, to give assistance and advice on all matters relating to proclaimed roads within their regions. The Boards are appointed to operate on a three (3) year period. During the period under review, 26 meetings were conducted and eight meetings could not take place due to lack of quorum and Covid-19 restrictions.

1.3 ROAD MANAGEMENT SYSTEM

1.3.1 MISSION OF THE DIVISION

The Road Management System Division (RMS) enables the organisation to develop and operate coordinated and integrated support tools or systems to facilitate the efficient management of the road network. This includes collecting and analysing data, identifying and prioritising projects through application of different objective functions and to analyse the impact of funding constraints on the road network and road users.

1.3.2 PERFORMANCE AND ACHIEVEMENTS

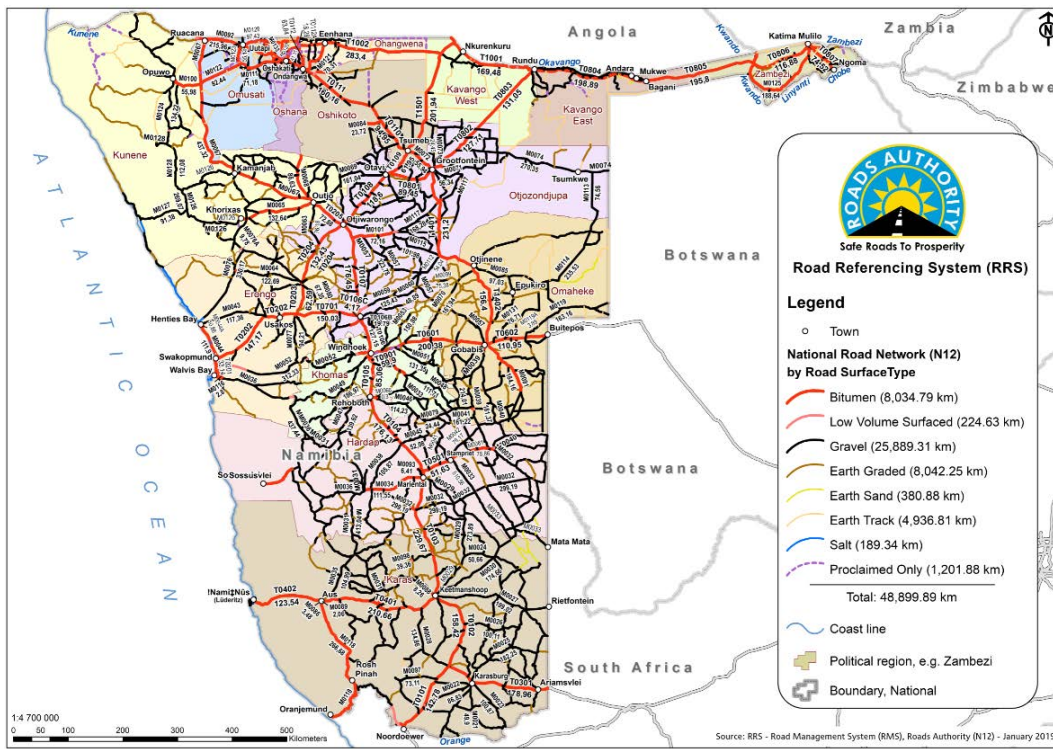
1.3.2.1 Road Referencing System (RRS) and Geographic Information System (GIS)

The RRS furnishes the RA with one process through which all features, attributes and data are provided, and spatially referenced using the Geographic Information System. It condenses the processes related to road definition and inventory into one system, thereby allowing the entry and updating of information regarding proclamations, road definition, nodes, road links, lane configuration and cross section details. The RRS also displays information online and allows printing of reports for selected roads or areas.

The utilization of the Geographic Information System (GIS) ensures that all spatial information related to the National road network of Namibia is maintained. All changes regarding the National road network that are received from the Proclamation System of the RA are captured and verified within the GIS before importing and incorporation into the RRS/RMS.

The current network statistics have been compiled and shown on the map in Figure 3, which portrays all the changes on the network that occurred from 2017 to 2020 and consist of new proclamations, surface upgrades from gravel to bituminous standards, reclassifications and de-proclamations (closing of roads), by the Minister of Works and Transport.

FIGURE 3:
Road Surface Types



1.3.2.2 Mobile Inspection

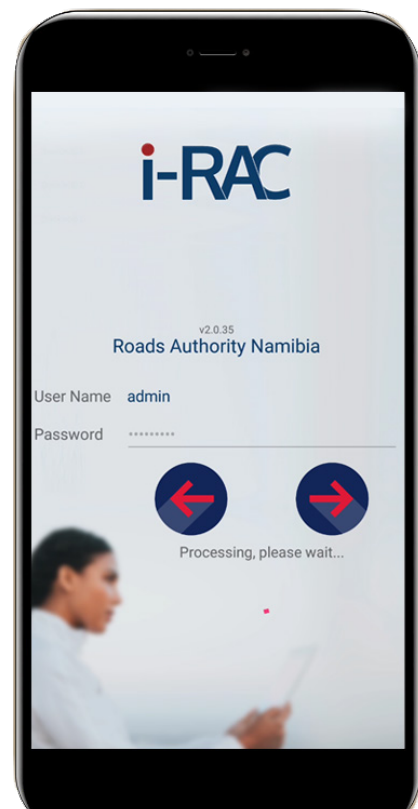
The RA developed a mobile inspection application to capture district inspections and complaints with the details of the inspection or complaint, the GPS location and geotagging of photographs on a mobile device such as a tablet or cellular phone. The system automatically determines the location of the complaint in relation to the RRS.

The application is cloud enabled with location tracking ability using GPS. This method of inspection saves a huge amount of time as it is digital and eliminates paperwork. These are then saved on the cloud. Responsible persons within the RA can then view the district inspections and complaints through the RMS.

1.3.2.3 Dashboard

The RA has successfully implemented a dashboard that collates information from the various modules with a click of a button. The importance of the Management Dashboards should be highlighted as it features a user-friendly tool to be utilised by all system users. Given the advancements of the system, it is now possible to show an aggregation of information to visually highlight patterns and relationships between data, for instance road network growth and network condition. The dashboard engine is a Business Intelligence (BI) tool that consolidates information across the RMS database and shows it at a very high level for aiding the decision-making process.

Figure 4, shows an example of one of the dashboard outputs highlighting the road network with the growth of the road network over time.



1.3.3.4 Fast Falling Weight Deflectometer

The RA has acquired a Fast Falling Weight Deflectometer, which is an advanced electronic testing device used to evaluate the physical properties of a pavement. FFWD data is primarily used to estimate pavement structural capacity for:

- 1) overlay design and
- 2) to determine if a pavement is being overloaded.

Uses include, but not limited to; highways, local roads, airport pavements, and railway tracks. The testing machine is contained

within a trailer as seen below, which can be either towed to a location by a vehicle or, when used on railway tracks, placed on a hand trolley and pushed to the location. The FFWD is designed to impart a load pulse to the pavement surface, which simulates the load produced by a rolling vehicle wheel. The load is produced by dropping a large weight, and transmitted to the pavement through a circular load plate, to achieve a loading time of 25 to 30 seconds and the load is expressed in Kilo Newtons. The equipment allows up to 15 deflection sensors to be used simultaneously, making the FFWD 5 times faster than the traditional hydraulic FWD.



1.4 CONSTRUCTION & REHABILITATION DIVISION

1.4.1 MANDATE OF THE DIVISION

The Construction and Rehabilitation Division is responsible for managing and implementing the design, construction and rehabilitation of all national road projects. In addition, it has to ensure proper quality control of materials required for the construction and maintenance of all national road infrastructure to the best interest of the road users in an economical and efficient manner, with due consideration to safety and technical standards.

1.4.2 COMPLETED ROADS CONSTRUCTION PROJECTS IN THE 2020/21 FINANCIAL YEAR

- **MR 44, MR 36 & TR 2/1: Swakopmund-Walvis Bay, Phase 1 (From Swakopmund to Farm 58, behind the Dune 7) road upgrade to dual carriage-freeway standards (30 km)**

The contract value is N\$ 1,006,590.45 and the Contractor is UNIK/Thohi Joint Venture. This phase was completed during the period under review.

1.4.3 ON-GOING CAPITAL ROADS PROJECTS

- **TR 1/6: Windhoek – Okahandja (Section 4A Extension), road upgrade to dual Carriage-Freeway standards, (Omakunde Interchange to Otjiwarongo Interchange) (21 km)**

The contract value is N\$ 997,082,367.00 and the Contractor is CMC/Otesa Joint Venture. Construction works commenced in July 2019 and the envisaged completion date is August 2022. The project has reached 55% completion.

- **TR 9/1: Windhoek – Hosea Kutako International Airport (Phase 1 between Mandume Interchange at University of Namibia to Sam Nujoma Interchange) road upgrade to dual Carriage-Freeway standards (10 km)**

The contract value is N\$ 950,084,996.49 and the Contractor is China Railway Seventh Group/Onamagongwa Trading Enterprises Joint Venture. Construction works commenced in January 2016 and the envisaged completion date is February 2022. The project has reached 94% completion. The project is also extended to connect between Gobabis Interchange to the Police Roadblock, towards Rehoboth road.

- **TR 9/1: Windhoek – Hosea Kutako International Airport (Phase 2, Section 2A between Sam Nujoma Interchange and Dordabis Interchange), road upgrade to dual Carriage-Freeway standards (19.5 km)**

The contract value is N\$ 949,992,389.16 and the Contractor is AVIC-INTL Project Engineering Company. Construction works commenced in March 2020 and the envisaged completion date is September 2023. The project has reached 14% progress.

- **TR 9/1: Windhoek – Hosea Kutako International Airport (Section 2B between Dordabis Interchange and Hosea Kutako International Airport) Road Upgrading to dual Carriage-Freeway standards 23 km)**

The project is at the construction works procurement level and it is set to commence in 2021/22 financial year.

. MR 44 & MR 76: Swakopmund – Henties Bay – Uis – Kamanjab (Phase I, Section A between Swakopmund to Henties Bay), road upgrade to bitumen standard (92 km)

The contract value is N\$ 879,062,245.70 and the Contractor is Roads Contractor Company (RCC). Construction works commenced in January 2016 and the envisaged completion date was July 2021. The project has reached 96% completion.

. MR 91: Gobabis – Aminus – Aranos, Road upgrade to bitumen standards, (Section B, between Onderombapa and Aranos)(135 km)

The contract value is N\$ 649,186,050.36 and the Contractor is RCC/Teichmann Joint Venture. Construction commenced on 1 October 2019 and is envisaged to be completed in September 2022. The project has reached 35% completion.

. MR 44, MR 36 & TR 2/1: Swakopmund – Walvis Bay, Phase 1 Extension (Behind the Dune 7 to the junction of MR 36 for Airport Road) road upgrade to dual carriage-freeway standards, (12 km)

The contract value is N\$ 435,048,692.42 and the Contractor is UNIK/Thohi Joint Venture. Construction works commenced on 29 February 2020 and the envisaged completion date is February 2023. The project has reached 25% completion.

. DR 3616: Tsandi – Onesi – Epalela, Upgrading to Bitumen Standards (48.3 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

. DR 3404: Divundu – Bagani – Muhembo, Upgrading to Bitumen Standards (32.3 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

. MR 59, 57, 60 & 112: Okahandja – Hochfeld – Otjozondju – Okondjatu, (Section A, B & C) Upgrading to Bitumen Standards (240 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

. MR 31: Solitare – Maltahohe, (Section A & B) Upgrading to Bitumen Standards (165 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

. DR 212: Aussenkehr – Rosh Pinah, Upgrading to Bitumen Standards (88 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

1.4.4 ON-GOING REHABILITATION ROADS PROJECTS

. TR 1/2 & TR 1/3: Grunau – Keetmanshoop – Mariental, Section A, Road Rehabilitation (78 km)

The contract value is N\$ 532,679,650.56 and the Contractor is China Henan International Cooperation Group (Chico). Construction works commenced on 18 February 2021 and the envisaged completion date is January 2024. The project has reached 2%

completion.

. TR 10/2: Onhuno – Eenhana, Road Rehabilitation (47 km)

The project is at the construction works procurement level and it is set to commence in 2021/22 financial year by Maintenance Division.

1.4.5 ON-GOING LOW VOLUME SEAL ROADS PROJECTS IN 2020/21:

. DR 3508: Namalubi – Isize Luhonono, Road Upgrade to Bitumen Standards (55 km)

The contract value is N\$ 629,557,664.00 and the Contractor is Nexus Civils (and 13 SME Contractors). Construction works commenced in January 2015 and the envisaged completion date was October 2021. The project has reached 81% completion.

. DR 1635 & DR 1668: Du Plessis Plaas – Epukiro, (Section A) Road Upgrading to bitumen standards (8 km)

The project is at the construction works procurement level and it is set to commence in 2021/22 financial year.

. DR 3507: Bukalo – Muyako – Ngoma, Upgrading to Low Volume Seal Standards (60 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

. DR 3512: Lusese – Ikumwe, Upgrading to Low Volume Seal Standard (9 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

. DR 3510 & DR 3512: Bukalo – Kabbe – Lusese – DR 3524, Upgrading to Low Volume Seal Standards (37 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

. DR 3406 & DR 3444: Nkurenkuru – Nepara Clinic, Upgrading to Low Volume Seal Standards (25 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

. DR 3400, DR 3447 & DR 3459: Ndonga Linena – Ngco – Shikumbi, Upgrading to Low Volume Seal Standards (157 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

. DR 3425: Ncaute – Karakuvisa, Upgrading to Low Volume Seal Standards (87 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

. MR 74: Grootfontein – Rooidag Gate – DR 3312 Aasvoelnes/ Nhomla – Tsukwe – Dobe Boarder Post, (Section A, B and C), Upgrading to Low Volume Seal Standards (228 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

. DR 3548: Masokotwani – Machita and DR 354: Kwenā – Silumbi – Sizimbukwa, upgrading to low volume seal road standards (48 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

. DR 3546/7: Impalila Island Access gravel road (25 km)

The project is at the construction, procurement level and it is set to commence in 2021/22 financial year

. MR 36: Walvis Bay – Solitaire - Maltahohe, Upgrading to Low Volume Seal Standard (250 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

1.4.6 ON-GOING GRAVEL ROADS PROJECTS

. DR 3610: Mangetti West Phase 2, Labour-Based Road Construction (50 km)

Contract Value is worth N\$ 60,379,733.06 and it is constructed by Namibbeton/KL Construction Joint Venture (and 1 SME Contractor). Construction works started April 2020 and it was expected to be completed in November 2021. The project has reached 70% completion.

. Rural Access Gravel Roads in Ohangwena and Omusati Regions, (40.3 km)

The contract value is N\$ 83,623,303.91 (Lot 3, 7 and 8) and is being constructed by 3 Emerging Contractors. Construction works commenced in 18 May 2020 and the envisaged completion date was August 2021. The project has reached 78% completion

. DR 4113: Endola – Eemboo, Labour-Based Road Gravel Construction (19 km)

The project is at the construction works procurement level and it was set to commence in June 2021.

. DR 3650: Epinga – Onakalunga, Labour-Based Road Gravel Construction (12 km)

The project is at the construction works procurement level and it was set to commence in June 2021.

. DR 3427: Mburuuru – Calikawo, gravel road standards (33 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

. DR 3446: Helavi – Alex Muranda (Charlie Cutline) Section A & B, gravel road standards (137 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

. DR 3624: Omundaungilo – Omboloka, gravel road standards (86 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

. DR 3654: Omuthiya – Elambo, gravel road standards (49 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

. DR 4119: Oshuuli – Omulondo, upgrading to bitumen standards (12 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

. DR 3622: Omboka – Omukukutu, upgrading to bitumen standards (25 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

. DR 3610: Luwaya – Elavi, upgrading to bitumen standards (50 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

. DR 3662: Tsandi – lipanda, gravel road standards (28 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

. R 3682: Onaanda – Otamanzi, gravel road standards (25 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

. DR 3603: Onghumbula – Okankolo, gravel road standards (68 km)

The project is at the detail design, procurement level and it is set to commence in 2021/22 financial year.

1.4.6 ON-GOING DEVELOPMENT & REHABILITATION OF BRIDGES, DRAINAGES & WEIGHBRIDGE PROJECTS

. Construction of the Keetmashoop Weighbridge

The project is at the construction works procurement level and it is set to commence in 2021/22 financial year. The Consultant is Knight Piesehold Consulting Engineers.

. B0250 on DR 210: Homs River Bridges in Warmbad

The project is at the detail design stage, and it is set to commence in 2021/22 financial year.

1.4.7 PLANNED CONSTRUCTION PROJECTS WITH COMPLETED DESIGNS (ROADS, BRIDGES AND REHABILITATION) FOR THE 2021/22/23 FINANCIAL YEAR:

The designs of the following projects are completed and construction is envisaged to commence in the 2021/22 financial year, upon availability of funds.

. MR 44 & MR 76: Swakopmund – Henties Bay – Uis – Kamanjab (Phase I, Section B between Henties Bay and Uis), Road Upgrading to bitumen standards (96 km)

. MR 44 & MR 76: Swakopmund – Henties Bay – Uis – Kamanjab (Phase II, Section A between Kamanjab and Khorixas), Road Upgrading to bitumen standards (105 km)

- **MR 44 & MR 76:** Swakopmund – Henties Bay – Uis – Kamanjab (Phase II, Section B between Khorixas and Uis), Road Upgrading to bitumen standards (115 km)
- **MR 44, MR 36 & TR 2/1:** Swakopmund – Walvis Bay, Phase 2 (Behind the Dune 7 between the junction of MR 36 for Airport Road and the Traffic Circle in Walvisbay) road upgrade to dual carriage-freeway standards, (8 km)
- **TR 1/5:** Windhoek – Rehoboth, Upgrading to dual Carriage-Freeway standards (10 km) From the Police Roadblock towards Omeya location.
- **TR 1/11:** Omuthiya – Ondangwa – Ongwediva – Oshakati road rehabilitation and upgrade to dual carriage freeway standards, Section A & B (145 km).
- **TR 7/1:** Karibib – Usakos - Arandis, Road Rehabilitation & Upgrading 2+1 (36 km)
- **TR 2/3:** Arandis – Swakopmund, Road Rehabilitation & Upgrading 2+1 (110 km)
- **TR 2/3:** Karibib – Omaruru, Rehabilitation & Upgrading (62 km)
- **TR 1/12:** Oshikango Bypass, Road Upgrading to bitumen standards (20 km)
- **DR 1635 & DR 1668:** Du Plessis Plaas – Epukiro, (Section B) Road Upgrading to bitumen standards (39 km)
- **MR 124:** Opuwo – Sesfontein, Road Upgrading to low volume seal standards (150 km)
- **DR 3639:** Oshikango – Odibo – Edundja – Ondombe, Road Upgrading to bitumen standards (30 km)
- **DR 3424:** Mungunda – Shakambu, gravel road standards (37km)
- **DR 3524:** Nakabolelwa – Mbalasinte – Kasika, gravel road standards Phase II (34 km)
- **DR 3671:** Okatana – Ongwediva, upgrading to low volume seal standards
- **DR 3624:** Omatunda – Onawa, gravel road standards (43.5 km)
- **River Crossings on DR 3700:** Opuwo – Epupa Road, part of Byne Project by NP&C
- **Oute Brigde from Opuwo to Etanga Road**
- **MR 92:** Oshakati – Ruacana, Rehabilitation (90 km)
- **TR 6/1:** Windhoek – Gobabis, Rehabilitation (70 km)
- **TR 1/4:** Rehoboth – Mariental, Rehabilitation (174 km)
- **DR 3700:** Opuwo – Okongwati – Epupa, Road Upgrading to Low Volume Seal (180 km)
- **MR 21:** Karasberg – Warmbad, gravel road standards (50 km)
- **TR 10/2:** Oupili – Onkumbula, gravel road standards (40 km)
- **TR 10/2:** Omukukutu – Ombothe, gravel road standard (25 km)
- **TR 10/2:** Enyana – Olukula, gravel road standards (47.7 km)
- **DR 3446:** Mpora – Bravo, gravel road standards (137 km)
- **DR 3605:** Uukwiiyuushona – Ompundja, gravel road standards (40 km)
- **DR 3361:** Ondukuta (MR123) – Okathitu, gravel road standards (12 km)
- **DR 4110:** Oshuungu – Onashiku, gravel road standards (25 km)
- **Onheleiwa – Onedute:** gravel road standards (12 km)
- **DR 3445:** Mpungu – Oshimolo, gravel road standards (25 km)
- **DR 3469:** Matende (T001) – Elago, gravel road standards
- **TR 1/7:** Okahandja – Otjiwarongo, upgrading to rehabilitation standard road (174 km)
- **DR 3446:** Cassava Refugee Camp (T0803) – Elavi. gravel road standards
- **DR 3602:** Oushake – Okankolo, upgrading to low volume seal standard (58 km)
- **TR 1/1:** Noordoewer – Aussenkehr, upgrading to low volume seal road (144 km)
- **Oute Bridge from Opuwo – Etanga Road development**
- **Rundu Weighbridge,**
- **Otjiwarongo Weighbridge**

1.4.8 PLANNED DESIGN PROJECTS (ROADS, BRIDGES AND REHABILITATION) FY 2021/22/23/24:

The RA intends to complete and undertake the following design projects in the next Financial Year 2021/22, upon availability of Funds.

