



TOLL AUTHORITY

ANNUAL REPORT 2011-2012



Mission Statement

Our Mission is to ensure that Jamaica's toll roads are effectively and efficiently developed and managed in accordance with agreed performance and safety standards, service levels and practices and assist in creating an enabling environment for all stakeholders.

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Corporate Data

List of Directors

Rev. Devon Dick – Chairman
Ms. Pauline Findlay – Deputy Chairman
Dr. Janine Dawkins
Ms. Muna Issa
Mr. Cosmo Brooks
Mr. Guy Morris
Ms. Greta Bogues
Mr. Patrick Rose

The Directors were appointed in the final quarter of the financial year on March 12, 2012.

Management and Staff

Mrs. Joan Fletcher – *Toll Administrator/CEO*
Mr. Graeme Patrick – *Senior Toll Inspector*
Ms. Laura McPherson – *Administrative Secretary*

Offices

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MESSAGE FROM THE MINISTER OF TRANSPORT, WORKS AND HOUSING



In reflecting on the impact of Toll Roads on Jamaica's transportation system, it is remarkable the extent to which Highway 2000 has become an integral part of our everyday life. The toll roads have revolutionised road travel in Jamaica, making it more pleasant and efficient, both in terms of fuel consumption and travel time.

The toll road network has recently been expanded with the opening of the leg of Highway 2000 from Sandy Bay to May Pen. Furthermore, the recently concluded agreement with China Harbour Engineering Company (CHEC) will lead to the completion of the North-South leg over a three year period, with the Mount Rosser bypass being completed within 12 months.

The Toll Authority has played, and continues to play, an important role in coordinating various activities required to maintain the toll roads at an acceptable level. It is not an easy feat as there are very stringent codes of operations that must be observed.

I extend my congratulations to the Board and management of the Toll Authority for the role they play in ensuring that this recent addition to the system of the road network in Jamaica provides service of a world class standard for commuters.

Dr. the Hon. Omar Davies
Minister of Transport, Works and Housing



Omar Davies
Minister of Transport, Works and Housing
August 21, 2012

TOLL ROADS IN JAMAICA

The Jamaican toll roads currently comprise two distinct sections:

Vineyards Toll Road (T1):

Mandela Highway to Sandy Bay, approximately 33 kilometers; and

Portmore Toll Road (T2):

Marcus Garvey to Portmore, approximately 6 kilometers.



MONITORING AND INSPECTION

Strategic and Operational Targets

Driven by its mandate to monitor the concessionaire's compliance with the terms and conditions of the concession agreement, the Toll Authority identified and embarked on several programs to be carried out during the year 2011/2012. These programs sought to monitor the concessionaire's maintenance and operational activities through consistent inspections and sustained follow-up activities. Below is a tabular display of these programs and a breakdown of the deliverables for the period.

Table 1– Programmes for Monitoring the Operation & Maintenance of the Toll Road

MAINTENANCE MONITORING PROGRAM	2011/2012			Target for 2012/2013
	Target	Actual	% Achieved	
Request, inspect and review Developer's Timetable of programmed operational and maintenance activities.	1	1	100%	1
Inspect, review works and records on activities carried out under Developer's Timetable of programmed activities.	4	4	100%	4
Review results/reports on Operator's inspections. Follow-up on expected actions.	Ongoing	4 Reports reviewed. Follow-up ongoing	Ongoing	Ongoing
Verify whether there is any case of serious hazard requiring emergency repairs.	Ongoing	4	Ongoing	Ongoing
Review and verify whether measures taken by the Operator are adequate.	Ongoing	3	Ongoing	Ongoing
OPERATIONS MONITORING PROGRAM	2011/2012			Target for 2012/2013
	Target	Actual	% Achieved	
Garner info from road users.	Ongoing	30 calls received	-	
Inspect Operators register of written queries/complaints to determine level of successfully determined complaints.	12	12	100%	12
Review traffic levels data.	12	12	100%	12
Review frequency of accidents and incidents.	12	12	100%	12
Determine & identify shortcomings in signs or equipment which affect the convenience and safety of traffic.	Ongoing	4 identified 2 rectified	-	Ongoing
Review policing activities and efficiency of strategies and measures.	4	4	100%	4

Based on the information presented in Table 1 it can be concluded that the Toll Authority has delivered a high standard of monitoring of the Operator’s activities attaining all the goals that had been set out for 2011-2012 year.

Critical to the Authority’s monitoring mandate is the level, type and frequency of inspections. Every effort was made to adhere to the inspection targets to ensure that the Authority is equipped with the relevant information. Table 2 below, which provides the information on the inspection deliverable, reveals that there was 100% achievement of all targets.

