

BY THE WAY



ISSUE 02

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“Roads are vital for country’s future economic growth”

– President Zuma



President Jacob Zuma strongly emphasised the primary role of road and transport infrastructure in the economic development of South Africa during the 2015 State of the Nation Address.

SANRAL is the state-owned agency responsible for the planning, design, construction and maintenance of the national road network and will play a decisive role in the provision of the strategic infrastructure required to achieve the 5% economic growth rate envisaged by government.

With a broad theme of “*Moving South Africa Forward*” President Zuma emphasised that the National Infrastructure Development Plan continues to be a “*key job driver and catalyst for economic growth*.”

Road improvement and the expansion of transport networks is a priority focus area of the country’s plans to invest more than R4 trillion in strategic infrastructure and this “*augurs well for economic growth*,” he said.

In the coming year, the Department of Transport will spend about R11 billion on the upgrading and maintenance of roads which are not tolled – and a further R9 billion on the Sihamba Sonke programme, intended to maintain provincial roads. SANRAL is increasingly responsible for the upkeep of provincial roads at the requests of provincial governments.

The President’s remarks were also reflected in submissions recently made by SANRAL and the Department of Transport to the Review Panel appointed to consider the impact of e-tolling in Gauteng.

The Minister of Transport, Ms Dipuo Peters stressed the fact that Government determines the road funding policy, while SANRAL is the implementing agency which operates and manages the 21 403km national road network.

Unlike other state-owned companies, SANRAL is not a business enterprise and is not allowed, in terms of its statutes and mandate, to make a profit, the Acting Director General of Transport, Mawethu Vilana said.

SANRAL receives the bulk of its funding from the fiscus, but it is also required to generate additional funds through the issuing of bonds and other borrowing instruments to fund its tolled roads portfolio. This debt is, in turn, is serviced by means of toll payable by users who make use of the modern and well-maintained toll roads.

In his address to Parliament, President Zuma also said the government will spend about R6 billion in 13 cities in the country during the next financial year to plan and implement integrated public transport networks. SANRAL

has already played a role in helping with integrated public transport networks in that it was the implementing agent for construction for the Tshwane Rapid Transit *A Re Yeng* bus system.

E-tolls do not impact disproportionately on the poor

SANRAL welcomes the Gauteng appointed e-tolls advisory panel’s report and hopes it, or parts of it, will not be confined to ‘file 13’ simply because the views expressed do not accord with the misguided wishes of those who purport to care for the poor.

Their pronouncements of caring for the poor are nothing but cheap populism, the agency said.

The e-toll advisory panel’s report does not support the narrative that e-tolls have a disproportionate burden on the poor.

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SMMEs benefit
to the tune of
R2,4 billion

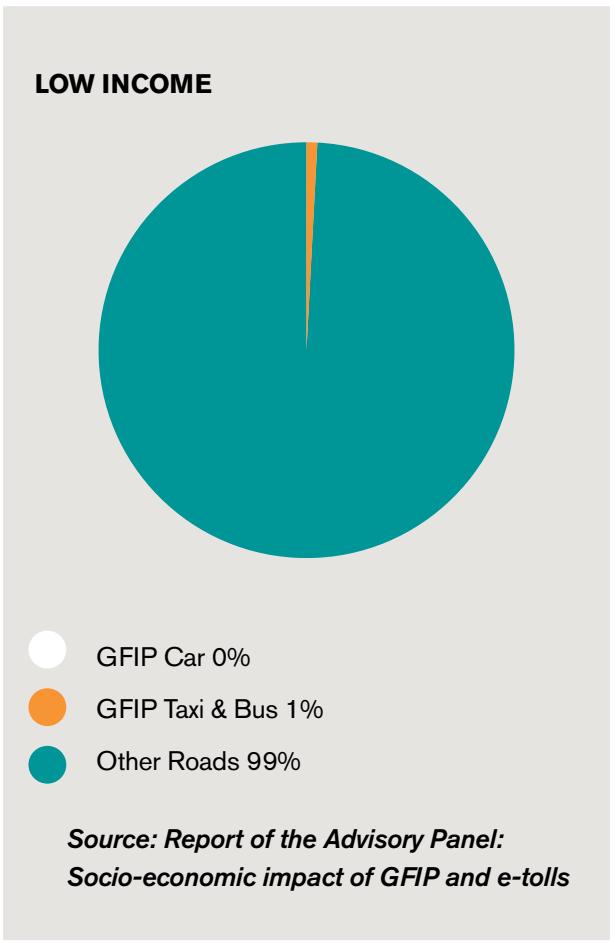
E-tolls do not impact disproportionately on the poor

The advisory panel's own report and submission to the Gauteng ANC Provincial Executive Council indicate the percentage of total financing burden on low-income people, is only 0.4%. This contradicts the view that e-tolling imposes "a disproportionate burden on the poor".

SANRAL says it has conducted its own research, which shows that "98% of the users of the e-tolled roads are middle and higher income earners. It is therefore not clear how the claim that e-tolling has a disproportionate impact on the poor can be made. Is it political expediency, plain dishonesty or simply a matter of ignoring those parts in the report which some don't like?" asked its spokesperson Vusi Mona.

Slide presentations of the panel, which the agency has seen, show that low-income groups with cars do not use the Gauteng Freeway Improvement Project (GFIP) but use other roads, with only 1% of taxis and busses – the preferred mode of transport for the poor – using GFIP (see illustration below).

Usage of GFIP



But even for the users, SANRAL's own figures, collected after a year's operation of the system, show that of the 5,2 million unique vehicles that were detected when they went under the gantries, 79% would have paid under R100 per month had they been e-tag registered.

"This is actual data we are working with and not scenarios. Therefore, the perception that e-tolls are prohibitively expensive does not stand up to scrutiny. Yes, they are expensive for the non-compliant user and the one who has opted not to take up the 48% discount available to an e-tag registered user," says Mona.

Furthermore, a survey conducted by IPSOS and quoted in the report, shows that 34% agree to pay for the use of the GFIP, 27% are neutral and 38% disagree to pay. A 4% difference in such a highly emotional and politicised atmosphere would be splitting hairs. There is not, as claimed by the detractors of the project, massive resistance to the payment of tolls. SANRAL would like to thank all those who have continued to do the right thing.

In the section dealing with scenarios and options for a hybrid funding model, the panel's presentation shows that with e-tolls being the only funding source, the percentage of total financing burden falling on low-income groups is 0.4% but increases as other funding sources are introduced. Critically, the panel's presentation also shows e-tolling has the highest impact (18.2%) on congestion reduction than any of the other five funding options which introduce hybrid models (see illustration below).

Funding options (including hybrid model)

	Base	1	2	3	4	5
FUNDING SOURCES (%)						
e-tolls	100	50	50	50	50	50
National fuel leevy	0	0	0	0	10	20
Provincial fuel levy	0	10	20	0	20	20
Provincial License fees•	0	10	20	20		
National fiscus	0	0	0	0		
Provincial fiscus or provincial taxes	0	10	10	0		
Progressive inc tax	0	10	0	0		
Corporate tax	0	10	0	0		
Total	100	100	100	100		
Selected funding model characteristics						
Provincial National split	+=100%	P=100%	P=100%	P=100%		
Projected % reduction in traffic congestion on GFIP network	18.2	9.1	9.1	14.6		
% of total financing burden falling on low income	0.4%	1.3%	2.4%	1.3%		

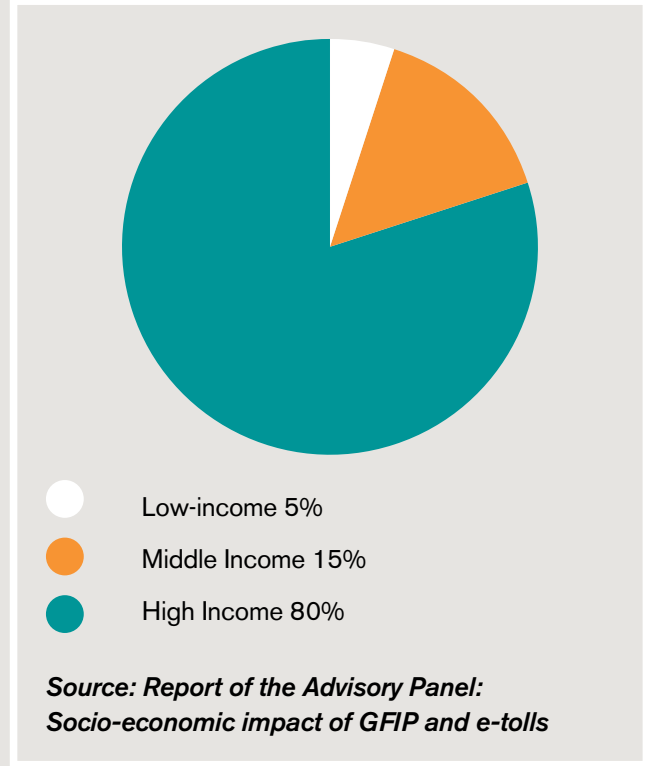
Source: Report of the Advisory Panel: Socio-economic impact of GFIP and e-tolls

Once again, the actual traffic conditions reflect the impact of a misperception that was created post the announcement of the panel. Since July 2014, after the announcement of the panel and the impression was created that the e-tolling will be done away, overall traffic volumes on the GFIP increased by more than 10%.a

This is the equivalent growth of approximately three years. This increase in traffic on the GFIP was generated from amongst others, a decrease in public transport usage, including the Gautrain.