- **MR 115:** Okakarara – Okondjatu, Upgrading to Bitumen Standards (102km)
- **MR 44, MR 36 & TR 2/1:** Swakopmund – Walvis Bay, Phase 3 (Coastal/ocean view from the Traffic Circle in Walvisbay to TR 2/1 interchange with MR 44 in Swakopmund) road upgrade and rehabilitate to dual carriage-freeway standards, (32 km)
- **TR 1/2 & TR 1/3:** Grunau – Keetmanshoop – Mariental, Section B & C, Road Rehabilitation (386 km)
- **DR 3624:** Etomba – Omundaungilo, Upgrading to Low Volume Seal Standard (70 km)
- **DR 3661:** Ondukuta – MR 123 – Okathitu, gravel road standards (12 km)

1.4.9 PLANNED DESIGN PROJECTS (ROADS, BRIDGES AND REHABILITATION) FY 2021/22/23/24:

The Control Laboratory is responsible for:

- Quality control of materials required for proper construction and maintenance of roads as mandated by the RA Act 17 of 1999. This mandate is strictly carried out on all construction and maintenance projects including feasibility studies with the view, inter alia, to promote Quality Control and Assurance
- To implement laboratories that would make and test materials as

well as indoor and outdoor experimental facilities to promote new construction and maintenance methods with the aim to certify non-traditional stabilisers through short-term, medium-term and long-term research programmes.

- To improve collaboration with all engineering divisions, enhance extensive quality-assured measurements and analysis that shall lay an important foundation for comprehensive construction, rehabilitation and maintenance of the road network.

During the period under review, the Control Laboratory carried out quality control in the form of duplicate testing, materials prospection and quality control on maintenance projects. All on-going projects outlined below are subjected to quality control through duplicate sample testing and audits in accordance with the RA Act 17 of 1999.

Table 2. Total number of valid duplicate samples (on-going projects) and maintenance quality control samples tested during the period under review

TABLE 2: Total number of valid duplicate samples (on-going projects) and maintenance quality control samples tested during the period under review

TYPE OF TESTS CARRIED OUT	NUMBER OF SAMPLES TESTED			
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
Indicator tests:				
Wet Sieve Analysis tests (TMH1: Methods A1(a) & A5)	6	119	227	157
Atterberg Limits tests (TMH1: Methods A2, A3 & A4)	13	119	180	187
MDD & OMC and CBR tests:				
Maximum dry density and Optimum Moisture Content tests (TMH1: Method A7)	23	87	129	137
CBR Tests (TMH1: Method A8)	19	67	102	154

ON-GOING RESEARCH

The following researches are on-going:

The use of nontraditional chemical stabilizing agent for effective and efficient road design, construction and maintenance of roads:

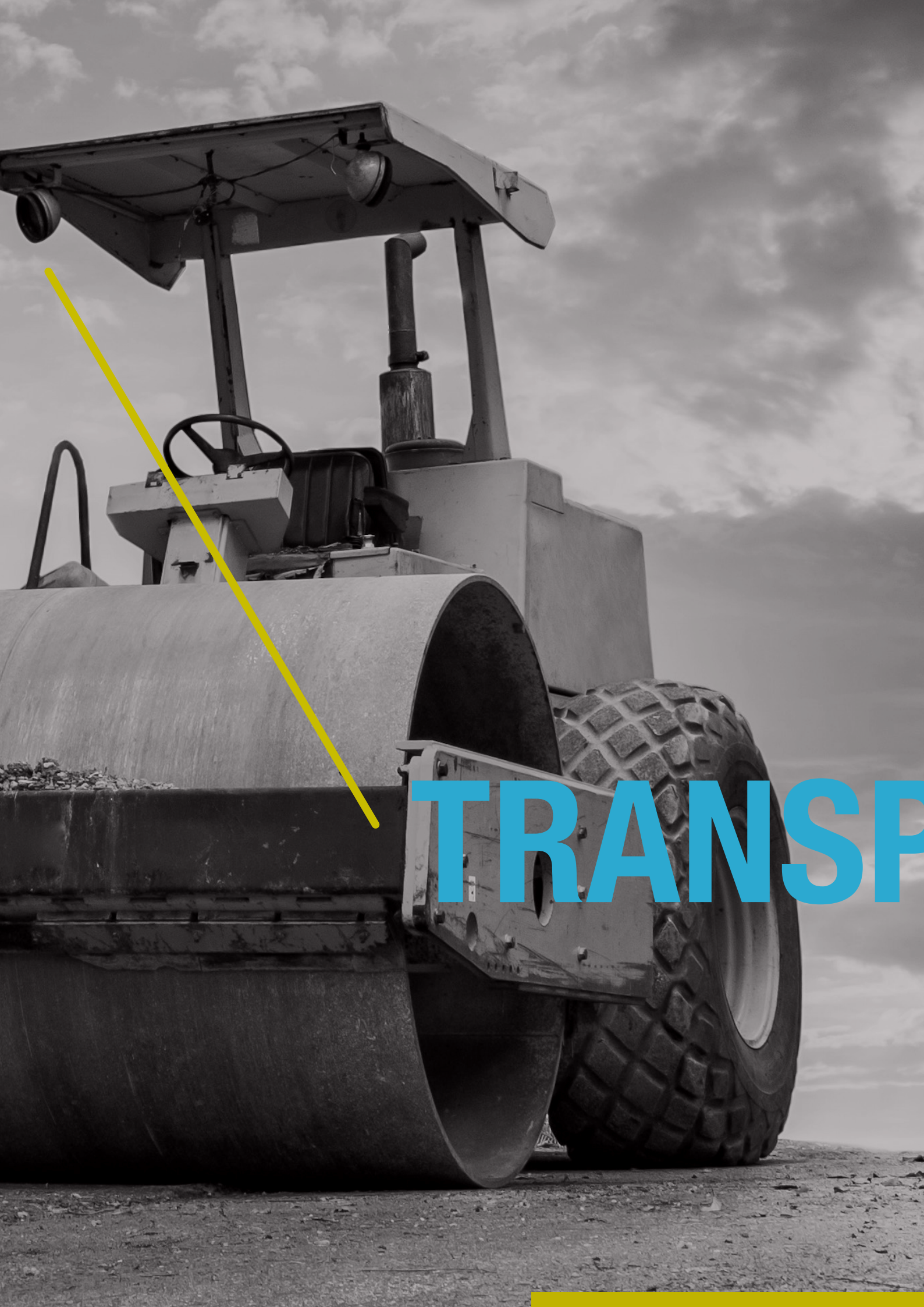
- Polymer Modified Bitumen Stabilising Material (PMBSM) is under extensive laboratory investigation using problematic materials in the Zambezi region. The study will form part of the rehabilitation design for a section of 5 km along MR125.

Rejuvenator and aggregate locking binders

- Sprayco Armaseal is currently under experimental sections along T0802 (Groofofontein - Mururani and T0804 (Rundu – Divundu). The section was done on the 12th of March 2020 and will be monitored for 3 years.

Sprayco Armaseal has been investigated and so far the scientific test results and trial section review have met the minimum requirement as per the RA guidelines. The product, so far, has shown very attractive results and it is recommended for preservation programmes and development projects on the road network.





TRANSP

CHAPTER 2

CONTENT

34 2.1 Road Transport and Traffic Inspectorate (RTTI)

35 2.2 Transport Regulatory Services

TRANSPORTATION

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2. TRANSPORTATION

2.1 ROAD TRANSPORT AND TRAFFIC INSPECTORATE (RTTI)

2.1.1 MISSION OF THE DIVISION

The mission of the RTTI Division is to ensure compliance with relevant legislation through effective enforcement to improve appropriate use of the road infrastructure and thereby contributing towards the achievement of the Roads Authority objectives.

TABLE 3: Overload Control Statistics

Weighbridge	Number of vehicles weighed	Number of vehicles overloaded within 5%	Number of vehicles overloaded above 5%	Total number of vehicles overloaded
Brakwater	125,230	9,222	691	9,913
Aris	111,805	5,632	301	5,933
Gobabis	52,395	6,069	153	6,222
Walvis Bay	49,856	12,935	383	13,318
Onhuno	18,835	571	121	691
Noordoewer	7,291	465	43	508
Ariamsvlei	16,298	5,783	192	5,978
Rosh Pinah	5,819	149	22	169
Oshivelo	16,260	1,401	139	1,540
Katima Mulilo	27,084	5,356	248	5,604
TOTAL	430,873	47,583	2,293	49,876

2.1.3 ROAD TRAFFIC REGULATIONS

The RA inspected 171,464 vehicles for compliance to road traffic regulations on road safety and vehicle/load dimensions. 1.5% (2,643 vehicles) were not compliant and were charged. Vehicle compliance rate is reflected at 98.5% compared to 98.6% in the previous year.

TABLE 4: Road traffic statistics

Weighbridge	Number of vehicles inspected	Number of vehicles charged
Brakwater	11,841	831
Aris	25,481	291
Gobabis	28,465	311
Walvis Bay	13,250	165
Onhuno	14,516	265
Noordoewer	6,314	126
Ariamsvlei	2,201	12
Rosh Pinah	4,997	65
Oshivelo	40,773	368
Katima Mulilo	23,892	209
TOTAL	171,464	2,643

2.1.4 ROAD TRANSPORTATION

The RA inspected 221,449 vehicles for cross-border transport permits, domestic road carrier permits, cross-border entry fee permits and compliance to mass distance charges. 0.2% 378 (vehicles) were not compliant and were charged. Vehicle compliance rate of 99.8 % shows an improvement compared to 99.5% in the previous year.

2.1.2 REDUCTION OF DAMAGE DUE TO OVERLOADING

The RA weighed 430,873 heavy vehicles, exceeding its annual target of 353,749 by 17.9% (77,124 vehicles). The enhanced performance was attributed to the optimum coverage of 24-hour weighing operations of strategic weighbridges. A total of 49,876 vehicles were overloaded of which 0.5% (2,293 vehicles) were overloaded above the 5% tolerance while 11.0% (47,583 vehicles) were overloaded within the 5% tolerance. The level of overloading increased to 11.5% from 10.8% in the previous year with a compliance rate on prosecutable overloading standing at 99.5%.

TABLE 5: Road transportation statistics

Weighbridge	Number of vehicles inspected	Number of vehicles charged
Brakwater	26,417	21
Aris	34,865	26
Gobabis	36,290	36
Walvis Bay	3,282	181
Onhuno	14,141	15
Noordoewer	2,201	13
Ariamsvlei	8,446	4
Rosh Pinah	5,943	11
Oshivelo	51,003	9
Katima Mulilo	38,891	47
TOTAL	221,449	378

2.1.5 FINES COLLECTION

The RA generated a total amount of N\$10,259,050.00 in admission of guilt fines, out of which N\$4,259,299.00 (41.5%) was paid to the government account through lower courts and police stations. Warrants of arrests were issued for the unpaid fines and arrangements to trace the accused are in place.

2.2 TRANSPORT REGULATORY SERVICES

2.2.1 MANDATE OF THE DIVISION

To regulate Road Transportation, Vehicle and Driver Registration, Testing and Licensing for quality mobility and road safety.

The RA provides the services below to vehicle owners, operators and drivers as an assigned function by the Ministry of Works and Transport in terms Section 111 of the Road Traffic and Transport Act, 1999 (Act 22 of 1999).

- Vehicle registration, licensing and roadworthy testing;
- Driver testing and licensing

- Managing Registering Authorities

- Administer the Namibian Traffic Information System (eNaTIS)
- Issuance of National (domestic) and Cross Border Road Transportation Permits

2.2.3 MAJOR PERFORMANCE ACHIEVEMENTS

• Addition of New NaTIS Registering Authorities

The Roads Authority successfully established new NaTIS Registering Authorities in Okongo, Omuthiya, Arandis and Henties Bay during the period under review. The new offices were inaugurated by the Honourable Deputy Minister and are in operation.

• Relocation of Transport Permit office

A new premises was customised and the Transport Permit section that deals with the processing of applications and issuing of domestic, cross border and abnormal permits were relocated.

2.2.4 DRIVER POPULATION

Namibia's driver population increased by 11,504 bringing the total population to 323,345 representing an increase of 3.69% compared to the population of the previous year 2019/2020. The following table details the number of drivers per Issuing Authority.

TABLE 6: Driver Population Per Authority

Issuing Authority	2016/17	2017/18	2018/19	2019/20	2020/21	Distribution	% Growth
Eenhana	4,887	5,192	7,348	7,740	8,394	2.60%	8.45%
Gobabis	8,762	9,020	7,331	7,630	8,061	2.49%	5.65%
Grootfontein	7,086	7,164	5,629	5,763	5,821	1.80%	1.01%
Karasburg	2,230	2,244	2,108	2,211	2,283	0.71%	3.26%
Karibib	7,059	7,059	4,791	4,931	5,019	1.55%	1.78%
Katima Mulilo	4,439	4,552	5,177	5,566	5,847	1.81%	5.05%
Keetmanshoop	7,439	7,453	6,697	6,772	7,051	2.18%	4.12%
Lüderitz	3,352	3,429	2,862	2,783	2,733	0.85%	-1.80%
Mariental	7,291	7,441	6,302	6,522	6,597	2.04%	1.15%
Okahandja	6,813	6,764	7,032	7,868	8,334	2.58%	5.92%
Opuwo	3,073	3,073	3,908	4,301	4,925	1.52%	14.51%
Oranjemund	4,129	4,153	3,344	3,440	3,570	1.10%	3.78%
Oshakati	29,371	30,085	32,669	34,263	36,103	11.17%	5.37%
Otjiwarongo	9,523	9,569	9,620	9,800	10,035	3.10%	2.40%
Outapi	6,214	6,502	8,963	9,847	10,315	3.19%	4.75%
Outjo	3,619	3,532	4,073	4,174	4,340	1.34%	3.98%
Rehoboth	4,237	2,337	5,386	6,013	6,694	2.07%	11.33%
Rundu	11,356	11,858	9,995	10,592	11,372	3.52%	7.36%
Swakopmund	18,844	19,037	20,638	21,687	22,760	7.04%	4.95%
Tsumeb	8,132	8,362	7,401	7,681	8,028	2.48%	4.52%
Walvis Bay	23,201	23,753	21,157	22,246	22,647	7.00%	1.80%
Windhoek	104,640	106,283	116,072	120,011	122,416	37.86%	2.00%
TOTAL	285,697.00	288,862.00	298,503.00	311,841.00	323,345.00	100.00%	3.69%
Growth in numbers	19,325	3,165	9,641	13,338	11,504		
Growth in [%]	7.25%	1.11%	3.34%	4.47%	3.69%		

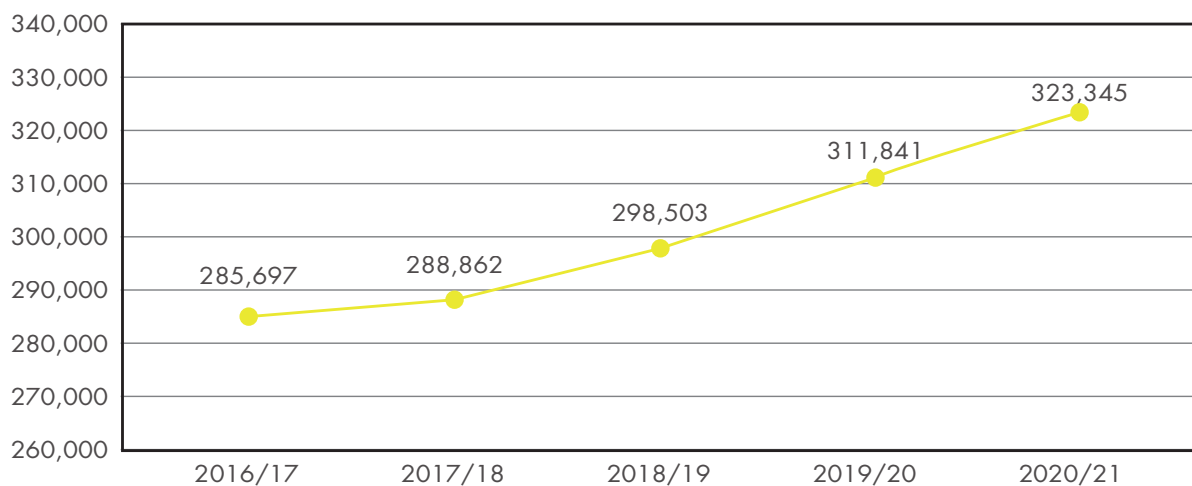
TABLE 7: Vehicle Population Per Authority

All Authority	2016/17	2017/18	2018/19	2019/20	2020/21	Distribution	% Growth
Arandis					346	0.09%	NA
Aranos	941.00	1,033.00	1,048.00	1,106.00	1,131.00	0.28%	2.26%
Bethanie	357.00	340.00	333.00	333.00	298.00	0.07%	-10.51%
Divundu				133.00	1,100.00	0.27%	727.07%
Eenhana	7,005.00	7,720.00	8,242.00	8,756.00	8,658.00	2.14%	-1.12%
Ex-Presidential				2.00	2.00	0.00%	0.00%
Gobabis	7,670.00	8,219.00	8,298.00	8,490.00	8,907.00	2.20%	4.91%
Government - GRA	9,447.00	6,673.00	6,362.00	6,100.00	5,872.00	1.45%	-3.74%
Grootfontein	5,723.00	6,141.00	6,211.00	6,304.00	6,311.00	1.56%	0.11%
Henties Bay					888.00	0.22%	NA