Table 2 – Inspection Targets for the Toll Road

INSPECTION PROGRAM	Inspections 2011/2012			Target for upcoming 2012/2013
	Target	Actual	% Achieved	
Conduct routine inspection of infrastructure.	72	72	100	72
Conduct service level reviews.	12	12	100	12
Review Operator’s report against observations.	12	12	100	12
Inspection of employee safety practices.	72	72	100	72
Inspect traffic control management and safety in the public domain.	72	72	100	72
Review effectiveness of general safety systems and equipment.	72	72	100	72
Investigate, verify and research claims and complaints - assist in initiating conciliation and resolution.	Ongoing			Ongoing

HIGHLIGHTS ON THE FINDINGS FROM THE MONITORING AND INSPECTION ACTIVITIES:

Usage of the Toll Road and Toll Increase

The Authority continually monitors the usage of the toll road. Since 2008/2009 the usage has been showing a downward trend (see Table 3 & Chart 1 below) falling from 53,916 in 2008/2009 to 48,172 average daily usages in 2010/2011. The year ending March 31, 2012, however, experienced a slight increase a 0.36% with 48,346 passages for the period.

Table 3 – Daily Average Traffic by Toll Plaza

Plaza	Daily Average Traffic by Plaza					
	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012
Vineyards	11,051	12,118	11,722	10,674	9,793	10,305
Spanish Town	6,130	5,906	5,169	5,028	5,125	5,244
Portmore	33,611	38,627	37,025	35,006	33,254	32,797
TOTAL	50,792	56,651	53,916	50,708	48,172	48,346

Chart 1 – Daily Traffic by Toll Plaza

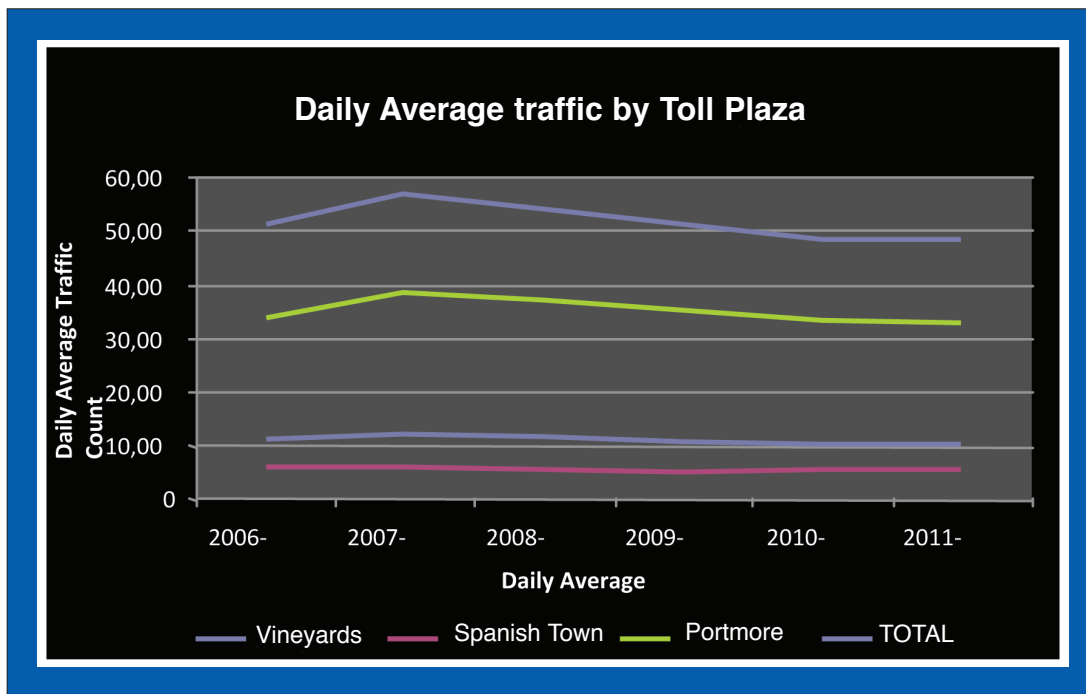


Table 4 – Daily Average Traffic by Class

Vehicle Category	Vehicle Description	2008-2009	2009-2010	2010-2011	2011-2012
Class 1	Less than 1.7m high but any length	42,388	39,992	37,666	37,661
Class 2	More than 1.7m high but less than 5.5m	8,365	7,831	7,536	7,638
Class 3	More than 1.7m high and more than 5.5m	3,161	2,885	2,969	3,048
All Classes		53,914	50,708	48,171	48,346

Tables 5 & 6 below provide the annual motor vehicle usage rates against the rate of toll increase since 2006 to date. Though the levels of usage cannot be ascribed totally to the toll rates charged, it has been concluded by all toll stakeholders that the toll increases have had some negative impact on the usage. Table 5 which sets out the historical data for 2006 to March 2011, reveals that an increase usually resulted in a decrease in usage. The years 2006 and 2007 were exceptions at The Vineyards.