Significantly, the distribution of costs would be 5% on low-income groups, were a fuel levy to be introduced (much higher than the 0.4%), the panel found. See illustration below:

Distribution costs (100% fuel levy)



"We are happy that the panel's own research confirms that e-tolls are the most effective means of dealing with traffic congestion and the least burdensome on the poor. What is concerning is that these aspects of the report are being ignored or not being emphasised – for whatever reason," says Mona.

SANRAL is currently studying the report and subjecting it to expert analyses and will further communicate in this regard in due cause.

"While we all await the outcome of the process led by the Deputy President to give us policy clarity and direction on this matter, we felt it important to point out some of the contradictions between what the panel has presented and what is being circulated in the public domain.

As policy implementers we have a duty to caution against hyperbole, lest we find ourselves on a policy path whose point of departure is totally flawed. Also, it is our view that the report was never meant to contain absolute truths that cannot be debated or challenged," says Mona.

“Walking Wonder,” makes it to top

KwaMashu is in KwaZulu-Natal and Isando in Gauteng but they are both proof of the quality of SANRAL's engineering projects.

SANRAL AWARDS

Since 1998, we've received a list of infrastructure accolades. Here are some of our more recent awards:

- 2008** The dedicated and innovative approach toward the environment on the N2 Tsitsikamma to Witelsbos culminated in a merit award at Greening the Future Awards by the Mail & Guardian
- 2009** Spire Award for Best Borrower by the Bond Exchange of South Africa (BESA)
- 2010** Oliver Empowerment Award for Top Empowered Government Agency
- 2011** 7th Avenue Pedestrian Bridge won the Best Bridge award in the 2010 Steel Awards and was a finalist in the 2011 Fulton Awards
- 2013** Toll Excellence Award for Technology from the International Bridge, Tunnel and Turnpike Association (IBTTA)

The roads agency is particularly proud of its engineering feats and it is a commonly accepted fact that the roads under its control, are of world-quality in their construction, maintenance and upgrading.

At the prestigious CESA Aon Engineering Excellence Award ceremony, last year, the KwaMashu interchange improvement project won the category for projects worth less than R50 million, while the Isando Pedestrian Bridge received a commendation in the same category.

Consulting Engineers South Africa (CESA), who hosted this annual event, described it as a celebration of innovation, quality, outstanding workmanship and professionalism.

"We heartily congratulate Aurecon for its work on the KwaMashu Interchange upgrade and SMEC South Africa for the Isando Pedestrian Bridge. We are proud to have been the instructing agency working alongside these two companies on both projects," says Vusi Mona, SANRAL's general manager communications.

The KwaMashu Interchange is located at the intersection of the N2 and R102 near Durban. This Diverging Diamond Interchange is an innovative cost-effective solution and is the first in the Southern Hemisphere. The upgrade has resulted in reduced journey times for commuters, less

traffic congestion, improved safety for pedestrians and motorists as well as reducing the accident rate.

The Isando Pedestrian Bridge – nicknamed the “Walking Wonder” – near OR Tambo International Airport, has improved pedestrian safety and journey times. It was constructed over the R21 at the Prasa commuter station. It also received a commendation at the Steel Awards.

"These awards come on top of similar awards last year and are proof, once again, of the engineering excellence with which we continue to associate ourselves with," says Mona.

Swift lanes on all toll roads

Vehicles fitted with e-tags will be able to pass through any highway toll plaza without having to stop at the booths. It is known as interoperability, using the same e-tag on all tolled roads. This will improve the road experience of motorists and passengers and cut down on costs and inconvenience associated with long distance travel.

South Africa is confirming its global leadership in transport technology with the introduction of interoperability, says Vusi Mona, head of communications at SANRAL. *"With a single electronic tag you will now be able to travel on all toll roads from the Botswana border in the west through Gauteng and up to the Mozambique border and the KwaZulu-Natal coast."*

When the vehicle enters the swift toll lane at the plaza, the electronic equipment reads the e-tag, checks its validity and account status and automatically deducts the toll fee from the user's account. This is an efficient

and convenient system designed to modernise the toll system and provide road users with a single, centralised administrative process to settle their toll bills.

"This is not a new toll road – it is merely an alternative method of paying tolls," says Mona.

The boom-down system is already in place on the N1 and N4 freeways, managed by the Bakwena Platinum Corridor Concessionaire, on behalf of SANRAL.

Interoperability has been working well on the Bakwena Platinum Corridor since the introduction of the system in December 2013, says Liam Clarke, the spokesperson for Bakwena. The tags used on the Gauteng e-toll roads are also recognised at the 17 Bakwena toll plazas. Fast lanes are designated for e-tag users and the boom is lifted when the registered vehicle approaches.

Bakwena e-tags are similarly recognised on the Gauteng freeway network and will soon be extended to include the

N1 north to Beit Bridge and south to Bloemfontein, the N2 along the eastern seaboard, the N3 to Durban and the N4 which links the Gauteng province eastwards with the port city of Maputo. The Bakwena e-tags will only function on other toll roads when an account has been opened at SANRAL's Transaction Clearing House.

Mona says SANRAL will eventually manage all electronic toll collections in South Africa. As interoperability is being rolled out, road users with e-tags for other freeways will be able to register a centralised e-toll account through SANRAL. At the end of each month, users will receive one statement for individual accounts which clearly indicates which routes have been travelled.

Interoperability with one tag, one account and multiple toll roads will provide South African road users with a convenient payment system that is unmatched in most countries that have multiple toll collection operators.

Mirage pays toll!

A Mirage recently paid toll on the N1 between Pretoria and Johannesburg! No, not a mirage like you find in a desert. A real one, albeit a Mirage F1 fighter aircraft.

It happened in the early hours of 24 September 2014 and involved the cooperation of SANRAL and the Gauteng Traffic Police.

The aircraft left the Waterkloof Air Force Base at 5.30am and reached Halfway House in Midrand by 9.00am.

The public was asked to avoid the affected routes if possible. Alternatively, those who had to use the route were asked to exercise patience and caution.

It was allowed to pass the aircraft to the right – after all, a Mirage is more than fast when in the air, but very slow on the road!

In addition, Mobile Police Vehicles (MPVs) and SANRAL's Routine Road Maintenance team were on hand to provide assistance. All necessary permits had been applied for and approved.

As the Mirage passed under gantries, it had to pay toll. And so it did – setting an example to many a road user.



WHO IS THE ROAD TRAFFIC INFRINGEMENT AGENCY?

The Road Traffic Infringement Agency (RTIA) is the independent adjudicator or arbiter of traffic infringements and fines issued under the Administrative Adjudication of Road Traffic Offences (AARTO) Act. As an adjudicator we ensure that all matters that arise from these traffic fines are resolved fairly. This is done through ensuring that traffic fines are decriminalised and dealt with through the administrative justice process to free the courts to deal with more serious crimes.

The RTIA protects the lives of road users by ensuring that transgressors of traffic laws are penalised and repeat offenders are punished appropriately. This will ensure that South African roads are safer and that the high number of fatalities are curbed.

The AARTO Act authorises the RTIA to administer a fair process that creates a balance between traffic authorities and road users.

WHAT IS OUR VISION?

At the RTIA we envision an informed, compliant and safe road user community.

WHAT IS OUR MISSION?

Our mission is to encourage compliance with road traffic laws.

HOW DO WE ACHIEVE OUR VISION AND MISSION?

- we provide targeted awareness, communication and educational programmes to the road users;
- we promote procedurally fair, lawful and reasonable administrative adjudication;
- we levy penalties;
- we impose demerit points;
- we effectively administer and manage the suspension and cancellation of driving licences and operator cards; and
- we reward compliant offenders.

HOW WE HELP YOU MANAGE YOUR TRAFFIC FINES?

When you are served with an infringement notice under the AARTO Act, you can elect to exercise one of the following options:

- pay the penalty in full; or
- pay in instalments; or
- make a representation; or
- nominate a driver; or
- elect to be tried in court.



HOW AND WHERE DO I PAY MY TRAFFIC FINES?

Online payment can be made through:
FNB, Standard Bank, ABSA, www.paycity.co.za

Cash payments can be made at:
ABSA, Post office, Traffic departments

Tel: +27 87 285 0500 **Call centre:** + 27 86 122 7861

Facebook: Rtia-Aarto **Twitter:** @rtia_aarto **Website:** www.rtia.co.za
Waterfall Edge B, Howick Close, Waterfall Park, Bekker Road, Midrand, 1685



Watch out for the Boeing on the highway



A decommissioned aircraft was moved across a major highway in the early hours of Sunday morning, 25 January 2015. SANRAL assisted Comair/British Airways with the move.