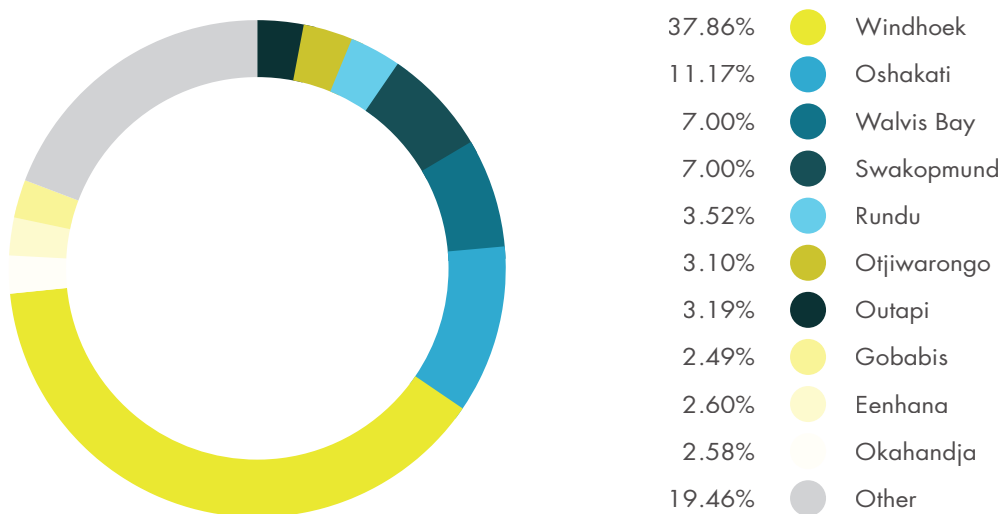
TABLE 7: Vehicle Population Per Authority (continued)

Issuing Authority	2016/17	2017/18	2018/19	2019/20	2020/21	Distribution	% Growth
Judiciary			109.00	108.00	105.00	0.03%	-2.78%
Karasburg	2,412.00	2,512.00	2,547.00	2,636.00	2,676.00	0.66%	1.52%
Karibib	1,795.00	2,169.00	2,140.00	2,144.00	2,552.00	0.63%	19.03%
Katima Mulilo	5,876.00	6,441.00	7,072.00	7,512.00	7,731.00	1.91%	2.92%
Keetmanshoop	7,116.00	7,560.00	7,688.00	7,566.00	7,736.00	1.91%	2.25%
Khorixas	968.00	938.00	825.00	747.00	664.00	0.16%	-11.11%
Lüderitz	2,688.00	2,801.00	2,743.00	2,724.00	2,703.00	0.67%	-0.77%
Maltahohe	513.00	532.00	538.00	520.00	490.00	0.12%	-5.77%
Mariental	6,139.00	6,233.00	6,433.00	6,567.00	6,593.00	1.63%	0.40%
Namibia Correctional Services	245.00	245.00	232.00	224.00	235.00	0.06%	4.91%
Nkurenkuru	528.00	831.00	1,029.00	1,337.00	1,764.00	0.44%	31.94%
Okahandja	7,035.00	7,414.00	8,010.00	8,327.00	8,737.00	2.16%	4.92%
Okakarara	803.00	886.00	906.00	831.00	933.00	0.23%	12.27%
Okongo					804.00	0.20%	NA
Omaruru	2,532.00	2,458.00	2,611.00	2,637.00	2,306.00	0.57%	-12.55%
Omuthiya					476.00	0.12%	NA
Ondangwa	10,144.00	11,215.00	11,702.00	12,616.00	12,947.00	3.20%	2.62%
Opuwo	2,739.00	3,235.00	3,648.00	3,818.00	4,116.00	1.02%	7.81%
Oranjemund	3,174.00	3,484.00	3,517.00	3,483.00	3,509.00	0.87%	0.75%
Oshakati	30,247.00	31,431.00	33,771.00	34,514.00	35,869.00	8.86%	3.93%
Otavi	874.00	972.00	1,022.00	993.00	942.00	0.23%	-5.14%
Otjinene	254.00	295.00	335.00	303.00	390.00	0.10%	28.71%
Otiwarongo	9,665.00	9,909.00	10,168.00	10,075.00	10,251.00	2.53%	1.75%
Outapi	9,040.00	9,992.00	10,687.00	11,328.00	11,552.00	2.85%	1.98%
Outjo	3,813.00	3,976.00	4,052.00	4,065.00	4,274.00	1.06%	5.14%
Rehoboth	5,318.00	5,633.00	5,891.00	5,970.00	6,382.00	1.58%	6.90%
Ruacana	922.00	1,110.00	1,216.00	1,323.00	1,652.00	0.41%	24.87%
Rundu	9,863.00	10,487.00	10,757.00	10,823.00	10,343.00	2.56%	-4.43%
Swakopmund	21,047.00	21,838.00	22,409.00	22,893.00	22,359.00	5.52%	-2.33%
Tsumeb	7,478.00	7,669.00	8,013.00	8,192.00	8,204.00	2.03%	0.15%
Usakos	600.00	644.00	583.00	524.00	471.00	0.12%	-10.11%
Walvis Bay	22,454.00	23,363.00	24,316.00	24,725.00	24,741.00	6.11%	0.06%
Windhoek	167,285.00	169,086.00	169,510.00	170,727.00	166,685.00	41.19%	-2.37%
TOTAL	374,710.00	385,485.00	394,974.00	401,476.00	404,705.00	100%	0.80%
Population	374,710.00	385,485.00	394,974.00	401,476.00	404,705.00		
Growth	12705	10775	9489	6502	3,229.00		
Growth in [%]	8.31%	3.51%	2.46%	1.65%	0.80%		

**FIGURE 6:
DRIVER POPULATION GROWTH
2016/2017 – 2020/2021**



**FIGURE 7:
DRIVER POPULATION DISTRIBUTION**



2.2.5 VEHICLE POPULATION

Namibia's registered vehicle population increased by 3,229 to bring the total population to 404,705, representing an increase of 0.80% compared to the population of the previous year 2019/2020. The following table summarises the growth and distribution of the vehicle population per Registering Authority.

**FIGURE 8:
VEHICLE POPULATION DISTRIBUTION**

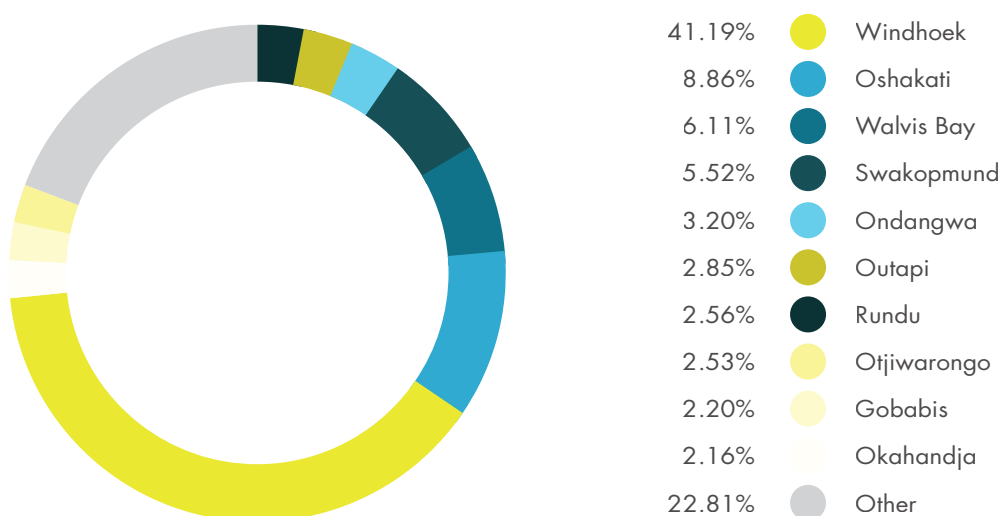


FIGURE 9:
ANNUAL VEHICLE POPULATION GROWTH
(PERCENTAGE) 2016/2017 – 2020/2021

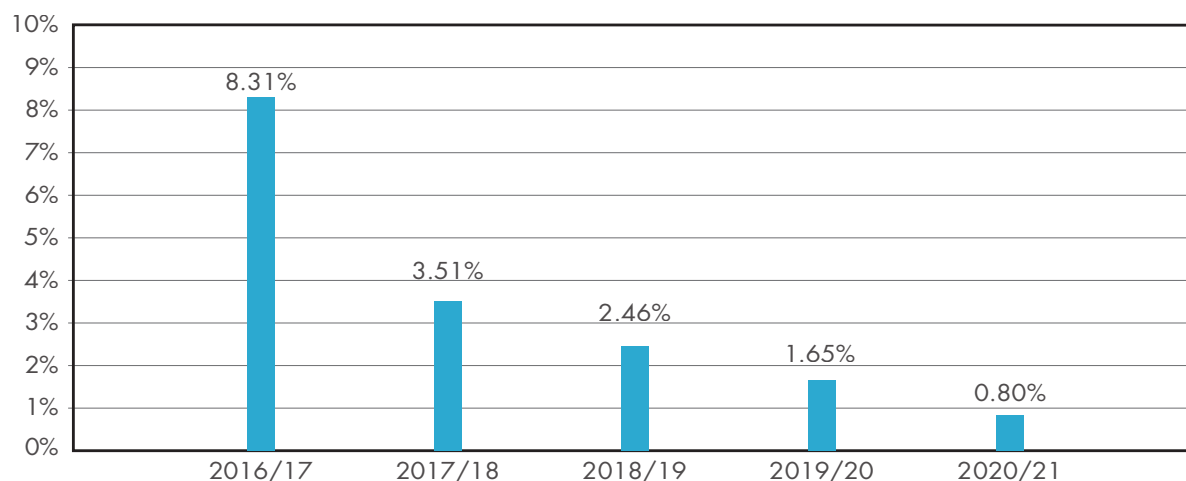


TABLE 8: NaTIS Revenue Collection for 2020/2021 Financial Year

Type of Revenue	2019/20	2020/21	% Increase	Increase/Decrease Amount
Road User Charges				
Vehicle Licensing, Temporary/Special Permits, Motor Trade Numbers	661,556,424.98	662,547,260.77	0.1%	990,835.79
Vehicle Registration	18,389,856.75	15,556,978.00	-15.4%	-2,832,878.75
Subtotal Road User Charges	679,946,281.73	678,104,238.77	-0.3%	-1,842,042.96
Non-Road User Charges				
Specific Licence Numbers	2,103,080.00	3,416,832.00	62.5%	1,313,752.00
Personalised Licence Numbers	2,961,864.00	2,756,792.00	-6.9%	-205,072.00
Learner and Driver Testing and Licensing	25,918,725.00	31,191,270.00	20.3%	5,272,545.00
Vehicle Roadworthy Certification	11,812,362.00	19,215,910.00	63%	7,403,548.00
Other (Person Transactions, Info. Confirm, Duplicate Doc.)	81,024.00	6,678,867.10	8143%	6,597,843.10
Subtotal Miscellaneous (Non-Road User Charges)	42,877,055.00	63,259,671.10	48%	20,382,616.10
TOTAL	722,823,336.73	741,363,909.87	2.6%	18,540,573.14

2.2.6 NaTIS REVENUE COLLECTION

NaTIS collected N\$ 741,363,909.87 with an increase of 2.6% compared to 2019/20. This amount is broken down as indicated in the table below.

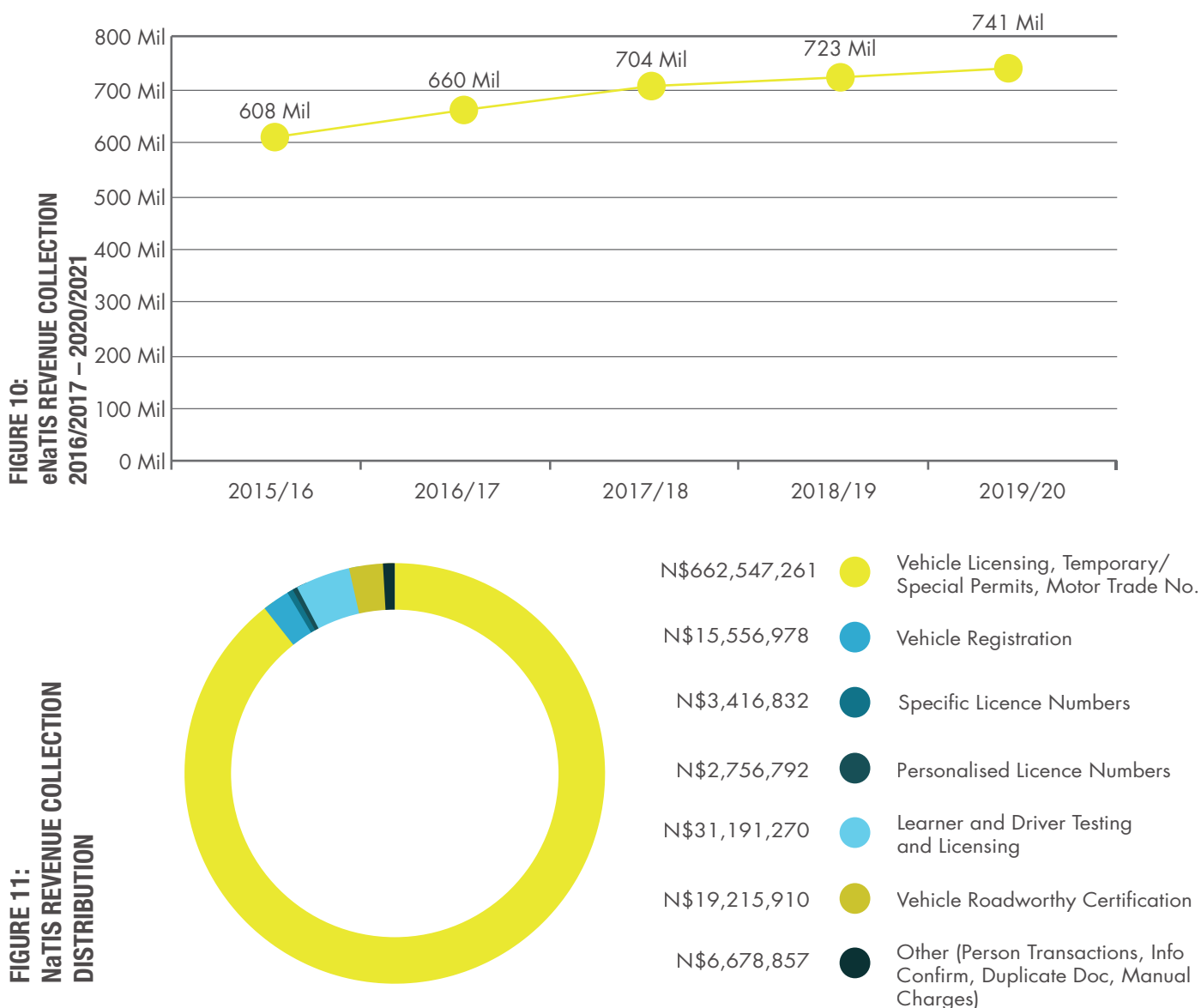
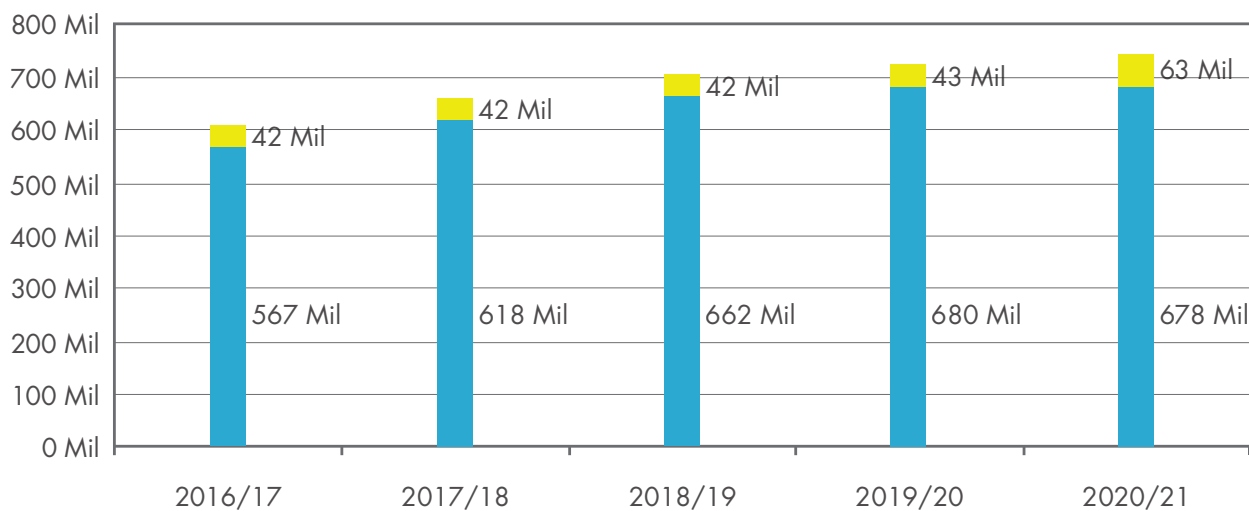


TABLE 9: NaTIS Revenue Collection for the last five years

Type of Revenue	2016/17	2017/18	2018/19	2019/20	2020/21
Road User Charges					
Vehicle Licensing, Temporary/Special Permits, Motor Trade No's.	550,133,110	599,885,413	643,654,939	661,556,425	662,547,261
Vehicle Registration	16,454,917	17,855,991	18,741,025	18,389,857	15,556,978
Subtotal Road User Charges	566,588,027	617,741,404	662,395,964	679,946,282	678,104,239
Non-Road User Charges					
Specific Licence Numbers	2,142,108	2,014,880	2,081,508	2,103,080	3,416,832
Personalised Licence Numbers	3,880,512	3,316,840	3,070,520	2,961,864	2,756,792
Learner and Driver Testing and Licensing	23,844,785	24,349,515	24,712,880	25,918,725	31,191,270
Vehicle Roadworthy Certification	11,541,726	12,028,216	12,022,270	11,812,362	19,215,910
Other (Person Transactions, Info Confirm, Duplicate Doc, Manual Charges)	96,672	86,304	83,520	81,024	6,678,867
Subtotal Non-Road User Charges	41,505,803	41,795,755	41,970,698	42,877,055	63,259,671
TOTAL	608,093,830	659,537,159	704,366,662	722,823,337	741,363,910

FIGURE 12:
REVENUE COLLECTION OF ROAD USER
VS NON-ROAD USER FEES



2.2.7 TRANSPORT PERMITS

The RA also regulates the cross-border and domestic road transportation by issuing road carrier permits in compliance with the national legislative framework, bi-lateral and multi-lateral cross-border road transportation agreements.