Table 5 – Rate of Toll Increase & Usage Growth 2006 - 2011

PLAZA		2006/2007	2007/2008	2008/2009	2009/2010	2010/2011
Vineyards	Average rate of Toll Increase	Mar-06 13.30%	Apr-07 6.90%	Jul-08 17.20%	Sep-09 18.80%	Mar-11 0.00%
	Annual Rate of Usage Growth	6.2% Increase	11.1% Increase	4.8% Decrease	5.9% Decrease	6.8% Decrease
Spanish Town	Average rate of Toll Increase	Mar-06 8.20%	Apr-07 16.60%	Jul-08 16.40%	Sep-09 16.40%	Mar-11 0.00%
	Annual Rate of Usage Growth	1.2% Decrease	3.7% Decrease	12.4% Decrease	2.7% Decrease	2.8% Increase
Portmore	Average rate of Toll Increase	Jul-06 Opening of Portmore toll road	Apr-07 No Increase due to a subsidy	Jul-08 48% Removal of the subsidy	Sep-09 20.60%	Mar-11 0.00%
	Annual Rate of Usage Growth	-	14.9% Increase	4.1% Decrease	5.5% Decrease	4.3% Decrease

Table 6 captures the effects of the toll increase in July 2011; the increase was confined to Classes 2 and 3 of the Spanish Town and Portmore toll roads.

Table 6 – Rate of Toll Increase & Usage Growth 2011-2012

Plaza	Average rate of Toll Increase			Annual Rate of Usage Growth		
	Class 1	Class 2	Class 3	Class 1	Class 2	Class 3
Vineyards	0.00%	0.00%	0.00%	4.97%	4.90%	9.43%
Spanish Town	0.00%	9.09%	9.52%	3.04%	0.07%	-6.04%
Portmore	0.00%	5.88%	2.94%	-1.65%	-0.09%	1.29%

The data reveals that Vineyards experienced an increase in usage in all Classes while Spanish Town and Portmore experienced a reduction in Class 3 and Class 2 respectively. Interestingly, Portmore also experienced a decline in Class 1 notwithstanding no toll increase being imposed on that Class; this decline has been attributed to the increased usage of the Washington Boulevard since its widening and re-surfacing.

Reference should also be made to Table 7 and Chart 2 below which provide comparative and graphical data on the revenues collected from tolls: notwithstanding the general decline in usage since the year 2007, there has been a consistent growth in income.

Table 7 – Total Monthly Income for the Toll Roads April 2008 – March 2012

Month	Monthly Income for the Toll Roads			
	2008/2009	2009/2010	2010/2011	2011/2012
April	\$186,811,360.00	\$232,321,290.00	\$242,721,460.00	\$250,018,170.00
May	\$188,423,260.00	\$231,035,340.00	\$221,129,710.00	\$254,172,990.00
June	\$179,518,350.00	\$230,318,040.00	\$239,126,310.00	\$248,068,430.00
July	\$170,634,440.00	\$242,524,810.00	\$259,311,330.00	\$258,555,340.00
August	\$207,580,200.00	\$232,779,250.00	\$249,369,290.00	\$260,674,570.00
September	\$219,011,140.00	\$239,121,130.00	\$239,999,430.00	\$252,426,800.00
October	\$226,711,080.00	\$249,664,970.00	\$271,609,730.00	\$245,975,730.00
November	\$223,370,300.00	\$247,609,050.00	\$252,144,340.00	\$255,132,730.00
December	\$262,973,820.00	\$282,869,720.00	\$286,890,040.00	\$276,414,560.00
January	\$246,289,190.00	\$252,106,340.00	\$265,671,370.00	\$262,239,380.00
February	\$216,368,430.00	\$223,101,980.00	\$234,842,369.00	\$241,375,510.00
March	\$242,408,650.00	\$259,022,070.00	\$261,419,120.00	\$264,816,020.00
Total	\$2,570,100,220.00	\$2,922,473,990.00	\$3,024,234,499.00	\$3,069,870,230.00