The aircraft needed to be moved to the Comair/British Airways training centre where it will be used to train cabin crews in a true-to-life environment. The move necessitated closed lanes and minor traffic disruptions on the R21 between 10pm on Saturday to 10am on Sunday morning.

Initially the highway was narrowed by lane closures to accommodate the equipment and people required for the move. At the time when the aircraft was being lifted over the highway by a series of cranes, traffic stopped for approximately 30-40 minutes on three occasions.

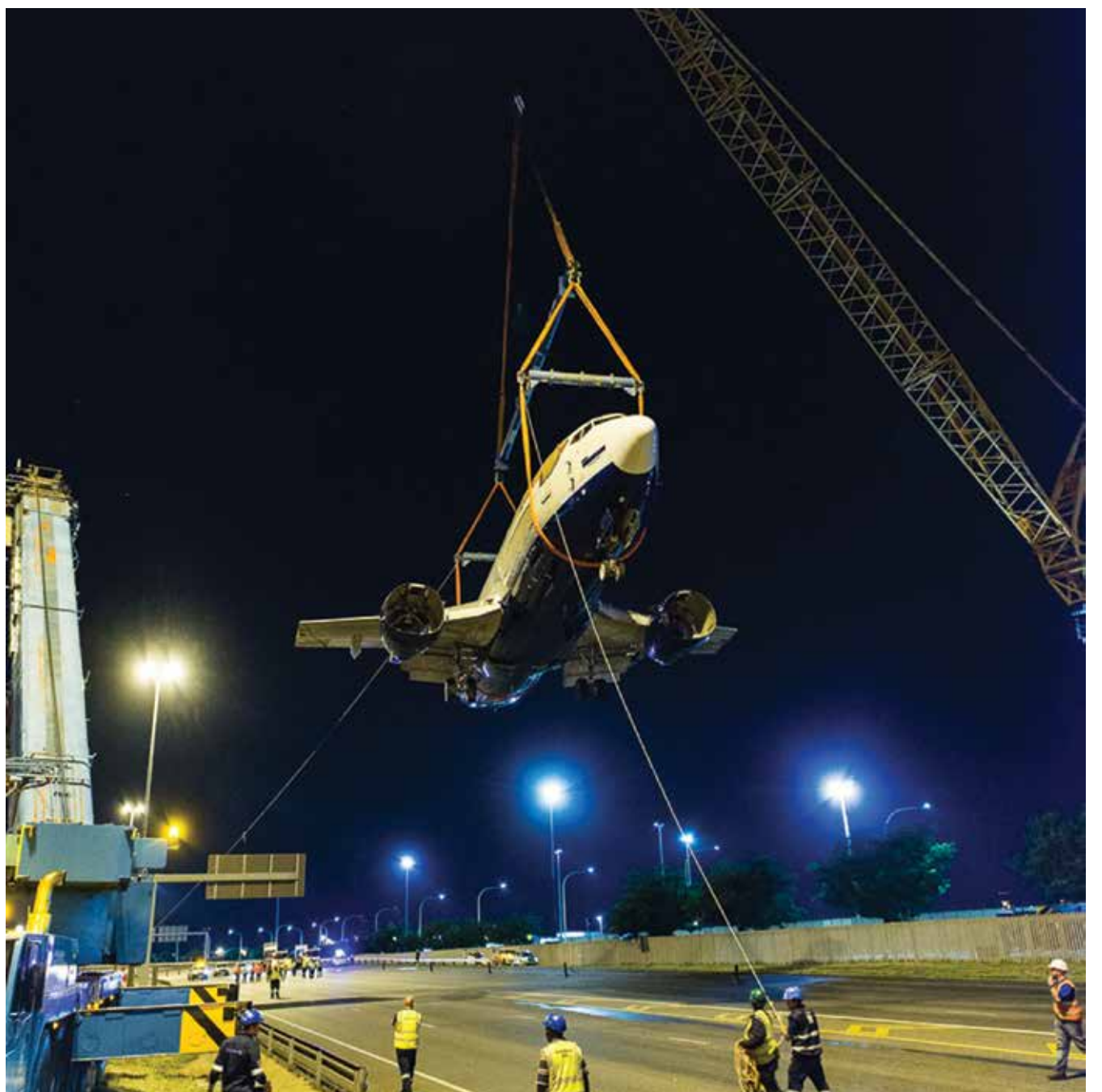
The plane and the rigging equipment weighed 32 tonnes and four cranes were required to make the move – a 100 tonner, a 200 tonner, a 400 tonner and a 500 tonner.

"There have been only three such moves done worldwide as far as we know," said Ismail Essa, regional manager of the Northern Region.

Capt. Glen Warden of Comair concurred: *"This is the first time this has been done in this country. To move an entire aircraft across a national highway is a mammoth task and I must say that Sanral have been absolutely fantastic in assisting us in managing traffic on their roads."*

SANRAL closed lanes in a planned sequence so as not to disrupt motorists too much, move the plane across the highway and keep road users safe. The four lanes were gradually reduced to one between 10pm in the evening and one on Sunday morning, when all lanes were shut down during minimal traffic loads.

"This was certainly an unusual operation, but as always we made sure that our road users were safe, first and foremost, and secondly that we did not disrupt traffic. This is part of our contribution to keep the economy moving," said Essa.



Watch the Boeing crosses the highway on YouTube



3:14 PM

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It's big and empty, and yet exciting



Off the beaten track in the Northern Cape - top 5 highlights

1. Kgalagadi Transfrontier Park
2. Augrabies Falls
3. Richtersveld Cultural and Botanical Landscape
4. Namaqualand Desert Flowers
5. The Big Hole

It is the country's biggest province, but has the lowest population. A number of national routes run through it, including the N14, stretching from Springbok to Upington, via Kakamas and ending in Gauteng.

One can reach most of the provincial tourist highlights, including the Kgalagadi Transfrontier Park, from these

Plenty of space, long distances between towns, very few people, warm to hot summer days and cold winter nights, brightest stars ever and, once a year, spectacular flowers. If that sounds enticing, it is time to visit the Northern Cape.

wonderfully maintained highways. The 37 000 km² stretches across South Africa and Botswana, with plans to link the park to the nearby Augrabies National Park, the Ai-Ais Richtersveld Transfrontier Conservation Area, Namibia's Sperrgebiet National Park, as well as the Namib Naukluft National Park – already one of the largest conservation areas in the world.

That will be really spectacular! A nature conservation area larger than most countries in the world.

Already, the Kgalagadi is known for its space – everything is far away from anything else – and you can feel peace descending on you as you gaze at the red sand dunes, the sparse vegetation, the occasional tree and dry riverbeds, the gemsbok and the black-maned lion.

Nearby – in Northern Cape terms, that is – are the Augrabies Falls where the water thunders through a gorge, making you feel small and vulnerable. There are several buck species – from klipspringer to eland – as well as smaller predators such as leopards and wild cats, and a rich offering of endemic and indigenous plants.

Plus splendid accommodation.

Then there is the UNESCO World Heritage Site, the Richtersveld Cultural and Botanical Landscape, which borders on the Ai-Ais Park in Namibia, and encloses the world-famous Fish River Canyon.

The Richtersveld's best-known plants, among the thousands of other species, are the stem succulent (or halfmens) and the giant tree aloë. Plus, of course, antelope, wild cats and rare bird species. It is co-managed by the local Nama communities.

Namaqualand is known for its stunning display of wild flowers, somewhere between July and September, depending on the rain, which becomes a massive carpet of scent and colour stretching to the horizon.

The Northern Cape's provincial capital, Kimberley, has a fascinating history dating back to the country's early diamond days. And thus, it is home to the Big Hole, probably the biggest man-made one in the world, mined for its deep kimberlite pipes.

And then, of course, there is Sutherland, with its vast astronomical observatory. It's probably too much to do in one trip, so come back again – and again.

A big 'yes' for Wild Coast road



There may be some who don't want it, but the people have said 'yes' to the N2 Wild Coast National Toll road. And no wonder: in an area of high unemployment, a better life for many is in sight.



A survey conducted by SANRAL has revealed that an overwhelming 80% of community members in the Eastern Cape who will be affected, support the project.

The project is a key part of a plan to boost South Africa's Wild Coast region by R40 billion. Despite the many challenges the project encountered along the way, SANRAL remains confident that it can provide a shorter and more efficient route between the Eastern Cape and KwaZulu-Natal, connect two of South Africa's most important port cities – East London and Durban, and that it will become a reality in the very near future.

The route will be 80km shorter and will enhance agriculture, forestry, manufacturing, construction and property development, finance and real estate, as well as trade, tourism and catering in the wider region.

The three-year construction period may create some 6 800 jobs as well as 21 300 indirect or project-related

jobs per year during construction. Once completed there should be a further 18 000 annually for 30 years in the growth sectors.

Late in 2013, the roads agency consulted extensively with communities who will be impacted by the development prior to conducting the survey. Led by SANRAL CEO Nazir Alli, the aim of the consultations was to open up opportunities for discussion of the various issues raised by residents as well as provide a platform for residents to ask questions about how the development would affect them.