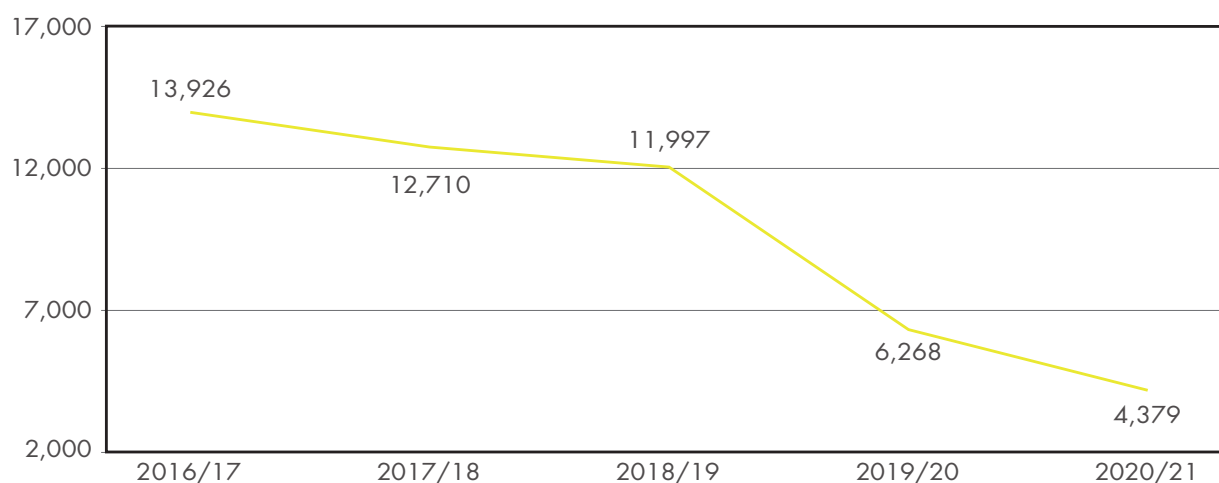
2.2.7.1 Cross-Border Road Carrier Permits

A total of 4,379 permits were issued, representing a decrease of 30.14% compared to the previous year of 2019/2020. The statistics per country are indicated in the table below.

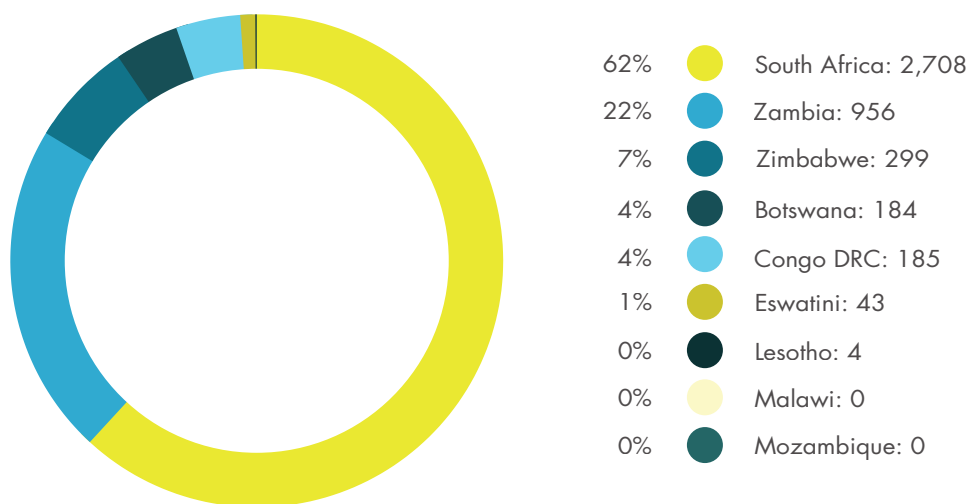
TABLE 10: Cross border permits issued to neighbouring countries

Country	2016/17	2017/18	2018/19	2019/20	2019/20	Distribution	% Growth
Botswana	363	230	217	396	184	4.20%	-53.54%
Congo DRC				60	185	4.22%	208.33%
Eswatini	246	269	14	366	43	0.98%	-88.25%
Lesotho	27	18	4	1440	4	0.09%	-99.72%
Malawi				16	0	0.00%	-100.00%
Mozambique			1	847	0	0.00%	-100.00%
South Africa	9,219	8,346	9,870	1,777	2,708	61.84%	52.39%
Zambia	2,499	2,913	1,320	1,064	956	21.83%	-10.15%
Zimbabwe	1,572	934	571	302	299	6.83%	-0.99%
Total	13,926	12,710	11,997	6,268	4,379	100.00%	-30.14%

FIGURE 13:
CROSS-BORDER ROAD CARRIER PERMITS
2016/2017 – 2020/2021



**FIGURE 14:
CROSS-BORDER ROAD CARRIER
PERMITS DISTRIBUTION**



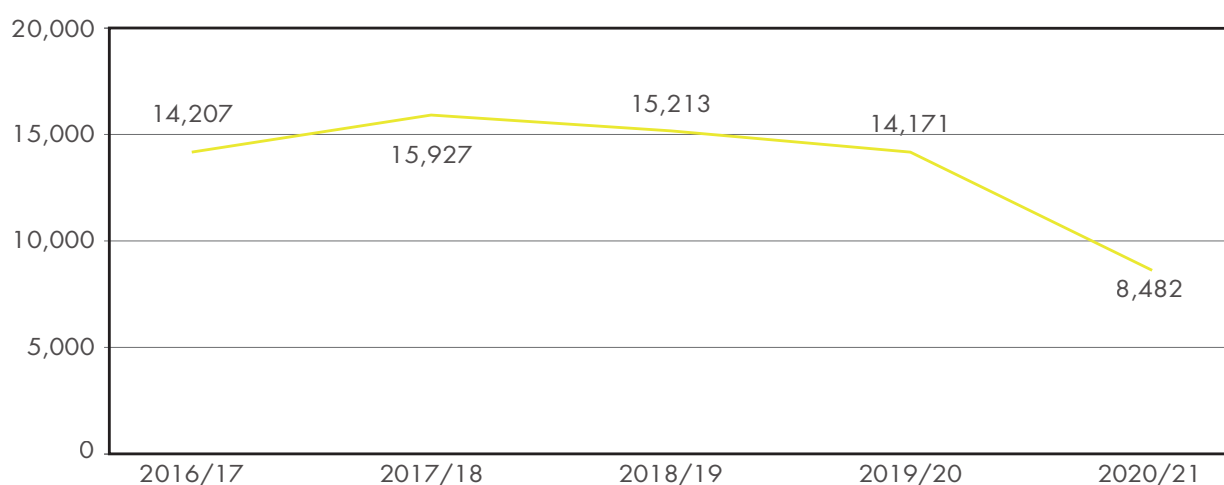
2.2.7.2 Domestic road carrier permits

A total of 8,482 domestic road carrier permits were issued representing a decrease of 40.15% compared to the previous year of 2019/2020. The statistics per type of applications / permits are indicated in the table below.

TABLE 11: Domestic road carrier permits per type

Type of Permit	2016/17	2017/18	2018/19	2019/20	2019/20	Growth %	Distribution
New Application	5,588.00	6,482.00	6,094.00	4,167.00	2,168.00	-47.97%	15.30%
Replacement of Vehicle Application	9.00	10.00	9.00	-	9.00	NA	0.06%
Temporary Permit Application locals	1,003.00	1,429.00	968.00	1,032.00	265.00	-74.32%	1.87%
Transfer of Permit Application	101.00	115.00	155.00	223.00	261.00	17.04%	1.84%
Duplicate Permit Application	1,073.00	462.00	571.00	562.00	322.00	-42.70%	2.27%
Change of Route Application	48.00	70.00	80.00	80.00	116.00	45.00%	0.82%
Additional Vehicle Application	1.00	2.00	-	-	-	NA	0.00%
Additional Authority Application	2.00	-	8.00	-	-	NA	0.00%
Direct Replacement Application	6,189.00	7,191.00	7,157.00	7,075.00	5,271.00	-25.50%	37.20%
Temporary Permit foreign vehicles	193.00	166.00	171.00	1,032.00	70.00	-93.22%	0.49%
Total	14,207.00	15,927.00	15,213.00	14,171.00	8,482.00	-40.15%	59.85%

**FIGURE 15:
DOMESTIC PERMITS PROCESSED
2016/2017 – 2020/2021**



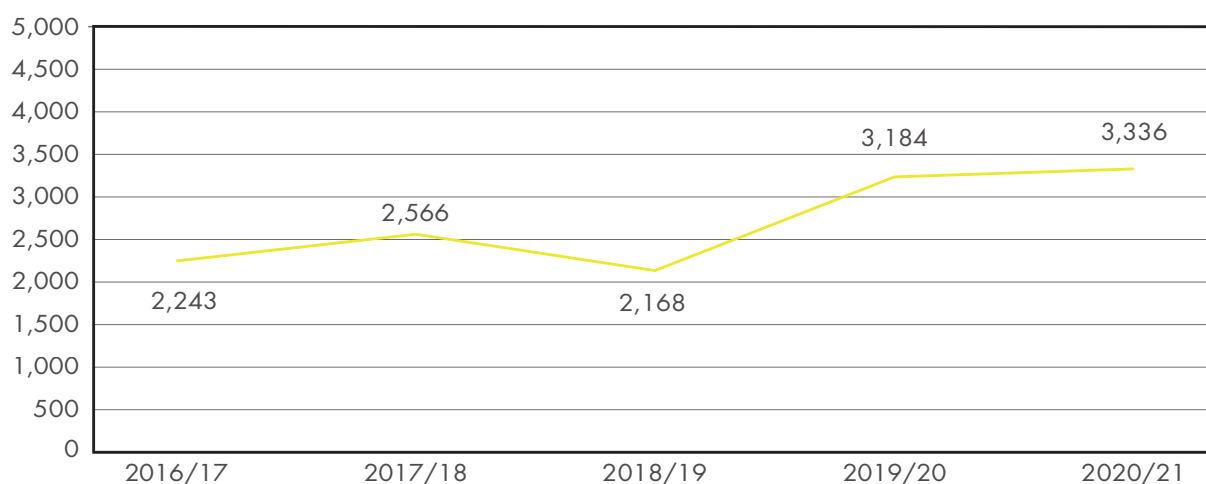
2.2.7.3 Issuance of abnormal load permits

A total of 3,336 abnormal load permits were issued, representing an increase of 4.77% in the number of applications compared to the previous year of 2018/2019.

TABLE 12: Issuance of Abnormal Load Permits

2016/17	2017/18	2018/19	2019/20	2019/20	Growth %	Distribution
2243	2566	2168	3184	3336	100%	4.77%

FIGURE 16:
ABNORMAL LOAD PERMITS PROCESSED
2016/2017 – 2020/2021



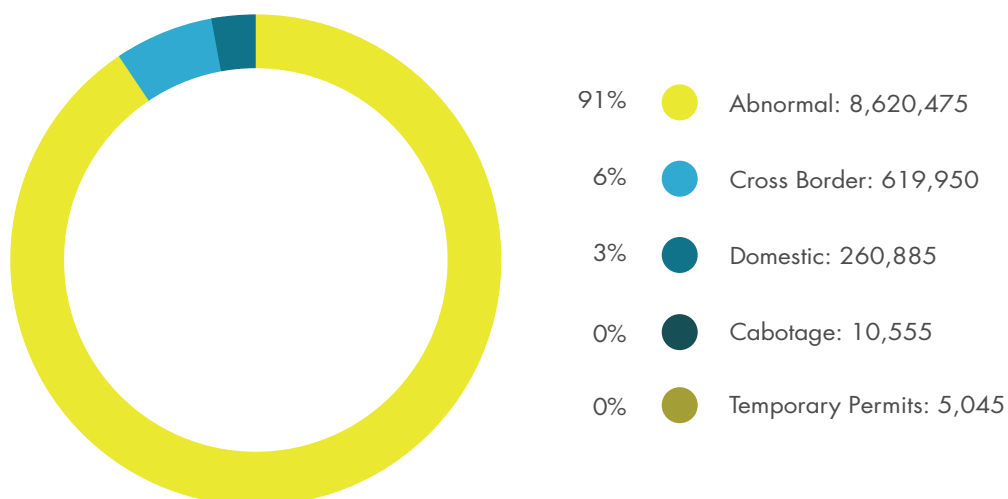
2.2.8 REVENUE COLLECTION FOR TRANSPORT REGULATION

NaTIS collected N\$ 741,363,909.87 with an increase of 2.6% compared to 2019/20. This amount is broken down as indicated in the table below.

TABLE 13: Revenue Collection for Transport Regulation

Category	2016/17	2017/18	2018/19	2019/20	2019/20	Growth %	Distribution
Cross border	545,020.00	740,290.00	672,410.00	678,790.00	619,950.00	0.07	- 0.09
Domestic	596,605.00	767,490.00	646,810.00	568,690.00	260,885.00	0.03	- 0.54
Abnormal	10,175,865.00	19,550,810.00	11,441,575.18	6,904,608.49	8,620,474.69	0.91	0.25
Temporary Permits				4,930.00	5,045.00	0.00	0.02
Cabotage					10,555.00	0.00	NA
Total	11,317,490.00	21,058,590.00	12,760,795.18	8,157,018.49	9,516,909.69	1.00	0.17

FIGURE 17:
TRANSPORT REGULATION:
REVENUE COLLECTION DISTRIBUTION





CORPORATE SERVICE

CHAPTER 3

CONTENT

46 3.1 Mandate of the Division

46 3.2 Human Resources

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3. CORPORATE SERVICES

3.1 MANDATE OF THE DIVISION

The Corporate Services Business Unit is responsible for the provision of support services to the RA in the area of Human Resources Management, Administration Support, Information Communication Technology and Finance Management.

3.2 HUMAN RESOURCES

3.2.1 ORGANIZATIONAL STAFFING OVERVIEW

Out of a staff establishment of 772 positions, 83% (644) were filled while 17% (128) were vacant. The overall vacancies budgeted for in the financial year 2021/2022 is 42.

FIGURE 32:
Roads Authority high-level organogram

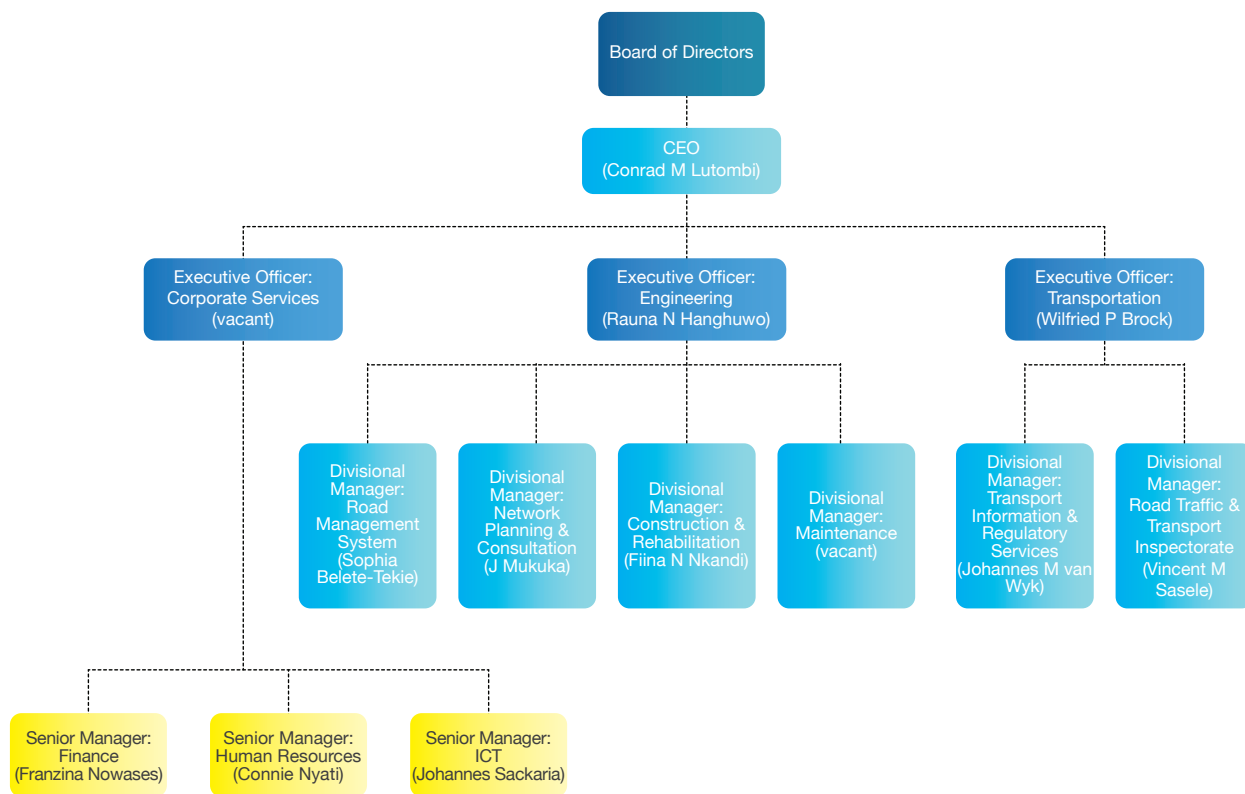
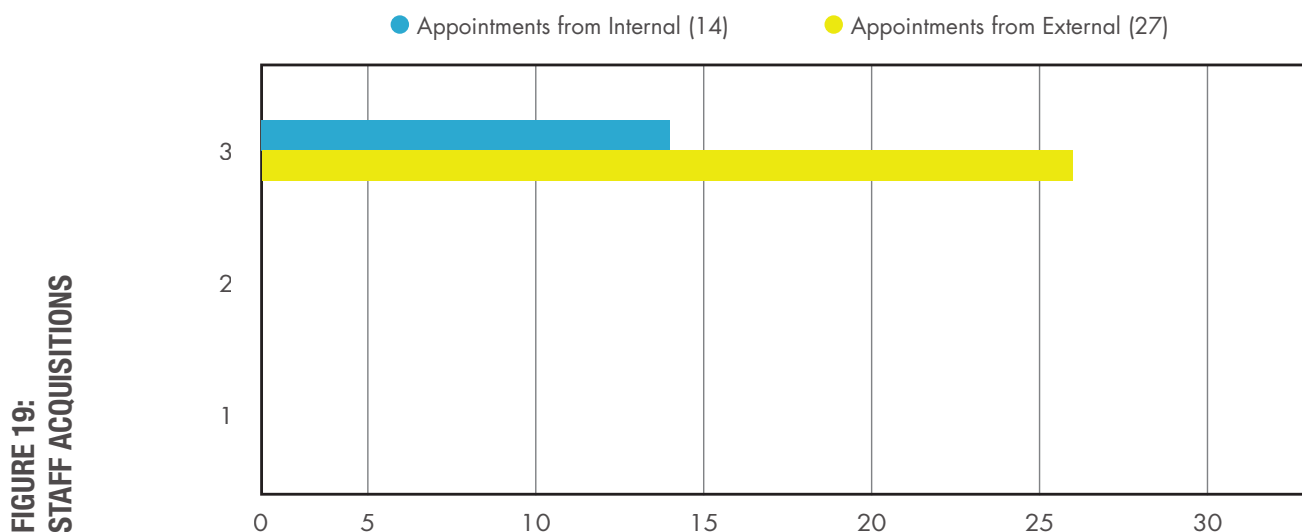


FIGURE 18:
ROADS AUTHORITY STAFFING
OVERVIEW AS AT 31 MARCH 2021



3.2.2 STAFF ACQUISITIONS

A total of 41 positions were filled through internal and external sourcing. The filling of vacancies represents 66% from external and 34% from internal. 2 positions in executive/senior management category namely Executive Officer: Corporate Services and Divisional Manager: Network Maintenance were filled substantively during the period under review.