Chart 2 – Total Income for Toll Roads

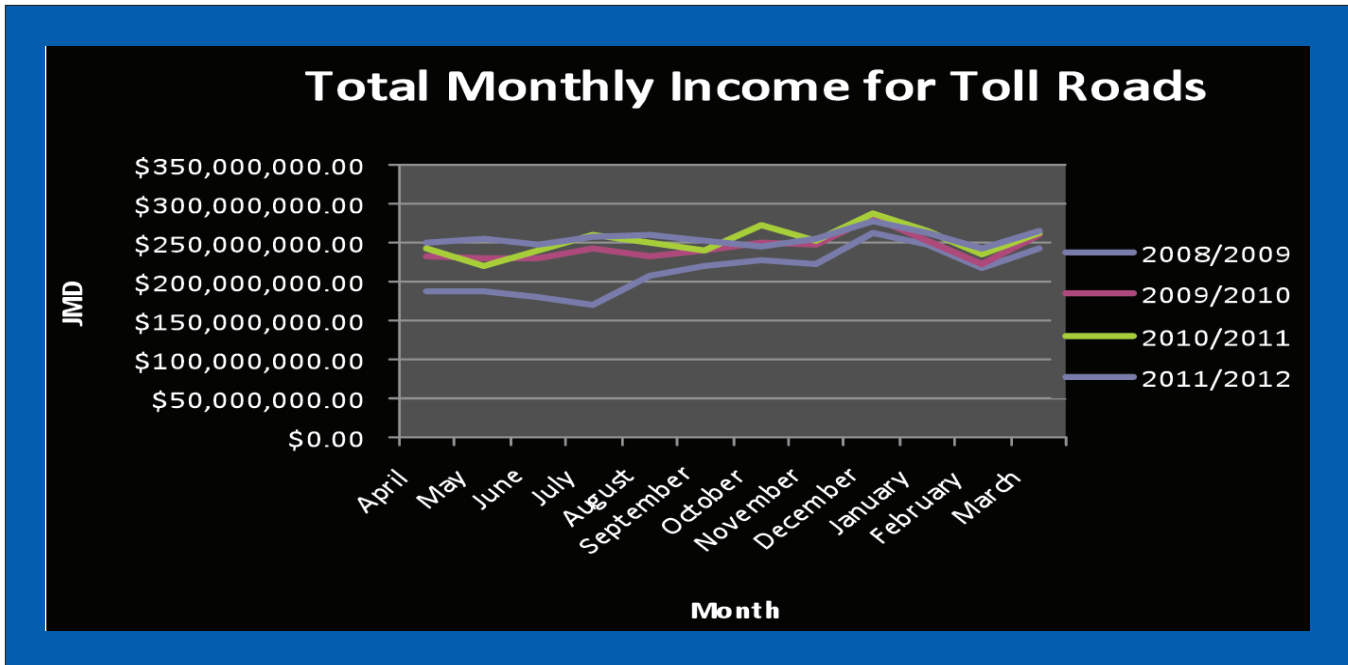


Table 8 below outlines the current rates charged by class on each toll road.

Table 8 – Toll Rate by Class and Toll Road

Plaza	Class 1	Class 2	Class 3
Vineyards	270	370	700
Portmore	120	180	350
Spanish Town	80	120	230

In July, the Operator of the toll road introduced a weekend discount aimed at increasing usage and building customer loyalty. This program, which was proposed to last for one year, has, however, failed to yield the desired result; the Operator has advised that it has resulted in revenue losses.

Structural Condition of Infrastructure

Road Surface: The road surface on both T1 and T2 has shown a number of unexpected defects throughout the year. Raveling and settlements account for most of the defects detected on T1. Repair to critical raveled areas on T1 were made during the year.

Settlement has plagued the Fort Augusta on-ramp and the main carriageway in its vicinity on T2 for a long time. The Operators submitted a schedule of works which incorporates repairs to the remaining raveled sections and areas of settlement after the completion of the May Pen leg of Phase 1B in September 2012. These repairs were delayed as BYTPJ is unavailable to carry out these repairs until the completion of Phase 1B.

Bridges: All bridges are in seemingly good structural condition with the exception of the Fort Augusta Bridge on-ramp (see Road Surface). No major issues were found as noted in the June 2011 bi-annual inspection report. A fence was erected at the Bernard’s Lodge Bridge to prevent stone throwing unto the carriageway. This fence has put a halt to stone throwing from this bridge and is maintaining well.

Fencing: Fence theft and fence breaches continued to be severe problems being faced by the Operator. Animals and pedestrians entering the corridor via these breaches are also a point of concern. The Operator attempts to repair/replace the fence as quickly as possible, however, the rate at which the fence is being stolen/damaged is too high to be met with immediate repairs. The Operator resorted to replacing stolen fence with barbed wire which is a less desirable commodity. Fire has also played a role in damaging some sections of the fence during the year. Below is a breakdown of the amount of fence that was damaged or stolen during the year and which has had to be replaced by the Operator.

Table 9: Damaged/Stolen Fences

Quantity of Fence – Stolen/Damaged					
Period	Apr - Jun	Jul - Sep	Oct - Dec	Jan - Mar	Total
Length	3.721km	1.552km	1.36km	4.595km	11.228km

Road Marking & Signs: All road markings and reflectors were maintained in good condition on both T1 and T2. The Operator's scheduled Inspections for road markings and signs for November 2010 were postponed and carried out during the year. A report of the findings from this inspection was received in June 2011. Several sun-damaged signs were replaced.