SANRAL was able to fully outline its plans on issues such as relocation of families and grave sites. The aim is to bring improvement to the lives of the people of the community. Part of this was addressing fears about any negative impact the development will have on livelihood and drawing their attention to the many benefits that it will bring to the area.

The planned upgrades include the replacement of informal access points with well-constructed feeder roads to give better and safer access for villagers. The project will also improve public transport in the areas with the construction of lay-byes at all existing and new major intersections.

Other enhancements are fencing and cattle-grids as well as under and overpasses, sidewalks and frontage roads to improve access for livestock, pedestrians and vehicles.

Members of the community were afforded a tour of SANRAL's other projects in nearby areas, including SANRAL-built houses for relocated families.

In addition to jobs, opportunities would also be created for small and medium businesses in the area and boost business for existing retailers and service providers.



N7 upgrades to support economic growth and improve road safety

More traffic, but fewer accidents, plus a boost to the local economy. These are the consequences of extensive upgrades to the N7 highway between Cape Town and Malmesbury

“The N7 is a vital part of South Africa’s national road infrastructure,” says SANRAL communications manager, Vusi Mona. “It runs from Cape Town to the Gariep River and is a major contributor to the economies of both the West Coast and the Northern Cape.”

There have been some serious concerns about the high accident rate – including a number of fatal crashes – on the Malmesbury portion. SANRAL’s intervention entails significant upgrades including the construction of a second carriageway to ease congestion and improve road safety.

Mona says the upgrade has become necessary because of the heightened economic growth taking place in nodes north of Cape Town such as Atlantis, Melkbosstrand and Malmesbury. The road also provides an important link between the Koeberg Nuclear Power Station and the rest of the Western Cape economy.

The road construction will provide an additional injection into the local economy. More than R35 million will be spent

on SMMEs and black-owned enterprises and R45 million to create local jobs. More than 300 local people were employed and trained of which 203 come from the Atlantis community. Over the past two years they have earned R13.7 million in wages.

“This is in line with SANRAL’s commitment to source local labour, where possible, during road construction projects,” says Mona. “The wages earned will support many families in an area where unemployment has been high and will stimulate further local economic development in the region.”

Preference is given to SMMEs in the allocation of sub-contracts which include fencing, road markings, security and the transport of materials. A total of R22.8 million has already been spent on SMMEs and black-owned enterprises during the first phase of construction.

Mona says the contractors also have obligations to provide training in areas such as entrepreneurship and business management. A total of R500 000 has been set aside for

such training programmes which will predominantly be allocated towards members of the Atlantis community.

Great care is given during the construction to preserve sensitive Fynbos species. Topsoil that contains Fynbos seeds is relocated to protected areas in other parts of the Western Cape.



ROAD ACCIDENT BENEFIT SCHEME (RABS).

The scheme that makes it easier for road accident victims to claim.

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SMMEs benefit to the tune of R2,4 billion



SANRAL is committed to small business development and fully aligns itself with government's policy in this regard.

Contracts awarded to small business

175 CONTRACTS
R8.9 AWARDED
BILLION
FROM APRIL 2013 TO MARCH 2014



As an illustration, the agency awarded 175 contracts worth R8,9 billion from April 2013 to March 2014.

The contracts were for rehabilitation and improvement, periodic and special maintenance, routine road maintenance, community development, new works and other activities, SANRAL's acting chairperson Dudu Nyamane disclosed in last year's annual report.

She points out that SANRAL spent a further R2,5 billion on contracts with SMMEs, of which more than R2 billion went to 1 137 black-owned firms.

"In addition, through SANRAL's projects, 25 784 people, of whom 11 370 were women, were trained in elements of road-building. A total of 29 120 average equivalent full-time jobs and 61 408 job opportunities of varying duration were created at a total cost of R2,1 billion."

More than R35 million will be spent on SMMEs and black-owned enterprises and R45 million - this is in the very first paragraph of the second column. SANRAL continued to ensure the empowerment of small contractors on a national level, resulting in job creation, skills transfer, training and awareness of issues directly affecting their communities.

Nyamane is satisfied with the group's job-creation efforts, with R7,8 million in bursaries granted to 126 students to date, while its scholarship programme supports more than 400 learners nationwide.

During the 2014 academic year, SANRAL had enrolled 177 new learners on the programme. Significantly, at the end of 2013, 91% of the learners on this programme had obtained distinctions in mathematics and 85% in physical science.

SANRAL runs two portfolios

NATIONAL ROAD NETWORK



18 283km NOT TOLLED
3 120km TOLLED

SANRAL operates two separate portfolios: one for its non-toll road network, the other for tolled roads. They are funded in fundamentally different ways. The roads agency receives about R11 billion from National Treasury (via the Department of Transport) to develop and maintain the bulk of the national roadwork – 18 283km are not tolled. This is a government allocation and SANRAL cannot budget for a deficit.

The tolled roads – 3 120km in total – are funded through long-term bonds raised on the capital market, with debt being serviced from toll fees.

One portfolio cannot fund another. Cross-subsidisation is not permitted and a trial balance is maintained for each business.

The toll business has no restriction on budgeting for deficits while the capital raised for construction and maintenance is repaid. The toll roads must fund themselves over their 30-year lifespan.

Creating public wealth through roads

SANRAL aims to create public wealth through the national road infrastructure it provides and manages. It strives to ensure that all its projects are implemented and managed in a socio-economic, environmentally-responsible and sustainable manner.

SANRAL is keenly aware of the unique opportunities it has and the national resources placed in its trust to create lasting returns and a developmental impact for the nation.

SANRAL also acknowledges its responsibility as a catalyst in the development of a vibrant economy, an empowered society and a protected environment, as envisaged in the National Development Plan.

Shorten the journey by
reading a good book.
Or two.

Book Review

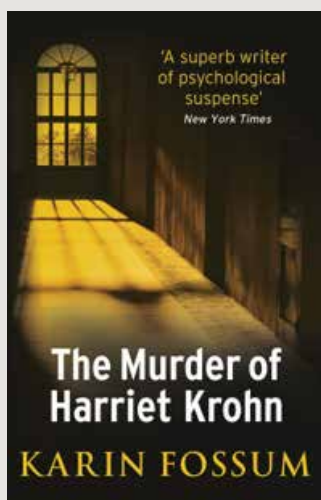


Reading is always a solitary experience – the reader communicates with the world and thought processes of the author and forgets their own space. When this does not happen the reading material reflects this lack of involvement. Goodbye attention span!

Of late the plethora of Scandinavian authors has engaged readers. Stieg Larsson brought about the charge with his Millennium Trilogy. The book world has since been inundated by Nordic authors: Henning Mankell, Jo Nesbo, Camilla Lackberg and now the Norwegian Karin Fossum. Their bleak, cold clime has become part of our reading experience.

A world that has entertained readers since before the Scandinavian invasion is that of Lee Child. The 19th (yes, 19th) Jack Reacher has now landed on the book shelf and has been received with mixed views - many critical, others applauding ferociously.

But longer with us than any other, is the funny and caustic world of Joan Rivers. This grande dame of the Red Carpet, critical onlooker at lives of glitter and fame and notoriety, died earlier this year. But she is kept alive by her diary published recently - her bracingly, no holds barred look at events, people on the A to Z list, lives and cultures and phenomena.



**The Murder of
Harriet Krohn**
By Karin Fossum

Gambler Charlo Torp has problems. He is grieving - his wife has died recently. He is broke - he owes money and he is jobless. He is alone – he alienated his teenage daughter and has no friends.

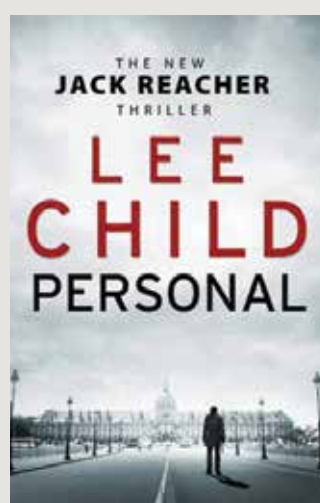
But he has plans: steal from an elderly affluent lady. But this is the start of real trouble and a downhill slide into paranoia. The lady he robs, Harriet Krohn, fights back, he loses control and batters her to death.

On the surface he is in the clear but like Roshkolnikov of Dostoyevsky's Crime and Punishment he fights with his

internal dialogue and misery and gives the reader insight into the mind of a killer.

And on his heels is Inspector Konrad Sejer, the policeman who always gets his man and is known through Fossum's previous crime novels.

This not a whodunit but a whydunit. It can be too introspective and even whiny at times, but it does hold the attention.



Personal
By Lee Child

Jack Reacher walks alone, a drifter unhampered by worldly goods, permanent relations, fixed abodes or physical deficiencies. He is ex-military, ex-most-things but not ex-armed combat or a shut-up-your-face attitude and he solves problems.

In this case he is facing a world class-sniper who tried to assassinate the French president and has a chip on his shoulder ... he hates Reacher's guts. After all, our man has put him behind bars.