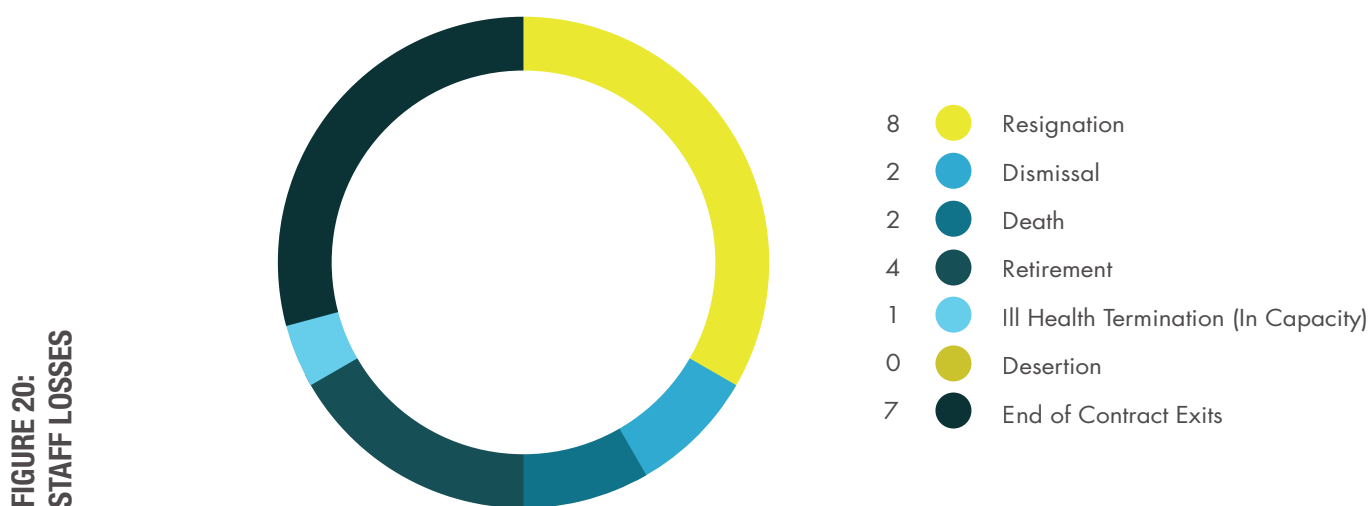


3.2.3 STAFF LOSSES

Staff loss of 24 staff members was experienced through various incidents, whereby the highest number was through resignations, representing 34%. This is followed by end of contract exits at 29%, then retirements at 17%. Dismissals and incidents of demise were recorded at 8% respectively. 1 case of ill-health termination was recorded while no incident of workplace desertion (absconded) was

experienced during the period under review.

The attrition rate (number of exits/ over employee count during period) was 3.73% at 31 March 2021 of which voluntary attrition (resignations) make up 1.24% thereof.



3.2.4 WORKFORCE STAFF LEVELS PROFILE BY JOB GRADE AND GENDER CLASSIFICATION

In terms of gender classification, the workforce is 55% male and 45% female. In terms of job level category, the highest percentage of staff is constituted in the skilled/academically qualified/ Supervisory job levels which is 46.4% of the workforce, followed by 36.6% of staff in

the semi-skilled job level. Therefore, 83% is two job level categories. The combination of junior and middle management categories make up 14.2% of the workforce. Senior management and executive levels are 1.8% of the workforce.

TABLE 14: Workforce Staff Levels Profile by Job Grade and Gender Classification

Staff levels per job level category	Job Grades	Female	Male	Grand Total	Percentage Presentation
Unskilled - Defined Decisions	A2	5	0	5	0.8%
Semi-Skilled	B1- B5	156	80	236	36.6%
Skilled/Academically Qualified/Supervisors	C1 - C5	94	205	299	46.4%
Junior Management	D1 - D3	26	49	75	11.6%
Middle Management	D4 - D5	2	15	17	2.6%
Senior Management	E1 - E2	2	2	4	0.6%
Executives	E3 - F	4	4	8	1.2%
Grand Total		289	355	664	100%
Percentage Presentation		45%	55%	100%	

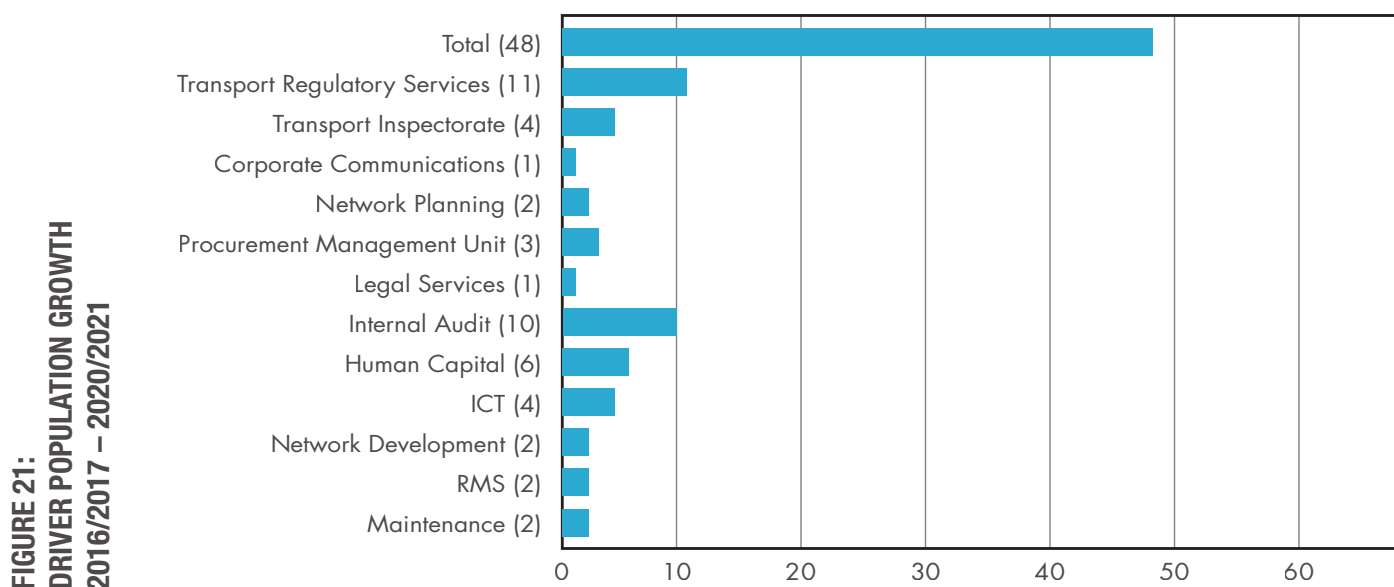
3.2.5 OCCUPATIONAL HEALTH, SAFETY AND WELLNESS

The year under review was marred by the onset of the Covid-19 pandemic. A Covid-19 Taskforce Committee was established. Also, a Covid-19 Workplace Management Strategy was adopted and implemented. The prevention and management of Covid-19 infections in the workplace became an instant priority and funds were rechannelled to that course. Funds were used for the procurement of office disinfection services and Personal Protective Equipment (PPE) and goods. Regrettably, one of the 2 cases of demise as reported under staff losses was Covid-19 related. A Pandemic Management

Policy was also developed to regulate the management of pandemics in the workplace.

3.2.6 STAFF DEVELOPMENT AND TRAINING INTERVENTIONS

48 staff members underwent staff development and training interventions. The interventions were undertaken as from the 3rd quarter of the 2020/2021 particularly October 2020. This was as a result of the persistent lockdowns during the 1st and 2nd quarters of the year ended 31 March 2021. The interventions were conducted mainly through online methods.



3.2.7 SUCCESSION PLANNING

During the year under review, succession Planning Committees were established for each Business Unit. Critical positions for succession had been identified and approved in respect of the respective Business Units. Such positions are identified as the four (4) levels from and including the Chief Executive Officer to the level of Sub-Divisional managers/

Regional managers. Potential candidates for the succession programme have also been identified/nominated and approved. Individual staff members have been notified and approached to either accept or reject their nominations. 31 key and leadership positions and 70 potential succession candidates were identified as depicted in table 15.

TABLE 15: Succession Planning Committees

Business Unit /Office	# of key positions identified/approved	# of potential successors identified/approved
Engineering	15	29
Office of the CEO	6	7
Transportation	6	23

TABLE 15: Succession Planning Committees (continued)

Business Unit /Office	# of key positions identified/approved	# of potential successors identified/approved
Corporate Services	4	11
Total	31	70

3.2.8 UNDERSTUDY PROGRAMME

During the year under review, the RA had four (4) expatriates under the engineering business unit and Namibian understudies had been identified and attached to each one of them for skills transfer. The monitoring of understudy arrangements are done in compliance with the requirements of the Employment Equity guidelines.

3.2.9 PERFORMANCE MANAGEMENT

The implementation of annual Performance Management continued during the year under review. The bi-annual performance agreements were developed and reviews/assessments for the 1st performance cycle of the year under review were completed. In addition, the development of performance agreements for the 2nd performance cycle i.e. (01 October 2020 to 31 March 2021) were also completed through a cross functional Performance Management verification Committee (PMC).

3.3 INFORMATION COMMUNICATION TECHNOLOGY

During the year under review, the Information Communication Technology (ICT) continued to deliver optimum and adequate ICT services to the organization in support of its strategic objectives and operations. From the last quarter of the year 2019 to date, the entire world endured the COVID-19 pandemic, which necessitated the organization to adopt a strategy to work from home for most of the staff. This process was sustained by the use of our robust ICT infrastructure.

As result, there had been continued maintenance and support of the business-critical systems such as Emails, Internet, Integrated Business Management System (IBMS), Road Management Systems (RMS), Traffic Management System (TRAFMAN), Electronic National Traffic Information System (eNaTIS), Road Permit Transport Management (RPTM) & Cross Border Road Transport System (CBRTS). These RA applications continued to be available and accessible by their respective users across the Authority.

3.3.1 PERFORMANCE AND ACHIEVEMENTS

The RA ICT continued to engage in ICT research to provide RA and its stakeholders with state of the art, fit-for-purpose and secure ICT solutions and services at all times.

3.3.1.1 Data Transmission Network and Security

The RA digital communication network was maintained at minimum of 1 mbps for the provision of increased bandwidth capacities across the entire data transmission network.

A comprehensive enhanced cybersecurity infrastructure had been implemented comprising of next-generation firewalls and a cybersecurity system with artificial intelligence and machine learning capabilities that provides visibility of ICT security breaches in real-time and provides immediate remedial action.

Five (5) new NaTIS offices (Divundu, Omuthiya, Okongo, Arandis and Henties Bay) were added to the corporate data transmission network

bringing the total number of interconnected offices to approximately 82 countrywide.

3.3.1.2 Integrated Business Management Business Systems (IBMS)

Additional continuous developments have been made to the IBMS to cater for the new compliance requirement, such as the bank Nampay EFT requirements, new tax template requirements for Inland Revenue and Human Resources and Payroll workflow as recommended by audit reports to mitigate identified risks.

The RA ICT continued to maintain the applications and databases for the efficient operation of the RA for systems. These include the IBMS, which is an Enterprise Resources Planning application that supports financial management, human resource management, project management and asset management. The IBMS enables the organization to render quality and effective services to our stakeholders by ensuring accurate transactions processing and providing quality information for decision-making and service delivery.

3.3.1.3 Customer experience efforts – the SMS Gateway, Queue Management systems and Call Centre Management Software

In efforts to improve stakeholders' satisfaction, the RA ICT continued to maintain the SMS (Short Message Service) gateway software and Call Centre Management System, which allows the RA to engage with its customers via SMS and voice call and notifications to customers on services rendered. The RA ICT has also fully implemented the Queue Management System, which will allow the routing, and directing the flow of customers at NaTIS and Permit offices of the selected offices of the RA. The queue system will assist the RA in improving customer service processes and increasing the quality of customer service.


3.3.1.4 Road Transport Management Systems

The RA ICT continued to maintain the applications and databases for the efficient operation of the road transport systems such as; Road Management Systems (RMS), Traffic Management System (TRAFMAN), Electronic National Traffic Information System (eNaTIS), Road Permit Transport Management (RPTM) & Cross Boarder Road Transport System (CBRTS), Traffic Satellite Surveillance System. These RA applications continued to be available and accessible by their respective users across the Authority.

3.3.1.5 Server and Storage Infrastructure

The RA ICT ensured the uninterrupted availability of key systems throughout RA such as Road Management Systems (RMS), Traffic Management System (TRAFMAN), Integrated Business Management System (IBMS), Electronic National Traffic Information System (eNaTIS), Road Permit Transport Management (RPTM), Cross Boarder Road Transport System (CBRTS), Traffic Surveillance System, e-Mail server, Webserver, IBMS servers, Active Directory servers.

AUDIT COMPLIANCE CERTIFICATE



Audit Compliance Certificate on the Accounts of the Roads
Authority for the year ended 31 March 2021.

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Republic of Namibia



THE AUDITOR-GENERAL

Tel: (264) (061) 2858000
Fax: (264) (061) 224301

Private Bag 13299
WINDHOEK

AUDIT COMPLIANCE CERTIFICATE ON THE ACCOUNTS OF THE ROADS AUTHORITY FOR THE YEAR ENDED 31 MARCH 2020

The Board of Directors of the Roads of Authority appointed the firm, PricewaterhouseCoopers registered in terms of the public Accountants and Auditors Act, 1951 (Act 51 of 1951). The said Firm compiled the audit documentation which was examined by me in terms of Section 21 (3) of the Roads Authority Act, 1999 (Act 17 of 1999).

The firm certified that:

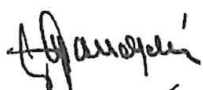
"The scope of our audit was sufficient to support the opinion being issued.

The financial statements, except as noted in the audit report.

- (i) *Are complete clerically accurate;*
- (ii) *Accord with our understanding of the client's business and industry;*
- (iii) *Have been properly prepared in accordance with the Roads Authority Act and International Financial Reporting Standards; and*
- (iv) *Fairly present the financial position, results of operations and cash flow information for the year then ended 31 March 2020"*

The audit of the financial years has been carried out to my satisfaction.

WINDHOEK, July 2021


JUNIAS ETUNÁ KANDJEKE
AUDITOR-GENERAL





ANNUAL FINANCIAL STATEMENT

CHAPTER 4

CONTENT

55	Directors' Responsibilities and Approval
56	Independent Auditor's Report
58	Directors' Report
60	Statement of Financial Position
61	Statement of Surplus or Deficit and Other Comprehensive Income
62	Statement of Changes in Equity
63	Statement of Cash Flows
64	Accounting Policies
72	Notes to the Financial Statements

The following supplementary information does not form part of the financial statements and is unaudited:

85	Construction and Rehabilitation Projects
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ITS

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ROADS AUTHORITY

Financial Statements for the year ended 31 March 2021

GENERAL INFORMATION

COUNTRY OF INCORPORATION & DOMICILE

Namibia

NATURE OF BUSINESS & PRINCIPAL ACTIVITIES

Management of the National Road Network of Namibia

DIRECTORS

Lily Brandt (Chairperson)
Profysen S Muluti (Vice Chairperson)
Hellen Amupolo (Chairperson of the ARCC)
Gerson M Kadhikwa
Hendrik P Greeff
Tuyoleni H Hamata
Gloria M Tshoopara

REGISTERED OFFICE

Cnr David Hosea Meroro & Mandume Ndemufayo Street
Windhoek
Namibia

POSTAL ADDRESS

Private Bag 12030
Ausspannplatz
Windhoek
Namibia

HOLDING AUTHORITY

Ministry of Works and Transport

BANKER

Standard Bank of Namibia
Bank Windhoek Limited

AUDITOR

PricewaterhouseCoopers
Registered Accountants and Auditors
Chartered Accountants (Namibia)

SECRETARY

Iyaloo Nekundi

ROADS AUTHORITY

Financial Statements for the year ended 31 March 2021

DIRECTORS' RESPONSIBILITIES AND APPROVAL

The directors are required in terms of the Roads Authority Act, Act 17 of 1999 to maintain adequate accounting records and are responsible for the content and integrity of the financial statements and related financial information included in this report. It is their responsibility to ensure that the financial statements fairly present the state of affairs of the authority as at the end of the financial year and the results of its operations and cash flows for the period then ended, in conformity with International Financial Reporting Standards. The external auditors are engaged to express an independent opinion on the financial statements.

The financial statements are prepared in accordance with International Financial Reporting Standards and are based upon appropriate accounting policies consistently applied and supported by reasonable and prudent judgements and estimates.

The directors acknowledge that they are ultimately responsible for the system of internal financial control established by the authority and place considerable importance on maintaining a strong control environment. To enable the directors to meet these responsibilities, the board of directors sets standards for internal control aimed at reducing the risk of error or deficit in a cost effective manner. The standards include the proper delegation of responsibilities within a clearly defined framework, effective accounting procedures and adequate segregation of duties to ensure an acceptable level of risk.

These controls are monitored throughout the authority and all employees are required to maintain the highest ethical standards in ensuring the authority's business is conducted in a manner that in all reasonable circumstances is above reproach. The focus of risk management in the authority is on identifying, assessing, managing and monitoring all known forms of risk across the authority. While operating risk cannot be fully eliminated, the authority endeavours to minimise it by ensuring that appropriate infrastructure, controls, systems and ethical behaviour are applied and managed within predetermined procedures and constraints.

The directors are of the opinion, based on the information and explanations given by management, that the system of internal control provides reasonable assurance that the financial records may be relied on for the preparation of the financial statements. However, any system of internal financial control can provide only reasonable, and not absolute, assurance against material misstatement or deficit.

The directors have reviewed the authority's cash flow forecast for the year to 31 March 2022 and, in light of this review and the current financial position, they are satisfied that the authority has or had access to adequate resources to continue in operational existence for the foreseeable future.

The external auditors are responsible for independently auditing and reporting on the authority's financial statements. The financial statements have been examined by the authority's external auditors and their report is presented on pages 56 to 57.

The financial statements set out on page 72 to 84, which have been prepared on the going concern basis, were approved by the board of directors on September 2022 and were signed on their behalf by:

Signed on behalf of the Board of Directors By:

Lily Brandt (Chairperson)

Hellen Amupolo (Chairperson of the ARCC)

ROADS AUTHORITY

Financial Statements for the year ended 31 March 2021

INDEPENDENT AUDITOR'S REPORT

To the director of Roads Authority

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of Roads Authority (the company) set out on pages 72 to 84, which comprise the statement of financial position as at 31 March 2021, and the statement of surplus or deficit and other comprehensive income, statement of changes in equity and statement of cash flows for the year then ended, and notes to the financial statements, including a summary of significant accounting policies.