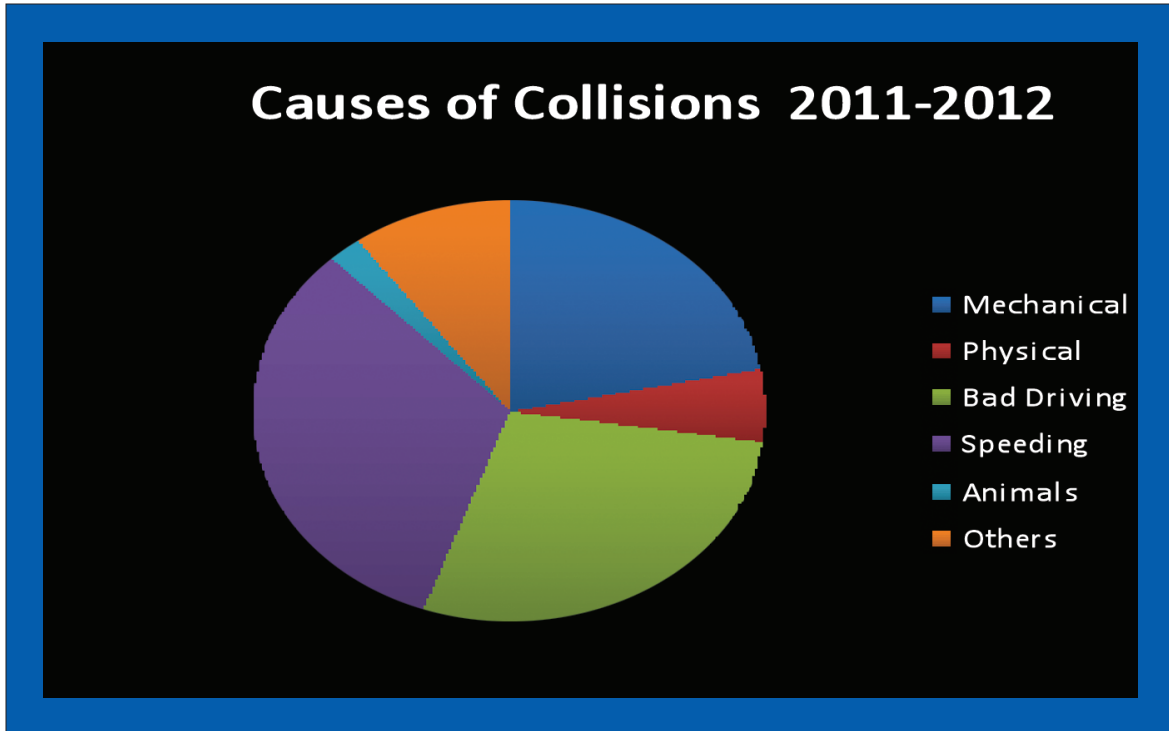
Toll Road Safety

Driving against the One-way to Avoid Paying the Toll: The Toll Authority and other stakeholders are severely concerned with motorists practising evasive tactics in order to by-pass the toll plazas and therefore the tolls. The practice is to travel in the opposite direction of traffic of the entrance or exit ramps to avoid the toll plazas. This has caused a number of accidents over the years, some of which have been severe. The most recent accident of this nature occurred in 2011 when a truck travelling Eastbound on the Vineyards leg attempted to turn up the Freetown entrance ramp causing a vehicle which was also travelling Eastbound, to collide with it. There was one fatality associated with this collision. This is not the first time this practice has yielded a fatality on the toll roads. A proposal to install tyre deflation devices on these ramps was followed upon and drafting instructions for regulations were submitted to the office of the Chief Parliamentary Council; these drafted regulations were received and amended on several occasions.

Collisions: Though the total number of collisions for the year 2011/2012 fell by 22% when compared to the previous year, there was an increase in the number of major accidents from 137 to 145 and a corresponding reduction in minor collisions from a total of 143 to 73. Chart 3 below provides a graphical representation for the cause of these collisions.

Table 9 – Collisions

Classification of Collisions	Number of Collisions				
	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012
Minor Collisions	180	184	109	143	73
Major Collisions	43	36	105	137	145
Total	223	220	214	280	218
Classification of Injury					
Light	42	53	34	32	32
Serious	43	44	45	29	53
Fatality	15	5	5	4	6



Police Support and Effectiveness: The Police continue to provide general policing to the toll roads; intense coverage of the areas identified as the trouble spots. However, during the year there were periods when their effectiveness waned due to a communication breakdown (due to constant shuffling of officers) between the Police and the toll road stakeholders. Limited resources in terms of vehicles and available officers also had a negative impact on the Police effectiveness. However, there was a marked improvement in the latter part of the year due to the involvement of the Police High Command which secured a dedicated team and ensured constant contacts within the traffic unit.