And then the fun starts. At times riveting, often tedious with descriptions of weapons and places and algorithms. Reacher is an unstoppable machine and though Child becomes a tad formulaic with this hero, the dialogue and witticisms keep the reader entertained.



Diary of a Mad Diva
By Joan Rivers

Here we need nothing more than the pitch-perfect look at the world through the jaundiced and incisive eyes of Joan Rivers. On every page she keeps us laughing or cringing. Just see:

- *"Poor Prince Charles. I would like to buy him a small country so that he could have some fun ruling"*
- *"I'm going shop-lifting with Lindsay Lohan"*
- *"I like the blue and white Israeli flag ... it's like my legs"*
- *"Noah built his ark with non-union labour"*
- *"Comedienne Roseanne Barr admits to having 26 personalities ... at least one of them could have gone on a diet"*
- *"I want Meryl Streep to cry at my funeral in 5 different languages"*
- *"When I feel really homely I go and stand next to Miss Eskimo"*

Need one say more? She is irreligious, devastatingly funny, controversial, squirmingly honest. Who else will say: "I hate homework. You make the beds, you do the dishes and six months later you have to start all over again."

You will hate her, love her, share her wit and incredible ad lib abilities with all and sundry.... And you will finish reading her diary.

Opinion

By Peter Derman

When the e-tolls advisory panel stated that they “observed that the opposition to e-tolls has taken place in a heightened political climate, accompanied by massive civil disobedience,” it made the point that it “can see no justification for the campaign, which sets unsustainable precedents, and threatens democracy and social cohesion.”

An essential element of civil disobedience is that it presupposes a non-violent breach of the law. And an acceptance that there are legal consequences when breaking the law. This would prove that those who choose to break the law to make a point, also adhere to the rule of law.

To begin with - it is not illegal not to register for an e-tag. But it is illegal not to pay your e-toll, or your fines. Of course, if you are really serious about your civil disobedience campaign, you will refuse to pay the fine and be prepared to face the consequences.

Two issues must be addressed: usually, civil disobedience is aimed at changing a manifestly unjust law, regulation or philosophy – something which has been foisted on a people without proper process, forced down their throats in an undemocratic manner.

Secondly, it leads to a general sweeping uprising of the unjustly treated masses.

Neither of these two holds true in this case.

Let's take the second first: the impression is wrong that opposition to e-tolling is across the board. Despite a very vigorous, very long and very public no-campaign, a good 1.2 million e-tags (independently audited) had been sold by the end of May last year. And the number has gone up to 1.6 million (still to be audited) since then. When one considers that there are 2 million regular users of the

network, this is clear evidence of road users' willingness to cooperate with SANRAL. Knowing South Africans as law-abiding citizens, we are certain that as it dawns that e-tolling is a fact – and it will finally become clear once the process led by Deputy President Cyril Ramaphosa

Civil disobedience not the way to go

reaches its conclusion – the numbers will go up further. The Gauteng-appointed panel on e-tolling has ruled out a total scrapping of the system.

Instead, the panel has acknowledged that the upgrades to the Gauteng free-ways have brought about economic benefits. Critically, it has found that the system should stay but with some amendments.

Big business is not supporting those who fan the civil disobedience flames, and neither are the banks. Their vehicles are e-tagged and they are paying for their use of the roads.

In fact, if we look past the flurry around the e-toll protests, we have no idea how many people are actually opposed. Wide coverage in the media does not automatically translate into numbers. Registering for an e-tag is measurable, though.

There is an element to this which is best dealt with by politicians. SANRAL is an agency of government. It does not make policy. It implements policy. Those politicians who oppose e-tolling should aim their ire at other politicians.

Unfortunately, the impression exists that SANRAL decides on the funding of roads in the country. There are some who even stretch it further and suggest SANRAL is also capable of prosecuting non-compliant road users.

Truth is, National Treasury is the ultimate custodian of the public purse. The National Prosecuting Authority does prosecution and the Department of Transport sets policy. SANRAL builds and maintains national roads.

A general sweeping uprising of the masses? Clearly not.

So, let us look at the first of the two basic principles of civil disobedience – an unjust law foisted on an unsuspecting people.

Not exactly. The law enabling tolling has a long history. It goes back to a White Paper tabled in 1996. That's all of 19 years ago! All political parties made a contribution. The idea of e-tolling in Gauteng dates back to 1996, having been initiated by the province, and took many a year and even more debate in the democratically elected Parliament, an approval by Cabinet in 2007 and parliamentary amendments before it was finally signed into law by the President.

E-tolling, by the way, is expressly based on the user pays-principle, which is enshrined in the National Development Plan - which has the support of political parties across the board.

Also, the issue was tested and retested in the courts of the country by six courts and 17 judges. And given the green light – again and again.

Breaking the law knowingly, even if it is under the guise of civil disobedience, is simply not the way to go.

Those who now are calling for civil disobedience applauded Premier David Makhura when he appointed the panel to assess the socio-economic impact of e-tolling. But it is clear the applause was conditional. The panel had to affirm their position on the matter and nothing else.

They will not accept court judgments on this issue neither will they accept recommendations of a panel they were initially enthusiastic about. Which leaves us with the question: are we dealing with democrats or anarchists here?

The opposition to e-tolls no longer has moral conviction. It is breaking the law.

“The Gauteng-appointed panel on e-tolling has ruled out a total scrapping of the system.”



Peter Derman is a member of SANRAL's Board of Directors.

What our users say

Letters

Eight schools say a big thank you

On behalf of the eight schools in this area, we want to thank SANRAL, SNA Civil Engineering and Hillary Construction for the huge difference you have made regarding the safety of our pupils:

- Eagle's Nest Christian School (Primary and Secondary Schools)
- PEPPS (Primary and Secondary Schools)
- Curro HeuwelKruin (Primary and Secondary Schools)
- Mepps (Primary and Secondary Schools).

We want to say a big thank you for the improvements to the various roads that flow into the R71 in the Dalmada/Myngenoegen area:

- Speed bumps built on both sides of Eagle's Nest Christian Schools' entrances
- A traffic circle at the Myngenoegen/Dalmada and R71 crossing
- Traffic lights at the Dalmada and R71 crossing
- Traffic lights at the Pepps school road.

We thank you!

Have a blessed day.

J.N. van den Berg,

Principal - Eagle's Nest Christian School, Polokwane.

Give credit where it is due

What a pleasure to drive on the N1 from Saldanha in the Western Province to the Kruger National Park. No potholes to be seen anywhere, which makes it an absolute pleasure to live in this beautiful country of ours.

Congratulations! This is definitely one mission which has been accomplished successfully.

Keep up the good work. We, the public, are quick to moan but should give credit where it is due.

Johanna Klein

Saldanha



Man gets e-tag because **SANRAL** helped him after he was robbed

A Pretoria man is so impressed with SANRAL who rushed to help him after he was robbed by the roadside that he has undertaken to buy an e-tag.

Apparently law enforcers drove past him numerous times without stopping.

Japie Roos was on his way home when his car broke down just after 7pm near the Old Johannesburg Road off-ramp.

While waiting for his family to fetch him, three armed gunmen attacked him and forced him out of his car.

"While they were busy searching my personal belongings, three Tshwane Metro Police vehicles drove past. Shortly after five black official cars with blue lights accompanied by motorcycles, also drove past.

No-one stopped, even though they must surely have seen what was happening," Roos recounted.

According to Roos the men then ordered him to lie down in front of his vehicle while they were going through it.

At this stage, security guards at the SANRAL headquarters next to the highway saw what was taking place and chased away the robbers. The robbers, however, got away with Roos' ID, cell phone, wedding ring and car radio.

"I got into my car and sat stock-still. I was frozen with fear," Roos said.

Shortly after that two police cars drove past Roos, the one after the other. "I motioned to them to stop, but they just drove on."

Finally a SANRAL official in a highway patrol car stopped next to Roos.

"I told him what had happened and he took me to their offices, where he gave me a cold drink and offered to take me to the hospital," Roos said.

"I will now buy an e-tag, just as a way to thank SANRAL."

Article by Elaine Swanepoel (shortened).

Courtesy of Beeld.



Japie Roos was on his way home on the N1 North to Villeria (in Pretoria Moot) on Monday night, when his car broke down just after 7pm near the Old Johannesburg Road off-ramp.

Foto: Lisa Hnatowicz

Netwerk 24

Road Safety

It's Your Responsibility Too



Keeping you informed...

Plan your journey

TRAFFIC DELAYS ARE CAUSED BY:-

- Accidents which lead to full or partial road closures impacting severely on the traffic.
- Fatal or very serious accidents may cause traffic to remain congested for several hours after the incident, due to forensic investigations.
- Broken down heavy vehicles obstructing a lane will result in serious delays. Bakwena does have tow trucks on standby over busy periods.
- Peak traffic periods may result in significantly increased traffic volumes impacting the flow of traffic.

Keeping you safe ...