In our opinion, the financial statements present fairly, in all material respects, the financial position of Roads Authority as at 31 March 2021, and its financial performance and cash flows for the year then ended in accordance with International Financial Reporting Standards and the requirements of the Roads Authority Act, Act 17 of 1999.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the financial statements section of our report. We are independent of the company in accordance with the International Ethics Standards Board for Accountants' International Code of Ethics for Professional Accountants (including International Independence Standards) (Parts 1 and 3) (IESBA Code) and other independence requirements applicable to performing audits of financial statements in Namibia. We have fulfilled our other ethical responsibilities in accordance with the IESBA Code and in accordance with other ethical requirements applicable to performing audits in Namibia. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Material uncertainty related to going concern

We draw attention to note in the financial statements, which indicates that the company incurred a net deficit of N\$- during the year ended 31 March 2021 and, as of that date, the company's current liabilities exceeded its total assets by N\$-. As stated in note, these events or conditions, along with other matters as set forth in note, indicate that a material uncertainty exists that may cast significant doubt on the company's ability to continue as a going concern. Our opinion is not modified in respect of this matter.

Other information

The directors are responsible for the other information. The other information comprises the information included in the document titled "Roads Authority financial statements for the year ended 31 March 2021", which includes the Directors' Report as required by the Roads Authority Act, Act 17 of 1999 and the Statement of Surplus or Deficit and Other Comprehensive Income, which we obtained prior to the date of this report. The other information does not include the financial statements and our auditor's report thereon.

Our opinion on the financial statements does not cover the other information and we do not express an audit opinion or any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit, or otherwise appears to be materially misstated. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Responsibilities of the directors for the Financial Statements

The directors are responsible for the preparation and fair presentation of the financial statements in accordance with International Financial Reporting Standards and the requirements of the Roads Authority Act, Act 17 of 1999, and for such internal control as the directors determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the directors are responsible for assessing the authority's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the directors either intend to liquidate the authority or to cease operations, or have no realistic alternative but to do so.

Auditor's responsibilities for the audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement,

ROADS AUTHORITY

Financial Statements for the year ended 31 March 2021

whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with International Standards on Auditing will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with International Standards on Auditing, we exercise professional judgement and maintain professional scepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the authority's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the directors.
- Conclude on the appropriateness of the directors' use of the going concern basis of accounting and based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the authority's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the authority to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with the directors regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Report on other legal and regulatory requirements

ROADS AUTHORITY

Financial Statements for the year ended 31 March 2021

DIRECTORS' REPORT

The directors have pleasure in submitting their report on the financial statements of Roads Authority for the year ended 31 March 2021.

1. Nature of business

Roads Authority is engaged in the management of the national road network of Namibia.

There have been no material changes to the nature of the Authority's business from the prior year.

2. Review of financial results and activities

The financial statements have been prepared in accordance with International Financial Reporting Standards. The accounting policies have been applied.

Full details of the financial position, results of operations and cash flows of the authority are set out in these financial statements.

3. Board and sub-committee meetings

Board of directors	Ordinary Board meeting (3 meetings held during the financial year)	Joint Board meeting (1 meetings held during the financial year) (RFA)	Special Board meeting (1 meetings held during the financial year)	Audit and Risk Committee (4 meetings held during the financial year)	HR Board Committee (4 meetings held during the financial year)
B. Katjaerua (Chairperson)	4	2	3	-	-
E. Motinga (Deputy chairperson)	3	2	3	3	-
L. Brandt	3	2	2	4	4
C. Smith	3	1	3	4	4
T. Nashidengo	3	2	-	3	4

4. Directorate

The directors in office at the date of this report are as follows:

Board of Directors	Nationality	Resignations
Mr. Brian Katjaerua (Chairperson)	Namibian	31/08/2021
Ms. Erna Motinga (Deputy chairperson)	Namibian	31/08/2021
Ms. Lily Brandt	Namibian	
Mr. Clive Smith	Namibian	31/08/2021
Mr. Tuli Nashidengo	Namibian	30/11/2020

6. Going concern

The directors believe that the authority has adequate financial resources to continue in operation for the foreseeable future and accordingly the financial statements have been prepared on a going concern basis. The directors have satisfied themselves that the authority is in a sound financial position and that it has access to sufficient borrowing facilities to meet its foreseeable cash requirements. The directors are not aware of any other material changes that may adversely impact the authority. The directors are also not aware of any material non-compliance with statutory or regulatory requirements or of any pending changes to legislation which may affect the authority.

ROADS AUTHORITY

Financial Statements for the year ended 31 March 2021

7. Secretary

The Authority secretary is Miss Iyaloo Nekundi.

Business address:

Roads Authority Head Office
Erf 8163 (Portion of 6596)
Corner of Mandume Ndemufayo & David Hosea Meroro Road
Southern Industrial Business Area, Windhoek

8. Terms of appointment of the auditors

PricewaterhouseCoopers continued in office as the auditor for the Authority for 2021.

9. Directors' interests in contracts

During the financial year, no contracts were entered into which directors, secretary or officers of the Authority had an interest and which significantly affected the business of the Authority.

10. Exemption from tax

The Roads Authority is a Public Entity in terms of the Income Tax Act and it obtained an Income tax exemption from the Minister of Finance, in terms of section 16 of the Income Tax Act, Act 24 of 1981 as amended.

ROADS AUTHORITY

Financial Statements for the year ended 31 March 2021

STATEMENT OF FINANCIAL POSITION AS AT 31 MARCH 2021

	Note(s)	2021 N\$ '000	2020 N\$ '000
Assets			
Non-Current Assets			
Property, plant and equipment	3	60,237	55,598
Right-of-use assets	4	28,092	19,219
Intangible assets	5	1,998	2,539
Prepayment	11	209,824	-
		300,151	77,356
Current Assets			
Prepayment	11	3,618	-
Trade and other receivables	6	157,209	193,169
Cash and cash equivalents	7	221,203	139,137
		382,030	332,306
Non-current assets held for sale	12	-	217,060
Total Assets		682,181	626,722
Equity and Liabilities			
Equity			
Reserves		8,992	8,992
Retained income		2,686	2,686
		11,678	11,678
Liabilities			
Non-Current Liabilities			
Lease liabilities	4	12,260	10,397
Deferred income	9	286,613	217,459
		298,873	227,856
Current Liabilities			
Trade and other payables	10	327,023	277,825
Lease liabilities	4	10,672	6,483
Retirement benefit obligation	8	30,317	31,251
Deferred income	9	3,618	71,629
		371,630	387,188
Total Liabilities		670,503	615,044
Total Equity and Liabilities		682,181	626,722

ROADS AUTHORITY

Financial Statements for the year ended 31 March 2021

STATEMENT OF SURPLUS OR DEFICIT AND OTHER COMPREHENSIVE INCOME

	Note(s)	2021 N\$ '000	2020 N\$ '000
Transfers received			
Grants received: Road Fund Administration	13	1,607,290	1,821,642
Other income			
Tender documents		301	555
Sundry income		511	453
	14	812	1,008
Operating expenses			
Administration and management fees		(96,196)	(111,528)
Amortisation	15	(542)	(52)
Auditors remuneration - external auditors	15	(499)	(507)
Depreciation	15	(24,437)	(16,932)
Employee costs		(337,827)	(332,955)
		(459,501)	(461,974)
Other operating expenses			
Construction and rehabilitation		(7,665)	(65,666)
Weigh bridge maintenance		(10,624)	(7,178)
Fencing and compensation		(32,453)	(9,599)
Namibian Traffic Information Systems		(25,867)	(22,788)
Project administration expenses		(17,278)	(15,390)
Research, development and feasibility studies		(3,116)	(13,455)
Road management system		(13,807)	(20,294)
Routine and periodic maintenance		(1,080,345)	(1,078,122)
Fair value adjustment		-	(54,060)
		(1,650,656)	(1,748,526)
Operating (deficit) surplus		(42,554)	74,124
Investment income	15	2,504	4,846
Finance costs	16	(2,744)	(2,224)
Transfer (surplus) / deficit to Roads Fund Administration	17	42,794	(76,746)
Surplus (deficit) for the year		-	-

ROADS AUTHORITY

Financial Statements for the year ended 31 March 2021

STATEMENT OF CHANGES IN EQUITY

	Government contribution N\$ '000	Retained income N\$ '000	Total equity N\$ '000
Balance at 1 April 2019	8,992	2,686	11,678
Balance at 1 April 2020	8,992	2,686	11,678
Balance at 31 March 2021	8,992	2,686	11,678

ROADS AUTHORITY

Financial Statements for the year ended 31 March 2021

STATEMENT OF CASH FLOWS

	Note(s)	2021 N\$ '000	2020 N\$ '000
Cash flows from operating activities			
Cash receipts from customers		1,647,556	1,818,700
Cash paid to suppliers and employees		(1,533,099)	(1,787,636)
Cash generated from operations		114,457	31,064
Interest income	16	2,504	4,846
Finance costs	17	(2,744)	(2,224)
Settlement of retirement benefit obligation	18	(934)	(2,874)
Retirement benefits inflows		-	28,961
Net cash from operating activities		113,283	59,773
Cash flows from investing activities			
Purchase of property, plant and equipment	3	(17,263)	(14,746)
Purchase of other intangible assets	5	-	(1,621)
Net cash from investing activities		(17,263)	(16,367)
Cash flows from financing activities			
Payment on lease liabilities		(13,954)	(16,809)
Total cash movement for the year		82,066	26,597
Cash at the beginning of the year		139,137	112,540
Total cash at end of the year	7	221,203	139,137

ACCOUNTING POLICIES

1. Significant accounting policies

The principal accounting policies applied in the preparation of these financial statements are set out below.

1.1 Basis of preparation

The financial statements have been prepared on the going concern basis in accordance with, and in compliance with, International Financial Reporting Standards ("IFRS") and International Financial Reporting Interpretations Committee ("IFRIC") interpretations issued and effective at the time of preparing these financial statements.

The financial statements have been prepared on the historic cost convention, unless otherwise stated in the accounting policies which follow and incorporate the principal accounting policies set out below. They are presented in Namibia Dollars, which is the company's functional currency.

These accounting policies are consistent with the previous period.

1.2 Significant judgements and sources of estimation uncertainty

The preparation of financial statements in conformity with IFRS requires management, from time to time, to make judgements, estimates and assumptions that affect the application of policies and reported amounts of assets, liabilities, income and expenses. These estimates and associated assumptions are based on experience and various other factors that are believed to be reasonable under the circumstances. Actual results may differ from these estimates. The estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimates are revised and in any future periods affected. A prepayment is recognized which represents the costs of the head office building that will be released annually to the RFA deferred income account, it was recognized due to the donation and lease back transaction.

Critical judgements in applying accounting policies

The critical judgements made by management in applying accounting policies, apart from those involving estimations, that have the most significant effect on the amounts recognised in the financial statements, are outlined as follows:

Critical judgments in determining the lease term

In determining the lease term, management has considered all facts and circumstances that create an economic incentive to exercise an extension option, or not exercise a termination option and the useful life of the asset being leased which is 50 years. The lease term as per the contract is 99 years however management has limited the lease term to 50 years being the estimated useful life of the asset give the uncertainty surrounding the condition of the building at the end of its useful life. This period is less the enforceable period of 99 years and hence no consideration given to option to renew the lease by the Authority.

In addition, management has no option to cancel the lease under the contract and hence no consideration was given facts and circumstances that create an economic incentive for the lessee to continue leasing the properties.

Transfer of control of the premises

Management believes control of the building under the lease control has passed from Road Authority to Road Fund Administration due to the following, amongst others:

- The legal title of the building has passed from Road Authority to Road Fund Administration;
- Road Authority cannot acquire or purchase the building at any point during the lease period; and
- Road Fund Administration can unilaterally terminate the lease by giving a 12-month written notice to Roads Authority.

Unilateral termination right

Management believe that the unilateral right of Road Fund Administration to terminate the lease is substantive given the following:

- Road Fund Administration can put up the building as security for funding received from a third party and the lease will terminate if the 3 party exercise the option.
- A The legal title of the building has transferred to Road Fund Administration, and they may use the building for whatever they want upon termination of the lease such making available for own use, letting to a third party or sell the premises.

ROADS AUTHORITY

Financial Statements for the year ended 31 March 2021

ACCOUNTING POLICIES

1.2 Significant judgements and sources of estimation uncertainty (continued)

Deferred income

Deferred income that relates to the prepayment raised because of the lease agreement entered into the Road Fund Administration and Road Authority will

Key sources of estimation uncertainty

Useful lives of property, plant and equipment

Management assess the appropriateness of the useful lives of property, plant and equipment at the end of each reporting period. The useful lives of motor vehicles, furniture and computer equipment are determined based on authority replacement policies for the various assets. Individual assets within these classes, which have a significant carrying amount are assessed separately to consider whether replacement will be necessary outside of normal replacement parameters. The useful life of manufacturing equipment is assessed annually based on factors including wear and tear, technological obsolescence and usage requirements.

When the estimated useful life of an asset differs from previous estimates, the change is applied prospectively in the determination of the depreciation charge.

The useful life of the aluminium plant in Taarltou was assessed to be - years shorter than originally estimated. This is as a result of chemical deposits corroding the equipment more rapidly than previously assessed. The impact of the change has resulted in increased depreciation of N\$ - per annum for the current and following - reporting periods.

Trade receivables

The Authority assesses its trade receivables for impairment at the end of each reporting period. In determining whether an impairment loss should be recorded in profit or loss, the Authority makes judgements as to whether there is observable data indicating a measurable decrease in the estimated future cash flows from the financial assets.

The impairment (or loss allowance) for trade receivables is calculated on a portfolio basis, except for individually significant trade receivables which are assessed separately. The impairment test on the portfolio is based on historical loss ratios, adjusted for national and industry-specific economic conditions and other indicators present at the reporting date that correlate with defaults on the portfolio. These annual loss ratios are applied to loan balances in the portfolio and scaled to the estimated loss emergence period.

Impairment of non-financial assets

The Authority reviews and tests the carrying value of assets when events or changes in circumstances suggest that the carrying amount may not be recoverable. When such indicators exist, management determine the recoverable amount by performing value in use and fair value calculations. these calculations require the use of estimates and assumptions. When it is not possible to determine the recoverable amount for an individual asset, management assesses the recoverable amount for the cash generating unit to which the asset belongs.

Residual values and useful lives of property, plant and equipment

The residual value, useful life and depreciation method of each asset is reviewed, and adjusted if appropriate, at the end of each reporting period. If the expectations differ from previous estimates, the change is accounted for as a change in accounting estimate.

When the estimated useful life of an asset differs from previous estimates, the change is applied prospectively in the determination of the depreciation charge.

1.3 Property, plant and equipment

Property, plant and equipment are tangible assets which the authority holds for its own use or for rental to others and which are expected to be used for more than one year.

An item of property, plant and equipment is recognised as an asset when it is probable that future economic benefits associated with the item will flow to the authority, and the cost of the item can be measured reliably.

Property, plant and equipment is initially measured at cost. Cost includes all of the expenditure which is directly attributable to the acquisition or construction of the asset, including the capitalisation of borrowing costs on qualifying assets and adjustments in respect of hedge accounting, where appropriate.

ROADS AUTHORITY

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ACCOUNTING POLICIES

Expenditure incurred subsequently for major services, additions to or replacements of parts of property, plant and equipment are capitalised if it is probable that future economic benefits associated with the expenditure will flow to the authority and the cost can be measured reliably. Day to day servicing costs are included in profit or loss in the year in which they are incurred.

Depreciation of an asset commences when the asset is available for use as intended by management. Depreciation is charged to write off the asset's carrying amount over its estimated useful life to its estimated residual value, using a method that best reflects the pattern in which the asset's economic benefits are consumed by the authority. Leased assets are depreciated in a consistent manner over the shorter of their expected useful lives and the lease term. Depreciation is not charged to an asset if its estimated residual value exceeds or is equal to its carrying amount. Depreciation of an asset ceases at the earlier of the date that the asset is classified as held for sale or derecognised.

The useful lives of items of property, plant and equipment have been assessed as follows:

Item	Depreciation method	Average useful life
Buildings	Straight line	2%
Plant and machinery	Straight line	6.66% - 33.33%
Furniture and fixtures	Straight line	20%
Motor vehicles	Straight line	20%
Computer equipment	Straight line	33.33%
Cellular phones	Straight line	50%
Leased vehicles	Straight line	Lease term
Leased buildings	Straight line	Lease term

The residual value, useful life and depreciation method of each asset are reviewed at the end of each reporting year. If the expectations differ from previous estimates, the change is accounted for prospectively as a change in accounting estimate.

The depreciation charge for each year is recognised in surplus or deficit unless it is included in the carrying amount of another asset. When the estimated useful life of an asset differs from the previous estimates, the change is applied prospectively in the determination of the depreciation charge.

Impairment tests are performed on property, plant and equipment when there is an indicator that they may be impaired. When the carrying amount of an item of property, plant and equipment is assessed to be higher than the estimated recoverable amount, an impairment loss is recognised immediately in surplus or deficit to bring the carrying amount in line with the recoverable amount.

An item of property, plant and equipment is derecognised upon disposal or when no future economic benefits are expected from its continued use or disposal. Any gain or loss arising from the derecognition of an item of property, plant and equipment, determined as the difference between the net disposal proceeds, if any, and the carrying amount of the item, is included in surplus or deficit when the item is derecognised.

1.4 Intangible assets

An intangible asset is recognised when:

- it is probable that the expected future economic benefits that are attributable to the asset will flow to the entity; and
- the cost of the asset can be measured reliably.

Intangible assets are initially recognised at cost.

Expenditure on research (or on the research phase of an internal project) is recognised as an expense when it is incurred. An intangible asset arising from development (or from the development phase of an internal project) is recognised when:

- it is technically feasible to complete the asset so that it will be available for use or sale.
- there is an intention to complete and use or sell it.
- there is an ability to use or sell it.

ROADS AUTHORITY

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ACCOUNTING POLICIES

1.4 Intangible assets (continued)

- it will generate probable future economic benefits.
- there are available technical, financial and other resources to complete the development and to use or sell the asset.
- the expenditure attributable to the asset during its development can be measured reliably.

Intangible assets are carried at cost less any accumulated amortisation and any impairment losses.

An intangible asset is regarded as having an indefinite useful life when, based on all relevant factors, there is no foreseeable limit to the period over which the asset is expected to generate net cash inflows. Amortisation is not provided for these intangible assets, but they are tested for impairment annually and whenever there is an indication that the asset may be impaired. For all other intangible assets amortisation is provided on a straight line basis over their useful life.

The amortisation period and the amortisation method for intangible assets are reviewed every period-end.

Reassessing the useful life of an intangible asset with a finite useful life after it was classified as indefinite is an indicator that the asset may be impaired. As a result the asset is tested for impairment and the remaining carrying amount is amortised over its useful life.

Amortisation is provided to write down the intangible assets, on a straight line basis, to their residual values as follows:

Item	Depreciation method	Depreciation Rate
Computer software	Straight line	33.33%

1.5 Financial instruments

Financial instruments held by the authority are classified in accordance with the provisions of IFRS 9 Financial Instruments. Broadly, the classification possibilities, which are adopted by the authority, as applicable, are as follows:

Financial assets which are equity instruments:

- Mandatorily at fair value through surplus or deficit; or
- Designated as at fair value through other comprehensive income. (This designation is not available to equity instruments which are held for trading or which are contingent consideration in a business combination).