Concession Agreement

The Authority continues to monitor the terms of the Concession Agreement. This is being achieved through more detailed and systematic perusal of the terms (particularly the Operation and Maintenance Specifications) and by following up with the Grantor and Operator. The table below summarizes the Operator’s inspecting and reporting schedule set out as deliverables to the Toll Authority for 2011-2012:

Table 10 – TJH Inspections Reports Status

Asphalt Pavement Inspection

Requirements: Concession Agreement	Description	Highway	Scheduled Inspection Date	Completed	Date Report Received
Sch 3, Part 2 clause 2.3.1	Road Roughness	T1 & T2	Jun-11	Yes	July 13 2011
Sch 3, Part 2 clause 2.3.2	Skid Resistance	T1 & T2	Jun-11	Yes	July 13 2011
Sch 3 Part 2, clause 2.3.3	Rut Depth	T1 & T2	Jun-11	Yes done in November to accommodate T1 repairs CD	Nov-11
Sch 3, Part 2 clause 2.3.4	Pavement Cracking	T1 & T2	Jun-11	Yes But done November to accommodate T1 repairs CD	Nov-11
Bridge and Structure Maintenance					
Requirements: Concession Agreement	Description	Highway	Report Date	Completed	Date Report Received
Sch 3, Pt2, clause 2.4	Bi-Annual Inspection (include drainage, embankments, slope and rock cut)	T1 & T2	Jun-11	Yes	August 30 2011
		T1 & T2	Jan-12	Yes	April 20 2012
Sch 3, Pt2, clause 2.4	Comprehensive inspection carried out every 5 years	T1 & T2	Sep-11	Yes but done in Feb 2012 to accommodate contractor	May 3 2012
Highway Equipment and Other Maintenance					
Requirements: Concession Agreement	Description	Highway	Report Date	Completed	Date Report Received
Sch 3, Pt2, clause 2.6	Bi-Annual Inspection (including drainage, embankments, slope and rock cut)	T1 & T2	Jun-11	Yes	August 30 2011
		T1 & T2	Jan-12	Yes	April 20 2012
Sch 3, Pt2, clause 2.6	Annual Inspection (including pavement markings, road	T1 & T2	Nov-11	No. Operator postponed it until remedial	-
Highway Equipment and Other Maintenance					
Requirements: Concession Agreement	Description	Highway	Report Date	Completed	Date Report Received
Sch 3, Pt2, clause 2.6	Bi-Annual Inspection (including drainage, embankments, slope and rock cut)	T1 & T2	Jun-11	Yes	August 30 2011
		T1 & T2	Jan-12	Yes	April 20 2012
Sch 3, Pt2, clause 2.6	Annual Inspection (including pavement markings, road studs, traffic signs)	T1 & T2	Nov-11	No. Operator postponed it until remedial work is completed on the depressed and raveled areas.	-

REGULATIONS

During the year under the review, the Authority was unable to finalize the Regulations which were drafted during the 2010-2011 year as the term for the then Board of Directors expired in March 2011 and a new board was never appointed for the 2011/2012 year. The last meeting of the Legal Committee comprising Mr. Hugh Faulkner and Dr. Janine Dawkins, was held in March 2011; this accounts for the fees paid to these two members as outlined in Appendix 2.