TO ENSURE YOUR JOURNEY IS NOT AN UNHAPPY EXPERIENCE, PLEASE KEEP THE FOLLOWING IN MIND:-

- Plan your departure times – avoid the peak traffic.
- Be alert, well rested and remain focussed at all times.
- Obey all traffic signs along your route.
- Do not consume ANY alcohol before and during your trip.
- Ensure your vehicle is road worthy, pay special attention to your lights, brakes and tyres.
- Consider yourself, your passengers and other road users before taking any rash decisions.
- It is compulsory to wear your seat-belt at all times and remember to buckle-up your children as well.

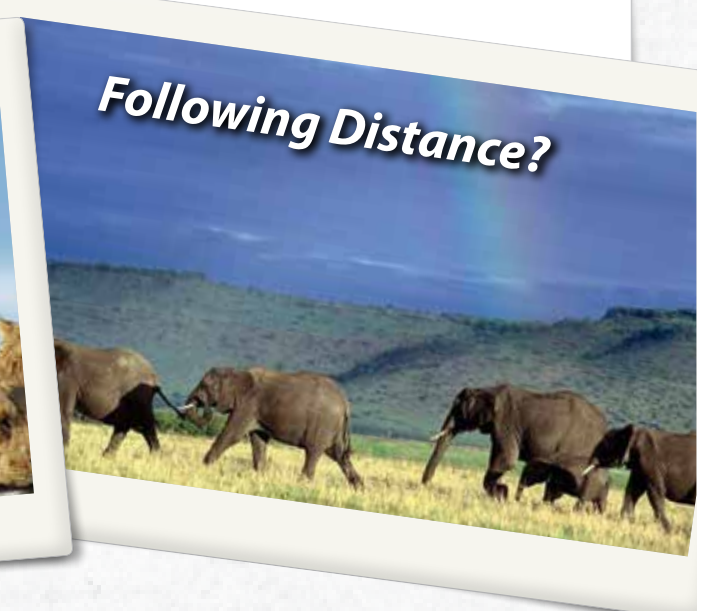
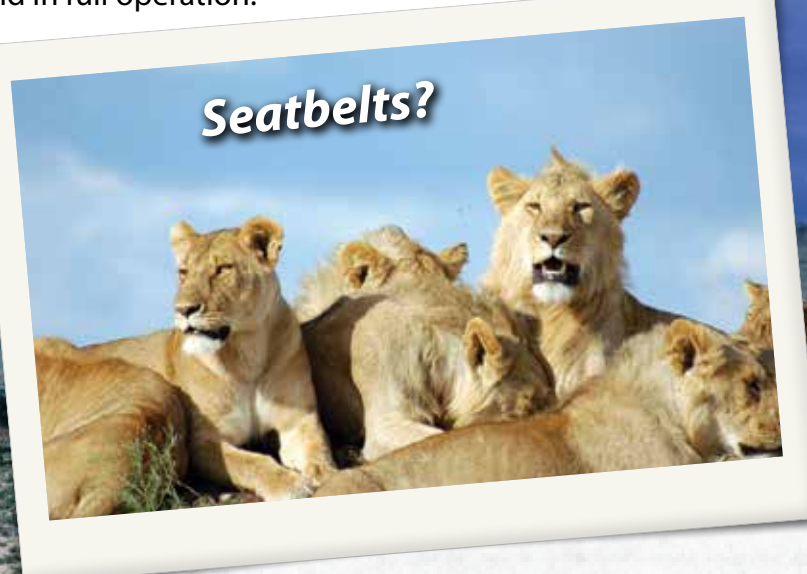
Keeping you moving...

PLEASE REMEMBER THAT TRAFFIC PATTERNS MAY CHANGE & THEREFORE THE TIMES GIVEN BELOW ARE ONLY GUIDELINES:-

- **Travelling northbound towards Bela Bela on the N1.**
 - » On a Friday, ahead of a month-end weekend, long weekend or start of the holiday period.
 - » Peak traffic is experienced between 14:00 and 20:00.
- **Travelling southbound to Gauteng on the N1.**
 - » On a Sunday, at the end of a month-end weekend, long weekend or end of the holiday period.
 - » Peak traffic is experienced between 13:00 and 20:00.
- Again, please plan your trips accordingly!

DID YOU KNOW...?

- During these peak periods or when there is heavy congestion on our route, all lanes at our toll plazas are open and in full operation.



www.bakwena.co.za



Stay in touch with us
0800 BAKWENA
0800 2259362

Weighing in for road safety

From overloaded vehicles to the safety of pedestrians - all in a day's work for SANRAL



You often see the bakkie in front of you has a load which is sky-high. And you know: that can't be right!

Yes, it isn't.

Overloaded vehicles are causing serious damage to the country's roads and is contributing to many fatal accidents. It is a threat to road safety in general, shorten the life of the road and lead to higher maintenance and repair costs.

To combat this major hazard, SANRAL is operating 13 Traffic Control Centres (TCCs) at strategic locations on the national road network as well as an additional 16 satellite weigh stations that are activated as the number of detected incidents of overloading increase. All the TCCs are operated on a 24-hour basis.

SANRAL is a leading participant in the Road Transport Management System, an industry-led accreditation system designed to improve the wellness of drivers and ensure that freight vehicles are roadworthy, not overloaded and that loads are well-restrained.

Overloading requires constant and active law enforcement as economic competition makes overloading seem a viable option for unscrupulous haulers who want to boost their profits at the expense of the safety of road users.

Although SANRAL is not a law enforcement agency, it has taken over primary responsibility for overload control from provincial and local authorities. This enabled SANRAL to protect its assets, such as road pavements, which was being damaged prematurely due to uncontrolled overloading.

The statistics for 2013 reflect the activities at the SANRAL weighbridges and confirm the valuable contribution the stations make towards road safety:

- More than 1.6 million vehicles weighed
- 30 873 vehicles charged with offences

- 524 drivers of overloaded vehicles arrested
- Fines issued to the value of R37-million.

The SANRAL concessionaire, Bakwena, manages two weighbridges namely the Bapong Traffic Control Centre on the N4 west of Pretoria and Mantsole on the N1 to the north of the city. Mantsole is currently being upgraded and a new TCC is being designed for the N4 about 10km east of Zeerust in the North West Province.

Additional weighbridges are in operation at the Beit Bridge border with Zimbabwe and at Mokopane and Polokwane in the province of Limpopo.

Overloaded vehicles are causing serious damage to the country's roads and is contributing to many fatal accidents.

The Heidelberg TCC – a public-private-partnership between SANRAL, the Gauteng province and the concessionaire N3TC – manages overloading on the Gauteng section of the N3 toll route corridor.

On the N4, an Overload Control Project has been in place since 2002 as a partnership between SANRAL, TRAC and the provincial governments of Mpumalanga and Gauteng. The Komatipoort Load Control Centre was the top performer in terms of the number of vehicles weighed, as well as charges issued against offenders.

Be careful where you walk!

Nearly half of the deaths that occur on South African roads are of pedestrians. This is true of other developing countries as well, where the percentage of pedestrian deaths can be from 65 to 90%.

Thus, the safety of pedestrians is a major priority for SANRAL. In this regard a number of initiatives are in place to address the challenge through road safety education and the provision of dedicated infrastructure.

Through its Pedestrian Hazardous Location Programme, SANRAL identifies and catalogues high-risk areas and

uses this information to determine the remedial steps that are required.

The actions implemented range from the upgrading of roads, the construction of pedestrian bridges or walkways and traffic calming measures, to more focussed road safety education and awareness campaigns.

In the past year, 12 such hazardous locations were identified – three per SANRAL region. The intervention programmes are located near the following municipalities: eThekweni, Zululand District and Mtubatuba in KwaZulu-Natal; George and Cape Town in the Western Cape; Siyanda in the Northern Cape; Engcobo, Mbashe and Mnquma local municipalities in the Eastern Cape; and Ratlou, Mahikeng and Tlokwe in the North West Province.

The projects are designed to benefit businesses, subcontractors and locally-sourced labour in the surrounding areas and include strong elements of training and skills transfer to the local communities.



Partnerships with local communities to promote road safety

Road safety is not only the responsibility of the public sector. The private sector, too, has a huge role to play. This is certainly true of the companies which are in public-private partnerships with SANRAL.

The agency manages three such partnerships with concessionaires who develop, fund, operate and maintain sections of the national road network. They are responsible for 1 288km which constitute 6% of tolled sections of South Africa's national roads. The balance of toll roads, about 9%, are state-operated and are run by SANRAL.

The concessionaires play a critical role in road infrastructure development and maintenance and practically demonstrate how the private sector can play a role in the country's infrastructure development.

One of their primary responsibilities is to undertake road safety initiatives among the communities in the vicinity of the roads they operate. Road safety is a top priority for SANRAL and the agency supports the global call for the Decade of Action for Road Safety with the objective to cut road deaths by half by 2020.

Bakwena Platinum Corridor Concessionaire

In the North West Province, Bakwena is involved with the provincial department of education to promote road safety education in schools located close to the N4 road. These activities include road safety education talks and workshops, debates on the topic involving learners and the creation of a mini-traffic centre.

The company has come up with a number of innovations such as safety edutainment shows at primary schools, the refreshing of pedestrian crossings and signage, a road visibility campaign and involvement with scholar patrol projects.