Financial assets which are debt instruments:

- Amortised cost. (This category applies only when the contractual terms of the instrument give rise, on specified dates, to cash flows that are solely payments of principal and interest on principal, and where the instrument is held under a business model whose objective is met by holding the instrument to collect contractual cash flows); or
- Fair value through other comprehensive income. (This category applies only when the contractual terms of the instrument give rise, on specified dates, to cash flows that are solely payments of principal and interest on principal, and where the instrument is held under a business model whose objective is achieved by both collecting contractual cash flows and selling the instruments); or
- Mandatorily at fair value through surplus or deficit. (This classification automatically applies to all debt instruments which do not qualify as at amortised cost or at fair value through other comprehensive income); or
- Designated at fair value through surplus or deficit. (This classification option can only be applied when it eliminates or significantly reduces an accounting mismatch).

Derivatives which are not part of a hedging relationship:

- Mandatorily at fair value through surplus or deficit.

ACCOUNTING POLICIES

1.5 Financial instruments (continued)

Financial liabilities:

- Amortised cost; or
- Mandatorily at fair value through surplus or deficit. (This applies to contingent consideration in a business combination or to liabilities which are held for trading); or
- Designated at fair value through surplus or deficit. (This classification option can be applied when it eliminates or significantly reduces an accounting mismatch; the liability forms part of a group of financial instruments managed on a fair value basis; or it forms part of a contract containing an embedded derivative and the entire contract is designated as at fair value through surplus or deficit).

Note 22 Categories of financial instruments presents the financial instruments held by the authority based on their specific classifications.

All regular way purchases or sales of financial assets are recognised and derecognised on a trade date basis. Regular way purchases or sales are purchases or sales of financial assets that require delivery of assets within the time frame established by regulation or convention in the marketplace.

The specific accounting policies for the classification, recognition and measurement of each type of financial instrument held by the authority are presented below:

1.6 Taxation

The Roads Authority is a Public Entity in terms of the Income Tax Act and it obtained an income tax exemption from the Minister of Finance, in terms of section 16 of the Income Tax Act, Act 24 of 1981 as amended.

1.7 Leases

The authority assesses whether a contract is, or contains a lease, at the inception of the contract.

A contract is, or contains a lease if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration.

In order to assess whether a contract is, or contains a lease, management determine whether the asset under consideration is "identified", which means that the asset is either explicitly or implicitly specified in the contract and that the supplier does not have a substantial right of substitution throughout the period of use. Once management has concluded that the contract deals with an identified asset, the right to control the use thereof is considered. To this end, control over the use of an identified asset only exists when the authority has the right to substantially all of the economic benefits from the use of the asset as well as the right to direct the use of the asset.

In circumstances where the determination of whether the contract is or contains a lease requires significant judgement, the relevant disclosures are provided in the significant judgments and sources of estimation uncertainty section of these accounting policies.

Authority as lessee

The Authority assesses whether a contract is or contains a lease, at inception of the contract. The Authority recognises a right-of-use asset and a corresponding lease liability with respect to all lease arrangements in which it is the lessee, except for short-term leases (defined as leases with a lease term of 12 months or less) and leases of low value assets (such as small items of office furniture, equipment and telephones). For these leases, the Authority recognises the lease payments as an operating expense on a straight-line basis over the term of the lease unless another systematic basis is more representative of the time pattern in which economic benefits from the leased assets are consumed.

The lease liability is initially measured at the present value of the lease payments that are not paid at the commencement date, discounted by using the rate implicit in the lease. If this rate cannot be readily determined, the Authority uses its incremental borrowing rate.

Lease payments included in the measurement of the lease liability comprise:

- Fixed lease payments (including in-substance fixed payments), less any lease incentives receivable;
- Variable lease payments that depend on an index or rate, initially measured using the index or rate at the commencement date;
- The amount expected to be payable by the lessee under residual value guarantees;

ACCOUNTING POLICIES

- The exercise price of purchase options, if the lessee is reasonably certain to exercise the options; and
- Payments of penalties for terminating the lease, if the lease term reflects the exercise of an option to terminate the lease.

The Roads Authority is leasing the Head Office building from RFA as per the standing lease agreement between RA and RFA

1.8 Non-current assets (disposal groups) held for sale or distribution to owners

Non-current assets and disposal groups are classified as held for sale if their carrying amount will be recovered through a sale transaction rather than through continuing use. This condition is regarded as met only when the sale is highly probable and the asset (or disposal group) is available for immediate sale in its present condition. Management must be committed to the sale, which should be expected to qualify for recognition as a completed sale within one year from the date of classification.

Non-current assets and disposal groups are classified as held for distribution to owners when the entity is committed to distribute the asset or disposal group to the owners. This condition is regarded as met only when the distribution is highly probable and the asset (or disposal group) is available for immediate distribution in its present condition, provided the distribution is expected to be completed within one year from the classification date.

Non-current assets (or disposal groups) held for sale (distribution to owners) are measured at the lower of their carrying amount and fair value less costs to sell (distribute).

A non-current asset is not depreciated (or amortised) while it is classified as held for sale (held for distribution to owners), or while it is part of a disposal group classified as such.

Interest and other expenses attributable to the liabilities of a disposal group classified as held for sale (distribution to owners) are recognised in surplus or deficit.

1.9 Impairment of assets

The authority assesses at each end of the reporting period whether there is any indication that an asset may be impaired. If any such indication exists, the authority estimates the recoverable amount of the asset.

Irrespective of whether there is any indication of impairment, the authority also:

- tests intangible assets with an indefinite useful life or intangible assets not yet available for use for impairment annually by comparing its carrying amount with its recoverable amount. This impairment test is performed during the annual period and at the same time every period.
- tests goodwill acquired in a business combination for impairment annually.

If there is any indication that an asset may be impaired, the recoverable amount is estimated for the individual asset. If it is not possible to estimate the recoverable amount of the individual asset, the recoverable amount of the cash-generating unit to which the asset belongs is determined.

The recoverable amount of an asset or a cash-generating unit is the higher of its fair value less costs to sell and its value in use.

If the recoverable amount of an asset is less than its carrying amount, the carrying amount of the asset is reduced to its recoverable amount. That reduction is an impairment loss.

An impairment loss of assets carried at cost less any accumulated depreciation or amortisation is recognised immediately in surplus or deficit. Any impairment loss of a revalued asset is treated as a revaluation decrease.

An entity assesses at each reporting date whether there is any indication that an impairment loss recognised in prior periods for assets other than goodwill may no longer exist or may have decreased. If any such indication exists, the recoverable amounts of those assets are estimated.

The increased carrying amount of an asset other than goodwill attributable to a reversal of an impairment loss does not exceed the carrying amount that would have been determined had no impairment loss been recognised for the asset in prior periods.

A reversal of an impairment loss of assets carried at cost less accumulated depreciation or amortisation other than goodwill is recognised immediately in surplus or deficit. Any reversal of an impairment loss of a revalued asset is treated as a revaluation increase.

ACCOUNTING POLICIES

1.10 Employee benefits

Short-term employee benefits

The cost of short-term employee benefits, (those payable within 12 months after the service is rendered, such as paid vacation leave and sick leave, bonuses, and non-monetary benefits such as medical care), are recognised in the period in which the service is rendered and are not discounted.

The expected cost of compensated absences is recognised as an expense as the employees render services that increase their entitlement or, in the case of non-accumulating absences, when the absence occurs.

The expected cost of surplus sharing and bonus payments is recognised as an expense when there is a legal or constructive obligation to make such payments as a result of past performance.

Defined contribution plans

Payments to defined contribution retirement benefit plans are charged as an expense as they fall due.

Payments made to industry-managed (or state plans) retirement benefit schemes are dealt with as defined contribution plans where the authority's obligation under the schemes is equivalent to those arising in a defined contribution retirement benefit plan.

Post-employment benefit obligations

Actuarial valuations used to value post-employment benefit obligations are based on assumptions which include employee turnover, mortality rates, the discount rate, healthcare inflation costs and the rates of increase in compensation costs. The amount recognised in the statement of financial position represents the present value of the defined benefit obligation as adjusted for unrecognised actuarial gains and losses and unrecognised past service costs, and reduces by the fair value of planned assets.

1.11 Provisions and contingencies

Provisions are recognised when:

- the authority has a present obligation as a result of a past event;
- it is probable that an outflow of resources embodying economic benefits will be required to settle the obligation; and
- a reliable estimate can be made of the obligation.

The amount of a provision is the present value of the expenditure expected to be required to settle the obligation.

Where some or all of the expenditure required to settle a provision is expected to be reimbursed by another party, the reimbursement shall be recognised when, and only when, it is virtually certain that reimbursement will be received if the entity settles the obligation. The reimbursement shall be treated as a separate asset. The amount recognised for the reimbursement shall not exceed the amount of the provision.

1.12 Government grants

Government grants are recognised when there is reasonable assurance that:

- the authority will comply with the conditions attaching to them; and
- the grants will be received.

Government grants are recognised as income over the periods necessary to match them with the related costs that they are intended to compensate.

A government grant that becomes receivable as compensation for expenses or losses already incurred or for the purpose of giving immediate financial support to the entity with no future related costs is recognised as income of the period in which it becomes receivable.

Government grants related to assets, including non-monetary grants at fair value, are presented in the statement of financial position by setting up the grant as deferred income or by deducting the grant in arriving at the carrying amount of the asset.

Grants related to income are presented as a credit in the profit or loss (separately).

ACCOUNTING POLICIES

1.12 Government grants (continued)

Repayment of a grant related to income is applied first against any un-amortised deferred credit set up in respect of the grant. To the extent that the repayment exceeds any such deferred credit, or where no deferred credit exists, the repayment is recognised immediately as an expense.

Repayment of a grant related to an asset is recorded by increasing the carrying amount of the asset or reducing the deferred income balance by the amount repayable. The cumulative additional depreciation that would have been recognised to date as an expense in the absence of the grant is recognised immediately as an expense.

Non-exchange transactions are transactions that are not exchange transactions. In a non-exchange transaction, Road Authority either receives value from another entity without directly giving approximately equal value in exchange or gives value to another entity without directly receiving approximately equal value in exchange. An inflow of resources from a non-exchange transaction recognized as an asset shall be recognized as revenue, except to the extent that a liability is also recognized in respect of the same inflow (deferred income). As an entity satisfies a present obligation recognized as a liability in respect of an inflow of resources from a non-exchange transaction recognized as an asset, it shall reduce the carrying amount of the liability recognized and recognize an amount of revenue equal to that reduction.

Revenue from non-exchange transactions shall be measured at the amount of the increase in net assets recognized by the entity. The timing of revenue recognition is determined by the nature of the conditions and their settlement.

1.13 Deficit or surplus for the year

The Roads Authority is an entity created to manage the roads of Namibia's national road network and not for the purpose of generating profits. In order to perform its duties, funds are given to Roads Authority by the Road Fund Administration. At the end of the financial year, the deficit or surplus is transferred from the Roads Authority to Road Fund Administration.

1.14 Revenue - Road Fund Administration

Roads Authority receives its revenue (funds) from Road Fund Administration as prescribed by part III of the Road Fund Administration Act. There is no transfer of goods and services between Roads Authority and Road Fund Administration as a result of funds transferred to Roads Authority to enable it to fulfil its functions and carry out its mandate as prescribed in the Roads Authority Act. The Authority submits its annual budget to the Road Fund Administration on a yearly basis and the Road Fund Administration approves the amount to be transferred to the Authority for the year. The approved funds are requested on a monthly basis from Road Fund Administration by the Authority. Revenue is recognized in a month in which the funds are received from Road Fund Administration as there is no obligation to transfer goods or services and the funds received are non-refundable.

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2021
N\$ '000

2020
N\$ '000

2. New Standards and Interpretations

2.1 Standards and interpretations effective and adopted in the current year

In the current year, the authority has adopted the following standards and interpretations that are effective for the current financial year and that are relevant to its operations:

Standard/ Interpretation:	Effective date: Years beginning on or after	Expected impact:
<ul style="list-style-type: none">Amendment to IAS 1, 'Presentation of financial statements' and IAS 8, 'Accounting policies, changes in accounting estimates and errors' on the definition of material.	1 January 2020	The adoption of this standard has not had a material impact on the results of the authority, but has resulted in more disclosure than would have previously been provided in the financial statements
<ul style="list-style-type: none">Amendments to IFRS 9, 'Financial Instruments', IAS 39, 'Financial Instruments: Recognition and Measurement' and IFRS 7, 'Financial Instruments: Disclosure' – Interest rate benchmark reform (Phase 1)	1 January 2020	The adoption of this standard has not had a material impact on the results of the authority, but has resulted in more disclosure than would have previously been provided in the financial statements

The authority has chosen not to early adopt the following standards and interpretations, which have been published and are mandatory for the authority's accounting periods beginning on or after 1 April 2021 or later periods:

Standard/ Interpretation:	Effective date: Years beginning on or after	Expected impact:
<ul style="list-style-type: none">IFRS 16, 'Leases' COVID-19 Related Rent Concessions Amendment.	1 June 2020	Unlikely there will be a material impact
<ul style="list-style-type: none">Amendments to IFRS 9 'Financial Instruments', IAS 39 'Financial Instruments: Recognition and Measurement'.	1 January 2021	Unlikely there will be a material impact
<ul style="list-style-type: none">IFRS 7 'Financial Instruments: Disclosures'	1 January 2021	Unlikely there will be a material impact
<ul style="list-style-type: none">IFRS 4 'Insurance and Contracts'	1 January 2021	Unlikely there will be a material impact
<ul style="list-style-type: none">IFRS 16 'Leases' - Interest rate benchmark (IBOR) reform (Phase 2)	1 January 2021	Unlikely there will be a material impact
<ul style="list-style-type: none">Amendments to IAS 1 'Presentation of Financial Statements' on Classification of Liabilities as Current and Non-current	1 January 2021	Unlikely there will be a material impact

ROADS AUTHORITY

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2021
N\$ '000

2020
N\$ '000

3. Property, plant and equipment

	2021			2020		
	Cost or revaluation	Accumulated depreciation	Carrying value	Cost or revaluation	Accumulated depreciation	Carrying value
Buildings	37,800	(6,915)	30,885	35,175	(6,394)	28,781
Plant and machinery	39,035	(23,981)	15,054	29,469	(18,369)	11,100
Furniture and fixtures	27,403	(20,440)	6,963	26,458	(17,791)	8,667
Motor vehicles	2,232	(1,605)	627	2,232	(1,516)	716
Computer equipment	49,390	(42,682)	6,708	45,263	(38,929)	6,334
Total	155,860	(95,623)	60,237	138,597	(82,999)	55,598

Reconciliation of property, plant and equipment - 2021

	Opening balance	Additions	Depreciation	Total
Buildings	28,781	2,625	(521)	30,885
Plant and machinery	11,100	9,565	(5,611)	15,054
Furniture and fixtures	8,667	946	(2,650)	6,963
Motor vehicles	716	-	(89)	627
Computer equipment	6,334	4,127	(3,753)	6,708
Total	55,598	17,263	(12,624)	60,237

Reconciliation of property, plant and equipment - 2020

	Opening balance	Additions	Classified as held for sale	Revaluations	Depreciation	Total
Buildings	300,337	84	(217,060)	(54,060)	(520)	28,781
Plant and machinery	11,400	4,480	-	-	(4,780)	11,100
Furniture and fixtures	8,908	2,311	-	-	(2,552)	8,667
Motor vehicles	827	-	-	-	(111)	716
Computer equipment	981	7,871	-	-	(2,518)	6,334
Total	322,453	14,746	(217,060)	(54,060)	(10,481)	55,598

ROADS AUTHORITY

Financial Statements for the year ended 31 March 2021

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	2021 N\$ '000	2020 N\$ '000
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4. Leases (authority as lessee)

The authority leases motor vehicles (AVIS Fleet), office buildings and photocopying machines. The average lease term is 48 - 60 months for vehicles; 24 - 240 months for office buildings and 36 months for photocopying machines.

Net carrying amounts of right-of-use assets 2021

The carrying amounts of right-of-use assets are as follows:

	Cost	Accumulated depreciation	Carrying amount
Right-of-use Assets: Office buildings	15,760	(7,985)	7,775
Leased vehicles	30,597	(10,280)	20,317
	46,357	(18,265)	28,092

Additions to right-of-use assets 2021

	Opening balance	Additions	Depreciation	Total
Office buildings	5,978	6,110	(4,313)	7,775
Leased vehicles	13,241	14,577	(7,501)	20,317
	19,219	20,687	(11,814)	28,092

Lease liabilities

The maturity analysis of lease liabilities is as follows:

Within one year	12,348	770
Two to five years	13,474	20,441
More than five years	10	39
	25,832	21,250
Less finance charges component	(2,900)	(4,370)
	22,932	16,880
Non-current liabilities	12,260	10,397
Current liabilities	10,672	6,483

Exposure to liquidity risk

Refer to note 22 Categories of financial instruments for the details of liquidity risk exposure and management.

ROADS AUTHORITY

Financial Statements for the year ended 31 March 2021

NOTES TO THE FINANCIAL STATEMENTS

	2021 N\$ '000	2020 N\$ '000
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5. Intangible assets

	2021			2020		
	Cost/ Valuation	Accumulated amortisation	Carrying value	Cost/ Valuation	Accumulated amortisation	Carrying value
Computer software, other	12,861	(10,863)	1,998	12,861	(10,322)	2,539

Reconciliation of intangible assets - 2021

	Opening balance	Amortisation	Total
Computer software, other	2,539	(541)	1,998

Reconciliation of intangible assets - 2020

	Opening balance	Additions	Amortisation	Total
Computer software, other	970	1,621	(52)	2,539

6. Trade and other receivables

Financial instruments:

Road Fund Administration	154,327	142,747
Staff debtors	45	659
Other debtors	2,267	2,058

Non-financial instruments:

Prepayments to contractors	23,565	70,700
Provision for doubtful debts	(22,995)	(22,995)

Total trade and other receivables	157,209	193,169
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Financial instrument and non-financial instrument components of trade and other receivables

At amortised cost	156,594	144,805
Non-financial instruments	570	47,705
	157,209	385,020

Exposure to currency risk

The Authority does not have exposure to currency risk as all the receivables are from customers in Namibia and are denominated in Namibian dollars as shown below:

Namibia Dollar Amount		
Namibia Dollar	157,209	193,169

Fair value of trade and other receivables

The fair value of trade and other receivables approximates their carrying amounts.

ROADS AUTHORITY

Financial Statements for the year ended 31 March 2021

NOTES TO THE FINANCIAL STATEMENTS

	2021 N\$ '000	2020 N\$ '000
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7. Cash and cash equivalents

Cash and cash equivalents consist of:

Cash on hand	19	20
Bank balances	221,184	139,117
	221,203	139,137

Credit quality of cash at bank and short term deposits, excluding cash on hand

The credit quality of cash at bank and short term deposits, excluding cash on hand that are neither past due nor impaired can be assessed by reference to external credit ratings (if available) or historical information about counterparty default rates:

Credit rating

Bank Windhoek Limited (A1+)	-	3,421
Standard Bank of Namibia (A1+)	221,184	135,696
	221,184	139,117

8. Retirement benefits

Defined benefit plan

The Authority provides post - retirement medical aid benefits to retired staff members under certain conditions. The defined benefit plan is fully funded as from April 2020. The total liability as at 31 March 2021 is based on the actuarial report performed in March 2019. No Actuarial assesment was performed for the year under reporting as the amounts are fixed irrespective of payment date.