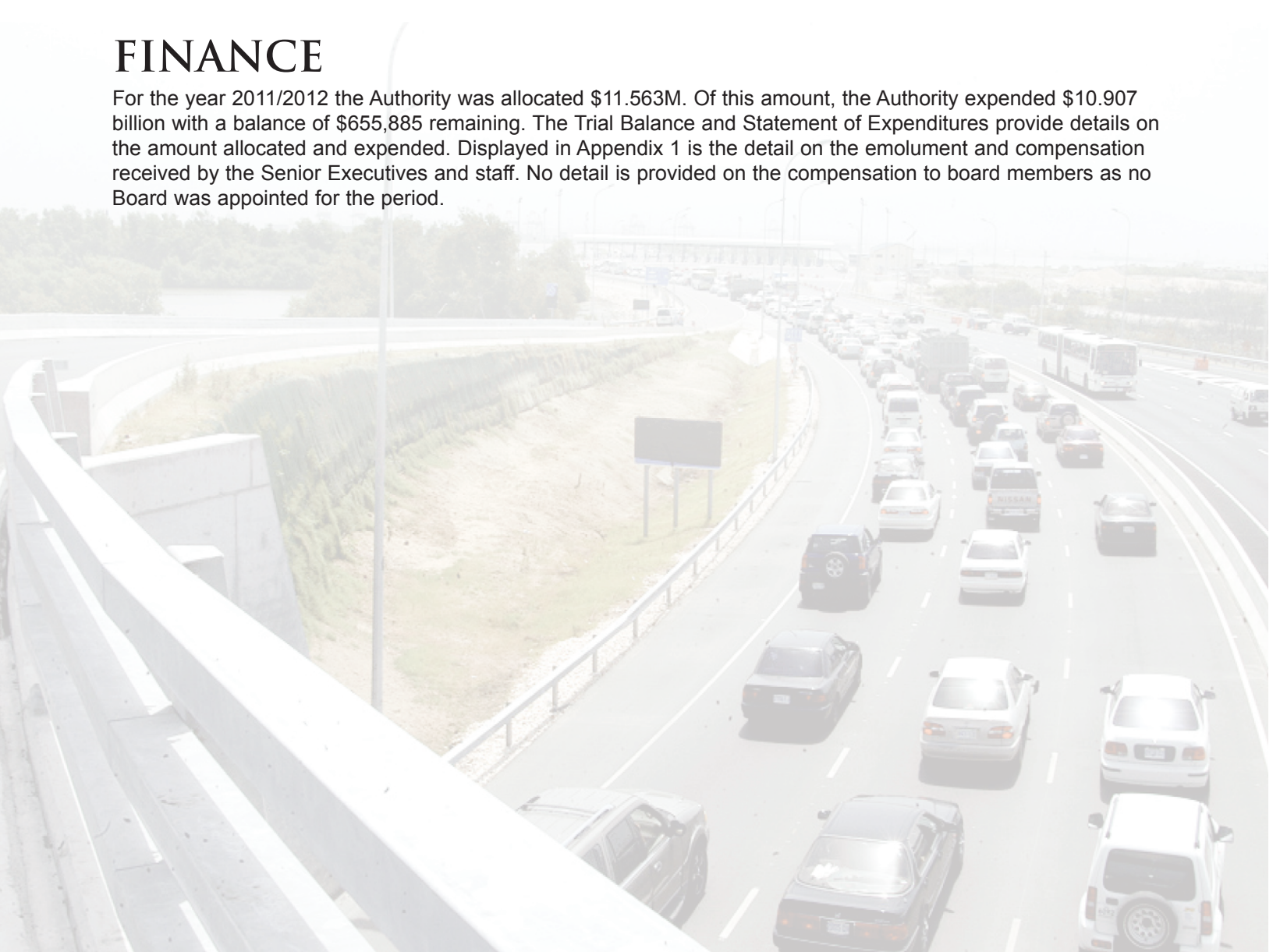
During the year under review the Authority received the first draft of the Toll Roads (Tyre Deflation Device) Regulations from the offices of the Chief Parliamentary Council; these Regulations were reviewed and amended with the input of the Ministry of Transport, Works and Housing NROCC and Trans Jamaican Highway Limited; the last draft will be considered by the newly appointed board during the 2012/2013 financial year.

HUMAN RESOURCE

The Authority carries out its mandate through a secretariat comprising three staff members. All supporting functions such as Accounting, Procurement and Human Resource, are provided by the Ministry of Transport, Works and Housing.

FINANCE

For the year 2011/2012 the Authority was allocated \$11.563M. Of this amount, the Authority expended \$10.907 billion with a balance of \$655,885 remaining. The Trial Balance and Statement of Expenditures provide details on the amount allocated and expended. Displayed in Appendix 1 is the detail on the emolument and compensation received by the Senior Executives and staff. No detail is provided on the compensation to board members as no Board was appointed for the period.



APPENDIX 1: Senior Executive Compensation – 2011/2012

Position of Senior Executive	Year	Salary (\$)	Gratuity or Performance Incentive (\$)	Travelling Allowance or Value of Assignment of Motor Vehicle (\$)	Pension or Other Retirement Benefits (\$)	Other Allowances (\$)	Non-Cash Benefits (\$)	Total (\$)
Chief Executive Officer	01/12	3,435,210.00	-	796,500.50	-	-	-	4,231,710.00
Senior Inspector	01/12	2,092,815.00	-	815,404.50	-	-	-	2,908,219.50

APPENDIX 2: Compensation for Toll Authority's Board Member – 2011/2012

Board Member	Position of Director	Fees	Motor Vehicle Upkeep/Travelling or Value of Assigned Motor Vehicle	Honoraria	All Other Compensation including Non-Cash Benefits as Applicable	Total
Janine Dawkins	Board Member and Chairperson for the Operations Committee and Member of the Legal Committee	2,625.00	N/A	N/A	N/A	2,625.00
Hugh Faulkner	Board Member and Chairperson for the Legal Committee	5,250.00	N/A	N/A	N/A	5,250.00



6500 - Ministry of Transport, Works & Housing

Trial Balance

Summary

Financial years: 12 (09-2011/2012)
Period Number: 1 (Close) To 12 (Close) (Apr 01 2011 - Mar 31 2012)
Financial Pattern: 10 - Recurrent Voted

Function	18 - Roads	Sub-Function 00	-	Not Applicable
Programme	232 - Toll Road Authority	Sub-Programme 21	-	Direction and Administration
Project	0005- Toll Road Authority	Sub-Project		0000 - NA
Activity/Proj	00 -			