Current upgrades

The national road agency and its concessionaires spend huge amounts annually in upgrading existing roads, as the table shows.

WHERE	WHAT	HOW MUCH
N4	Construction of the second section of the additional carriageway on the N4 between the R512 West and the Marikana Interchange. Rehabilitation of the N4 between Rustenburg and Swartruggens.	R380 million R390 million
N1	The upgrading of the N1 between the Proefplaas and Zambezi interchanges was completed successfully in May 2013. Phase 2 of the project was rolled out in August 2013 to provide a third lane from the Zambezi interchange up to the Pumulani Plaza and includes widening the Zambezi Bridge to accommodate the third lanes in both directions. Rehabilitation of N1 Section 23, between Pienaarsrivier and Bela-Bela, (from 13.4 km to 42.6km) commenced on 7 January 2014.	R240 million R170 million R 290 million
N3	Rehabilitation of the road between Heidelberg in Gauteng and Cedara. Rehabilitation between Warden and Malanskraal has been completed, and rehabilitation between Mooi River and Estcourt, Sand River, Keeversfontein and De Hoek and Heidelberg is ongoing.	R188 million R455 million

N3 Toll Concession

The N3TC's road safety and incident management efforts are influenced by the global efforts to promote a Decade of Action for Road Safety.

The focus has been to improve the experience and knowledge of emergency services through advanced training as well as enforcement of traffic rules on the N3 through checking for vehicle and driver fitness. The Toll Route Patrol Service provides assistance during incidents and the Route Control Centre assists road users with information about road conditions.

Trans African Concessions

TRAC is responsible for the N4 highway which links Gauteng with the port of Maputo in Mozambique. This stretch of road is especially busy over weekends and holiday periods. The company has established joint operation centres at key points along the highway where initiatives are launched to increase public awareness about road safety and law enforcement.

Regular road safety promotions are undertaken at toll plazas, filling stations and truck stops along the route and safety messages are aired on local radio stations and on social networks such as Twitter.

The concessionaires play a critical role in road infrastructure development and maintenance



Take a blondie on
the road

Padkos



White Chocolate Cranberry Blondies

(makes 24)

A decadent treat for a romantic getaway, or to eat at the end of a picnic.

¾ cup butter

1 ½ cups packed light brown sugar

2 eggs

¾ teaspoon vanilla essence

2 ¼ cups cake flour

1 ½ teaspoons baking powder

Pinch of teaspoon salt

½ cup dried cranberries – a little extra for decorating

80g white baking chocolate, coarsely chopped –

a little extra to drizzle over at the end

cup pecan nuts, coarsely chopped

cup desiccated coconut

In a microwave, melt butter; stir in brown sugar. Transfer to a large bowl; cool to room temperature. Beat in eggs and vanilla. Combine the flour, baking powder and salt.

Gradually add to butter mixture. Stir in cranberries, coconut and chopped chocolate and pecan nuts.

Spread into a greased baking dish. Bake at 180° for 25 minutes or until a toothpick inserted near the centre comes out clean. Cool on a wire rack.

Drizzle melted chocolate and sprinkle cranberries for decoration.

Keep in fridge until just before your road trip.

Pasta salad in jars

(serves 6)

A beautiful and delicious pasta salad individually portioned in jars for a practical and fun presentation. Ideal for picnics or when on the road.

250g fusilli or farfalle pasta

¾ bottle quality Greek or Italian dressing

2 peppers, chopped

150g pitted black olives

salami, thinly sliced or cut into squares

1 cup parmesan cheese, grated

handful fresh basil, chopped

handful fresh parsley, finely chopped

¾ cup cherry tomatoes, halved

toasted pine nuts (or any nut of your choice)

Cook the pasta according to package directions.

Drain and put into a large bowl.

Add the dressing and mix well.

Fry the peppers in olive oil over medium heat until golden brown.

Add the rest of the ingredients together with the peppers to the pasta and mix.

Jar and refrigerate until ready to serve.



SANRAL's business is also business!

"SANRAL has contributed significantly to our livelihood, making it possible for us to invest in equipment which has accelerated our productivity levels and delivery time on projects."



What is a road agency doing to help a business to grow? It is not its business, in a manner of speaking. But for SANRAL that is an important part of what the agency does – building roads AND communities.

Part of the latter is to contract and then assist small businesses – local, that is – wherever it is involved in constructing, upgrading or maintaining national roads. And it has helped many businesses, over a long time. Just ask Azola Mayatula or Walter Leboho.

Azola Mayatula's enthusiasm has not diminished, even after more than two decades of working on SANRAL projects.

His company, Rainbow Civils, has grown into an enterprise that employs 68 people and is now a well-established player in the construction and maintenance industry in the Western Cape.

"The biggest benefit of our relationship with SANRAL is the skills training that our workers receive during projects," says Azola. On each contract his employees are exposed to new training courses which consistently add to their skills levels and formal qualifications.

His first project with SANRAL's Southern Region started in 2001 when the company participated in construction projects on the N2 in Cape Town. Today, more than 80% of Rainbow Civils' turnover is derived from SANRAL projects and they have received business from both the Western and Northern Regions.

"Working across all regions, I have noted that SANRAL employs a team of professionals who ensure that everything is done according to specifications and on time," he says. *"It has excellent systems and policies in place which also provide us as contractors with clear guidelines of what is expected."*

Azola's advice to emerging maintenance contractors is to build a strong relationship with the communities in which they operate, and to get them involved. *"If you have the support and cooperation of the community, you have a guarantee that the project will be completed on time."*

His future vision for Rainbow Civils is to grow in size and capacity to the point where it can purchase its own machinery and plant instead of hiring the equipment.

Walter Leboho gained experience in the construction sector before becoming the owner of Rachelebo Trading & Projects, one of many SMMEs assisting SANRAL with rehabilitation projects on South African roads.

With a current staff complement of 23 people, Walter's company is responsible for security of the offices on-site, including safeguarding machinery and monitoring equipment and petrol usage to ensure resources are not mismanaged or stolen during pavement construction in Polokwane, the capital of Limpopo.

Walter is enthusiastic about SANRAL: *"The agency has contributed significantly to our livelihood, making it possible for us to invest in equipment which has accelerated our productivity levels and delivery time on projects. The increased confidence acquired over time from working on SANRAL projects means we are ready to tackle bigger projects and greater challenges."*

With staff development as one of his key priorities, Walter leaves no stone unturned to ensure his staff continuously

deliver high quality work according to the brief and within the specified timelines for completion.

Despite the demands associated with his job and the industry in general, Walter did not let the daily challenges of limited finances, insufficient resources and a lack of skilled workers deter him.

"Thanks to the opportunities from SANRAL, our company has benefited tenfold. We can now afford to buy more equipment, our networking possibilities have increased, our workforce has grown, we have become more skilled and, most importantly, we have learned to deal constructively with the challenges with which we are confronted."

Walter says he and his employees have become one big family who learned to appreciate each other and work united as a team towards a common goal.

With aspirations to add a transport division to his company's range of service offerings, he hopes to contribute to poverty alleviation by growing his company and thereby increasing employment opportunities for thousands of South Africans living below the poverty line.



The innovative technology and intelligent transport systems developed by SANRAL are making South Africa's roads safer and contributing to the national efforts to reduce the high rate of accidents.

Freeway Management Systems (FMS) are in place on the country's busiest highways in the metropolitan areas of Gauteng, KwaZulu-Natal and the Western Cape. The FMS are designed to reduce congestion on the highways, mitigate the impact on the environment resulting from congestion, keep motorists informed of travel conditions and respond rapidly to road incidents.

Intelligent transport systems (ITS) collect real-time information on road and traffic conditions which are then relayed to centrally located traffic management centres. The ITSs use closed-circuit television cameras, enhanced communication, traffic detection and traffic information devices.

When accidents or dangerous road conditions are detected, this information is posted on overhead electronic signposts or tactical warning signs. Road users are informed about incidents which may have an impact on

their journey and the estimated duration of delays. Similar information is conveyed when roads are under construction or when lane closures occur.

The Gauteng Traffic Management Centre in Midrand deals with an average of 1 140 traffic-related incidents a month.

SANRAL's on-road services are on standby on a 24/7 basis to respond to crashes, stranded vehicles or other incidents on the province's 220km freeway network. The service has a fleet of eight heavy vehicle and 10 light vehicle towing units, 10 incident response vehicles and six fully-equipped medical response vehicles which can be dispatched to the scene of an incident without delay.

All vehicles, as well as the six "medics on bikes", are staffed by personnel who are experienced in medical response and incident management.

The KwaZulu-Natal FMS covers around 120km of the busiest sections of the N2 and N3 freeways. Some 137 cameras and 57 radar vehicle detection units are linked via a high-speed fibre optic network to the SANRAL Traffic Management Centre in Pietermaritzburg.

The safety of motorists has been greatly improved by the quicker detection of traffic incidents, faster response times by emergency services and real-time warnings to road users through the electronic signpost system.

The average detection time in KZN has been reduced to only 76 seconds and the centre deals with about 700 traffic-related incidents a month.