Carrying value

Present value of the defined benefit obligation-partially or wholly funded	(31,251)	(34,125)
Current period pay-outs	934	2,874
	(30,317)	(31,251)
Current liabilities	(30,317)	(31,251)

Movements for the year

Opening balance	31,251	34,125
Benefits paid	(934)	(2,874)
	30,317	31,251

9. Deferred income

Non-current liabilities	286,613	217,459
Current liabilities	3,618	71,629
	290,231	289,088

ROADS AUTHORITY

Financial Statements for the year ended 31 March 2021

NOTES TO THE FINANCIAL STATEMENTS

	2021 N\$ '000	2020 N\$ '000
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9. Deferred income (continued)

31 March 2021	PIARC N\$ '000	MWT N\$ '000	RFA N\$ '000	RA Book N\$ '000	Total N\$ '000
Opening balance	268	2,170	286,651	-	289,089
Received during the year	-	-	28,325	-	28,325
Released to the statement of comprehensive income	-	-	(27,183)	-	(27,183)
	268	2,170	287,793	-	290,231

31 March 2020	PIARC N\$ '000	MWT N\$ '000	RFA N\$ '000	RA Book N\$ '000	Total N\$ '000
Opening balance	268	2,169	341,913	-	344,350
Received during the year	-	-	16,366	-	16,366
Released to the statement of comprehensive income	-	-	(71,628)	-	(71,628)
	268	2,169	286,651	-	289,088

Deferred revenue relates to grants in the form of assets received and advances due to the Roads Authority for materials on site.

Deferred revenue is released to the statement of comprehensive income in equal annual amounts over the expected useful life of the asset, or when there is a movement in the value of assets impacting the Statement of Surplus or Deficit and Other Comprehensive Income.

MWT represents the Ministry of Works and Transport and RFA represents Road Fund Administration. PIARC represents the Permanent International Association of Road Congresses (World Road Association).

RFA deferred income will be realized over 50 years which equates to the lease contract term, the lease from RFA commenced in the current financial year.

10. Trade and other payables

Financial instruments:

Trade payables	257,135	209,601
Provisions	11,072	8,747
Accrued payables	14,537	19,582

Non-financial instruments:

Leave accrual	44,279	39,895
	327,023	277,825

Fair value of trade and other payables

The fair value of trade and other payables approximates their carrying amounts.

Refer to note 22 for categories of financial instruments.

ROADS AUTHORITY

Financial Statements for the year ended 31 March 2021

NOTES TO THE FINANCIAL STATEMENTS

	2021 N\$ '000	2020 N\$ '000
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11. Prepayment

Prepayment represents the costs of the head office building that will be released annually to profit or loss.

The prepayment was recognized due to the donation and lease back transaction. The lease was entered on 18 May 2020.

Prepayment (Head Office building)	213,442	-
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Split between non-current and current portions

Non-current assets	209,824	-
Current assets	3,618	-
	213,442	-

12. Non-current assets held for sale

The Authority has agreed together with the Road Fund Administration to donate the Roads Authority Head Office Building to the Road Fund Administration (RFA). The purpose was to strengthen the balance sheet of RFA, which will enable the RFA as the funding agency, to access additional funding for the road network, when needed. The decision was supported by the board of directors and finally endorsed by the Ministers of Works and Transport and Finance towards the end of 2019. The market value of the building is N\$ 217,060,000 based on the revaluation that was done by the company Property Valuations Namibia. The Valuers were Gabriel I.T. Amunyela, a Professional Valuer and Sworn Appraiser having a Bachelor of Property Studies (Honours) Degree from NUST together with P.J. Scholtz, a Professional Valuer/ Sworn Appraiser having a National Diploma: Property Valuations from Technicon SA. The valuation of the building was performed on 16 February 2021.

The final transfer of the property title deed was completed on the 12th of March 2021. Kindly refer to Prepayment note 11.

Non-current assets held for sale

Roads Authority building	-	217,060,000
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13. Transfers received

Grants received: Road Fund Administration	1,607,290	1,821,642
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14. Other operating income

Tender documents	301	555
Sundry income	511	453
	812	1,008

15. Operating surplus (deficit)

Operating (deficit) surplus for the year is stated after charging (crediting) the following, amongst others:

Auditor's remuneration - external

Audit fees	499	507
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ROADS AUTHORITY

Financial Statements for the year ended 31 March 2021

NOTES TO THE FINANCIAL STATEMENTS

	2021 N\$ '000	2020 N\$ '000
15. Operating surplus (deficit) (continued)		
Other expenses		
Administration and management fees	96,196	111,528
Fencing and Compensation	(32,453)	(9,599)
Namibia Traffic Information Systems	(25,867)	(22,788)
Enabling Projects	(17,278)	(15,390)
Periodic and Routine Maintenance	(1,080,345)	(1,078,122)
Weighbridge Maintenance	(10,624)	(7,178)
Road Management Systems	(13,807)	(20,294)
Fair Value Adjustments	-	(54,060)
	(1,084,178)	(1,095,903)
Employee costs		
Salaries, wages, bonuses and other benefits	337,827	332,955
Depreciation and amortisation		
Depreciation of property, plant and equipment	12,624	10,481
Depreciation of right-of-use assets	10,400	6,451
Amortisation of intangible assets	542	52
Total depreciation and amortisation	23,566	16,984
16. Investment income		
Interest income		
Investments in financial assets:		
Interest income	2,504	4,846
17. Finance costs		
Finance leases	2,744	2,224
18. Retirement benefits paid		
Settlement of retirement benefit obligation	(934)	(2,874)

Settlement of retirement benefits paid out in the current year have been stated to comply with disclosure requirements.

ROADS AUTHORITY

Financial Statements for the year ended 31 March 2021

NOTES TO THE FINANCIAL STATEMENTS

	2021 N\$ '000	2020 N\$ '000
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19. Commitments

Authorised capital expenditure

Already contracted for but not provided for

• Capital projects	3,733,256	3,905,050
Not yet contracted for and authorised by directors	-	1,868,783

This committed expenditure relates to the construction and rehabilitation of the national roads in Namibia and will be financed by grants and direct disbursements from the RFA and Government.

20. Contingencies

The Authority is recognizing a contingent liability in terms of key ongoing legal cases namely:

1. The Roads Authority // Namibia Road Products (In Liquidation), estimated loss N\$17,000,000
2. Roads Authority // Theophilus Ndenge and Others, estimated loss N\$13,000,000.

21. Related parties

Line Ministry Ministry of Works and Transport

Related party balances

Road Fund Administration (grants receivable at year end)	359,289	142,747
Deferred Income (Relating to grants received from RFA for capital projects and prepayment to contractors)	(293,849)	(289,088)
Roads Contractor Company (Loss allowance)	(22,995)	(22,995)
Roads Contractor Company	22,995	22,995
Road Fund Administration - Prepayments	213,442	-

Related party transactions

Grants received during the year	1,607,290	1,762,504
Transfer to Road Fund Administration	(42,794)	76,746

Compensation to directors and other key management

Directors emoluments	1,217	593
Key management remuneration	19,132	20,807
	20,349	21,400

Key management comprises of the Chief Executive Officer (CEO), two (2) Executive Officers, five (5) Divisional Managers and five (5) Subdivisional Managers.

ROADS AUTHORITY

Financial Statements for the year ended 31 March 2021

NOTES TO THE FINANCIAL STATEMENTS

	2021 N\$ '000	2020 N\$ '000
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Categories of financial instruments - 2021

Categories of financial assets

2021	Note(s)	Financial assets at amortised cost	Financial liabilities at amortised cost	Leases	Equity and non-financial assets and liabilities	Total
Assets						
Non-Current Assets	11	-	-	-	-	-
Prepayment		-	-	-	213,442	-
Current Assets		-	-	-	-	-
Trade and other receivables	6	156,594	-	-	570	-
Cash and cash equivalents	7	221,203	-	-	-	-
Total Assets		377,797	-	-	214,012	-

2020	Note(s)	Financial assets at amortised cost	Financial liabilities at amortised cost	Leases	Equity and non-financial assets and liabilities	Total
Non-Current Assets		-	-	-	-	-
Current Assets	11	-	-	-	-	-
Trade and other receivables	6	144,805	-	-	47,705	192,510
Cash and cash equivalents	7	139,137	-	-	-	139,137
Total Assets		283,942	-	-	47,705	331,647

2021	Note(s)	Financial assets at amortised cost	Leases	Equity and non-financial assets and liabilities	Total
Liabilities					
Non-current Liabilities					
Deferred income	9	-	-	213,442	213,442
Retirement benefit obligation		-	-	30,317	30,317
Finance lease obligations	4	-	12,360	-	12,360
Current Liabilities		-	-	-	-
Finance lease obligations		-	10,672	-	10,672
Trade and other payables	10	283,000	-	44,279	327,279
Total Liabilities		283,000	23,032	288,038	594,070

ROADS AUTHORITY

Financial Statements for the year ended 31 March 2021

NOTES TO THE FINANCIAL STATEMENTS

	2021 N\$ '000	2020 N\$ '000
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22. Categories of financial instruments (continued)

2020	Note(s)	Financial assets at amortised cost	Financial liabilities at amortised cost	Leases	Equity and non- financial assets and liabilities	Total
Liabilities						
Non-current Liabilities						
Deferred income	10	-	217,459	-	-	217,459
Finance lease obligations		-	-	10,397	-	10,397
Current Liabilities		-	-	-	-	-
Finance lease obligations	4	-	-	6,483	-	6,483
Trade and other payables		277,166	-	-	-	277,166
Retirement benefit obligation		-	-	-	31,251	31,251
Deferred income		-	-	-	71,629	71,629
Total Liabilities		277,166	217,459	16,880	102,880	614,385

Capital risk management

The authority is an agent of the Government reporting to the Ministry of Works and Transport and manages the national road network. The Roads Authority came into being on 1 April 2000. The Ministry of Works and Transport, in consultation with the Ministry of Finance, and on such conditions as the Ministry may determine, have transferred to the Roads Authority, with effect from 1 April 2000, such assets, liabilities, rights or obligations of the State which relate to or connected with the management of the road network by the Ministry as may, in the opinion of the Minister, be required by the Authority.

There are no externally imposed capital requirements.

Financial risk management

Overview

The authority principle financial liabilities comprise of trade payables and retention's for various projects and routine maintenance performed by the Authority. The main purpose of these financial liabilities is to maintain adequate cash flows for the entity, to be able to continue operations. The Authority has various financial assets such as trade receivables, cash and short term deposits, which arise directly from its operations.

The main purpose of the large trade creditors is to enable the Authority to finance its operations. The main risks arising from the entity's financial instruments are liquidity and credit risk. The Authority is not subject to interest rate risks as it does not hold any loans or fixed borrowings from financial institutions. The interest received on cash equivalents at financial institutions are minimal and therefore interest rate risk has been identified as not significant. It is also not subject to foreign exchange rate risk as the entity has no transactions denominated in a foreign currency. It also does not hold foreign interests. Management reviews and agrees policies for managing each of these risks which are summarized below.

Credit risk

Credit risk consists mainly of cash deposits, cash equivalents, and trade debtors. The Authority only deposits cash with major banks with high quality credit standing and limits exposure to any one counter-party.

ROADS AUTHORITY

Financial Statements for the year ended 31 March 2021

NOTES TO THE FINANCIAL STATEMENTS

2021
N\$ '000

2020
N\$ '000

22. Categories of financial instruments (continued)

Credit risk (continued)

Expected Credit Loss

Management estimated the probability of default to be less than 1% due to the following reason:

Trade receivables for the Roads Authority (RA) comprise only of a receivable from the Road Fund Administration (RFA) and there is no other customer base. The RFA collects fuel levies and Road User Charges from the general public and uses this to fund the operations of the RA. 75% of the RFA expenses relates to funds paid to RA and any profit or loss incurred by RA is transferred to the RFA at year end. There has also been no history of default on the RFA receivable thereby justifying the conclusion reached above. The expected credit loss calculated at 1% is immaterial and hence no further disclosures have been presented. Prepayments paid to contractors are done in terms of the agreement covering the specific works contract. The repayment terms of such prepayments are also covered by the said contract.

Financial assets exposed to credit risk at yearend were as follows:

Trade receivables	Level	Debtor	Amount	ECL
RFA	Stage 1	RFA	359,289	3,593
Prepayments	Level	Debtor	Amount	ECL
RFA	Stage 1	RFA	213,442	2,134
RCC	Stage 3	RCC	23,565	22,995
	-	-	237,007	25,129

The expected credit losses relating to RFA was calculated and expected to be 1%. This is regarded as immaterial therefore was not recorded in the books.

Provision for doubtful debts for N\$ 22,995 for prepayment relating to Roads Contractor Company was raised.

The maximum exposure to credit risk is presented in the table above.

Financial Instrument

Trade and other receivables (excluding prepayments)	156,594	144,805
Cash and cash equivalents	221,203	139,137

ROADS AUTHORITY

Financial Statements for the year ended 31 March 2021

NOTES TO THE FINANCIAL STATEMENTS

2021
N\$ '000

2020
N\$ '000

22. Categories of financial instruments (continued)

Liquidity risk

The authority risk to liquidity is a result of the funds available to cover future commitments. The Authority manages liquidity risk through an ongoing review of future commitments and support from the Roads Fund Administration in the form of funding cashflow forecasts prepared and adequate funding facilities are monitored.

The table below summarizes the maturity profile of the entity's financial liabilities at 31 March 2021 based on the contractual undiscounted payments.

2021	Note	Less than 1 year	More than 1 year
At 31 March 2021			
Trade and other payables	10	282,744	-
Finance lease obligations		10,672	5,429
2020	Note	Less than 1 year	More than 1 year
At 31 March 2020			
Trade and other payables	10	237,930	-
Finance lease obligations		6,483	10,397

Foreign exchange risk

The authority is not exposed to foreign exchange risk.

Interest rate risk

The Authority is not exposed to a material interest rate risk.

The Authority's interest rate risk arises from long-term finance lease obligation. Borrowings issued at variable rates expose the Authority to cash flow interest rate risk. Borrowings issued at fixed rates expose the Authority to fair value interest rate risk. The Authority is not significantly exposed to a material interest rate risk.

Price risk

The Authority is not exposed to equity securities and thus not exposed to price risk.

ROADS AUTHORITY
SUPPLEMENTARY SCHEDULE NOT FORMING PART OF THE ANNUAL
FINANCIAL STATEMENTS
AS AT 31 MARCH 2021

CONSTRUCTION AND REHABILITATION PROJECTS

List of Contingent Liabilities

Total Expenditure financial year
2020/2021

Project Name	Status	Contract Amount	Expenditure Up To 31 March 2020	RA Expenditure 2020-2021	Direct Disbursements 2020-2021	Funding Source	Expenditure Up To 31 March 2021	Total Outstanding Liability	Outstanding Contracted Amount	Outstanding Non-Contracted Amount	Calculation Completion %
Construction and Rehabilitation of Roads											
TR 1/6 Windhoek - Okavango Rehabilitation section 4 A + Extension	Section 4A completed in January 2020, construction on the extension is still ongoing	2,190,364,511.53	1,313,077,071.08	2,859,862.00	357,847,828.00	RFA/GRN	1,671,224,899.06	518,139,612	518,139,612	-	78%
MR 130 Okavango - Enda - Onurho - Dual Carriageway	Completed	783,219,478.00	682,095,443.54	-	42,813,713.00	RFA/GRN	724,909,156.54	58,310,321	58,310,321	-	93%
MR47/6 Swakopmund-Henties Bay-Ula -Kamanjab , Phase 1 Sec A & B	Ongoing	930,027,028.40	731,077,485.90	-	69,270,508.00	RFA/GRN	800,347,993.90	130,579,035	130,579,035	-	86%
MR 81 Gobabis-Aminuis-Aranos	Section 4A completed, Section B still ongoing started in Oct 2019	1,524,482,823.52	689,543,615.83	-	133,143,735.00	GRN	842,687,350.83	682,195,473	682,195,473	-	55%
TR501 Windhoek-Hoesea Kurako road to dual carriageway Phase 1 and 2	Ongoing	1,989,379,039.00	719,037,200.12	-	411,390,986.00	GRN	1,130,418,186.12	859,460,853	859,460,853	-	57%
GR 36 to Mariental West Phase 2	Ongoing	60,379,733.06	226,850.00	-	7,806,821.00	GRN	8,033,671.00	52,346,062	52,346,062	-	13%
DR 3508: ISIZE-SIFUHA-MALINDI-SCHUCKMANNBURG	Ongoing	680,334,191.00	533,727,318.87	-	118,752,344.00	GRN	652,479,662.87	27,554,528	27,554,528	-	90%
MR44, MR38 TR27 Swakopmund-Walvisbay (Freeway) Phase 1 + Extension	Phase 1 completed, Phase 1 extension still ongoing	1,541,033,669.37	1,094,140,690.14	-	256,269,416.00	GRN	1,340,410,106.14	200,593,564	200,593,564	-	87%
TR 1/4 Windhoek-Rehoboth dual carriageways	Design completed in August 2019, Construction ongoing	208,760,769.00	44,160,656.28	-	-	GRN	44,160,656.28	164,600,113	164,600,113	-	21%
Rural Access Roads in Omasati and Oshana	Ongoing	680,034,191.00	157,402,149.52	-	92,032,953.00	GRN/RA	250,435,102.52	429,599,088	429,599,088	-	37%
TR202-B250 Road over Rail Bridge Swakopmund	Completed	27,324,622.30	27,117,237.64	1,058,883.00	-	RFA	27,117,237.64	207,385	207,385	-	99%
Keetmanshoop Weirbridge	Ongoing	45,000,000.00	-	163,594.00	-	RFA	-	45,000,000	45,000,000	-	0%
TR823 Grootdoring urban canyons	Completed in August 2019, at Retention stage	48,550,856.00	59,667,956.30	1,432,017.00	-	RFA	59,667,956.30	(10,717,100)	(10,717,100)	-	122%
Gauze -Transhooch-Marietal road rehab 87km	Ongoing	574,387,134.00	3,539,945.11	2,151,222.00	-	RFA	-	574,387,134	574,387,134	-	0%
Trans -regulatory services (VTS)	Ongoing	3,539,946.00	3,539,945.11	-	-	GRN	3,539,945.11	-	-	-	100%
Maintenance Related Projects	Ongoing	11,625,472.00	11,625,472.00	-	-	GRN	11,625,472.00	-	-	-	100%
TOTAL		11,300,313,464.88	6,057,135,082.31	7,664,568.00	1,509,919,304.00	-	7,567,057,396.31	3,733,256,068	3,733,256,068	-	67%

DLP = Defects Liability Period

LBC = Labour-Based Construction

This schedule is in terms of the Roads Authority Act (No 17 of 1999), and reflects amounts approved for the purpose of a specific project or programme and the amounts expended in connection with such project or programme.

* The prior year figures reported may change due to removal of completed projects from the list.

[Signature]
Official Manager: Construction and Rehabilitation
FN Island

06/01/2021
Date

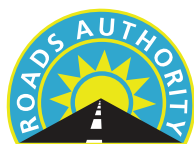


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SAFE ROADS TO PROSPERITY