Acc#	Description	Debit	Credit
0002	Vote		J\$11,563,000.00
0003	Consolidated Fund	J\$11,563,000.00	
0027	Uncommitted Funds		J\$6,097,222.32
0028	Undischarged Commitment		J\$5,477.38
0029	Unspent Warrant	J\$6,102,699.70	
3002	Warrant Receivable Control		J\$2,495,611.57
3010	BANK ACCOUNT	J\$5,688,344.37*	
4001	Account Payable Control		J\$174,927.50
7001	Warrant Issued Control Ac		J\$11,430,000.00
8001	Expenditure Control Account	J\$11,031,915.29	
	Retained Earnings		J\$2,619,720.59
		J\$34,385,959.36	J\$34,385,959.36

mbancroft
Accountant

Date: 12/7/12

[Signature]
Dir. of Finance/
Financial Controller

Date: 12/7/12

[Signature]
Accounting Officer

Date: 12/7/12

Note: *Balance surrendered at end of Financial Year to Consolidated Fund.



6500 - Ministry of Transport & Works

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FS6 - Statement of Expenditure by Objects - Selected Items ONLY

Financial Years : 12 (09-2011/2012) Financial Pattern : 10 - Recurrent Voted
Period Number: 1 (Close) To : 12 (Open) (Apr. 01 2011 - Mar 31 2012)

Function	Code	Description	Approved Vote	Warrant Allocate to Date	Month Expense	YTD Expense	Advance	Un-Discharged Commitment	YTD Exp & Adv Un-Disch. Com.	UnCommt Warr.	Bal on Vote
Sub-Programme	Sub-Function	Project	1	2	3	4	5	6	7=(4+5+6)	8=(2-7)	9=(1-7)
Activity/Proj											
18-Sub-Function 00-			00.00	00.00	00.00	00.00	00.00	00.00	00.00	00.00	00.00
Programme 232-			00.00	00.00	00.00	00.00	00.00	00.00	00.00	00.00	00.00
Sub-Programme 2105-			00.00	00.00	00.00	00.00	00.00	00.00	00.00	00.00	00.00
Sub-Activity 0000-			00.00	00.00	00.00	00.00	00.00	00.00	00.00	00.00	00.00
Det. Sub-Act			00.00	00.00	00.00	00.00	00.00	00.00	00.00	00.00	00.00
Object 21		Compensation of Emp	7,315,000.00	7,315,000.00	593,364.23	7,228,741.41	00.00	00.00	7,228,741.41	86,258.59	86,258.59
Object 22		Travel Expenses & S	1,697,000.00	1,697,000.00	173,529.50	1,698,454.50	00.00	00.00	1,698,454.50	-1,454.50	-1,454.50
Object 23		Rental of Property,	1,284,000.00	1,284,000.00	88,250.88	1,059,066.96	00.00	00.00	1,059,066.96	224,933.04	224,933.04
Object 24		Public Utility Serv	805,000.00	805,000.00	127,271.62	805,000.00	00.00	00.00	805,000.00	0.00	0.00
Object 25		Purchase of Equipme	17,000.00	17,000.00	00.00	16,667.00	00.00	00.00	16,667.00	333.00	333.00
Total for Det Sub Act		00 NA	11,563,000.00	11,430,000.00	1,008,665.55	11,031,915.29	00.00	00.00	11,031,915.29	398,084.71	531,084.71
Total for Sub Activity		0000 NA	11,563,000.00	11,430,000.00	1,008,665.55	11,031,915.29	00.00	00.00	11,031,915.29	398,084.71	531,084.71
Total for Activity/Proj		0005 Direction and Admin	11,563,000.00	11,430,000.00	1,008,665.55	11,031,915.29	00.00	00.00	11,031,915.29	398,084.71	531,084.71
Total for Sub-Programme		21 Direction and Admin	11,563,000.00	11,430,000.00	1,008,665.55	11,031,915.29	00.00	00.00	11,031,915.29	398,084.71	531,084.71
Total for Programme		22 Toll Road Authority	11,563,000.00	11,430,000.00	1,008,665.55	11,031,915.29	00.00	00.00	11,031,915.29	398,084.71	531,084.71
Total for Sub-Function		00 Applicable	11,563,000.00	11,430,000.00	1,008,665.55	11,031,915.29	00.00	00.00	11,031,915.29	398,084.71	531,084.71
Total for Function		19 Roads	11,563,000.00	11,430,000.00	1,008,665.55	11,031,915.29	00.00	00.00	11,031,915.29	398,084.71	531,084.71
Total for Fin. Pattern : 10 - Recurrent Voted			11,563,000.00	11,430,000.00	1,008,665.55	11,031,915.29	00.00	00.00	11,031,915.29	398,084.71	531,084.71

Accountant
Date: 12/7/12

Accounting Officer
Date: 12/7/12