In the Western Cape, the FMS is responsible for about 155km of the busiest highways, including sections which are under the jurisdiction of the province and the city of Cape Town. In spite of differences on the Winelands Toll Project, SANRAL does cooperate with both the province and city.

Accurate and comprehensive incident data are collected and analysed to determine accident trends and identify high-risk locations. Specific attention is given to areas with high pedestrian activity to coordinate law enforcement and identify opportunities for road safety education.

Rapid Response to accident demonstrates value of SANRAL's technology

The value of SANRAL's traffic management and rapid response systems was vividly illustrated late last year through life-saving interventions that followed a very serious accident near Alberton in Gauteng.

The value of SANRAL's traffic management and rapid response systems was vividly illustrated late last year through life-saving interventions that followed a very serious accident near Alberton in Gauteng.

Working in close collaboration with the Ekurhuleni Metropolitan Police Department (EMPD) ambulances and other emergency vehicles were dispatched with great haste to the scene where a runaway truck collided with 48 vehicles at the Reading interchange.

Three people died in the accident and 21 were treated for injuries. However, the toll could have been higher, and the impact on traffic flow more severe, if it was not for the role played by SANRAL's Traffic Management Centre (TMC).

Located in Midrand on the M1 highway, the TMC deals with an average of 1 140 traffic-related incidents a month. The high-tech headquarters is linked to a network of cameras and sensors on the Gauteng Freeway to monitor the traffic flows, detect irregular traffic patterns and dispatch emergency vehicles to deal with crisis situations.

On the morning of 14 October 2014, the centre received a report about the collision at the Reading interchange of the N12. A motorcycle medical response unit stationed nearby was immediately dispatched to the scene

and confirmed the incident within three minutes of its occurrence.

With this information, SANRAL could alert a number of its medical response units, ambulances and tow trucks to rush to the scene in addition to the emergency teams from the EMPD, the SA Police Services and the Gauteng traffic units.

Years of experience and knowledge of accident situations have demonstrated to SANRAL the importance of a quick response to potentially life-threatening incidents. The SANRAL technology and the skills of the first responders who attended to the emergency, helped to secure the scene of the accident and prevented further incidents that might have put the lives of other road users in danger.

Radio stations and other media were informed about the severity of the accident, which enabled them to report with certainty and keep their listeners abreast of the unfolding situation. The excellent collaboration between SANRAL and emergency teams from Ekurhuleni ensured that medical treatment was given to the injured. Despite the severity of the accident and the large number of vehicles involved, the road was again opened at 6:43pm, a mere ten-and-a-half hours after it occurred.

Building roads through bursaries

Helping others ends up as helping yourself, could be a way to describe what the country's road agency does in the field of education. Roads – education? Indeed, SANRAL needs engineers, so does South Africa. The agency has stepped in to assist with full bursaries, but also internships. So, in this way SANRAL helps itself but also the country.

One such full bursary is enabling Mercy Masia to pursue her dream of becoming a civil engineer.

The senior student at Wits University says she thoroughly enjoys the workshops arranged by SANRAL that provide her with the practical insight and experience required for her future career path.

For Mercy, the biggest challenge facing her as a student is to ensure all her work is done in time. Although she enjoys recreational reading in her spare time, she often reads her textbooks for the upcoming semester during the holidays, so that she can get ahead and be prepared.

Thus, her advice to anyone who wants to follow her path is to “use every minute”. She emphasises that it is very important to do as much as possible, and that time must never be wasted if it can be used in a constructive manner.

When Mercy does have spare time, she enjoys participating in sport, especially sprinting and the high jump. She is a true athlete at heart, who tries to get to the sports grounds as often as possible.

Her mother has been the biggest influence in Mercy's life. She is a great role model, not only because of her kindness and caring spirit, but also for the example that she sets through her work ethic. Her mother instilled the idea that you must always be “doing something”, rather than lazing around wasting time. In addition, Mercy says her mother promotes the idea that “you must always make the best of what you have!”

The combination of hard work and using all available opportunities, abilities and resources, will hopefully lead Mercy to establish a successful career as an engineer. Her ultimate goal is to gain international experience and explore other cultures and work opportunities in the global environment.

Internships provide vital work experience

SANRAL provides internships to engineering students at various tertiary institutions in South Africa to equip them with practical work experience as required by the degree curriculum. This programme is implemented in cooperation with contractors and consultants working with SANRAL.

In the 2013/2014 financial year, 196 students received internships and vacation jobs from SANRAL and 17 were employed by SANRAL and its stakeholders, including companies, contractors and consultants. This represents an increase of 5% compared to the previous financial year.

In terms of a performance agreement between SANRAL and the Minister of Transport, the number of internships offered should be equal to 10% of the staff complement. However, because of the high demand for practical experience within the engineering fields, SANRAL has exceeded this requirement and now offers internship opportunities equivalent to 70% of the agency's staff complement.

Sesethu Tywabi was offered an internship by SANRAL while studying for her National Diploma in Civil Engineering at the Cape Peninsula University of Technology.

This was a most enriching experience for the young assistant resident engineer who hails from Umtata in the Eastern Cape. During the one year internship she was placed with two major companies working on SANRAL construction projects on the N7, N1 and N12 roads.

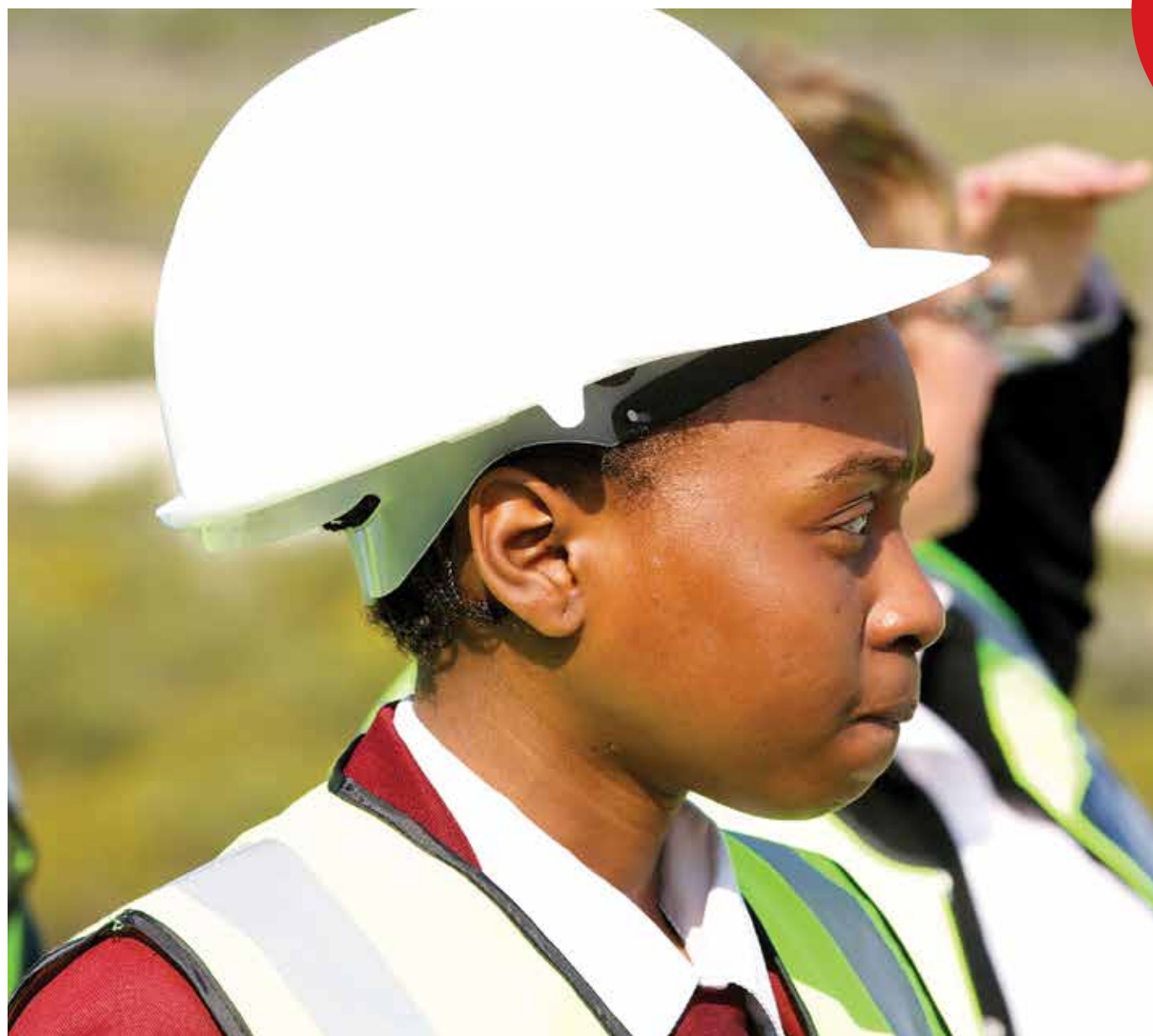
You quickly gain experience in all aspects of road construction, she recalls. “Your studies at university provide you with a solid theoretical background, but it is only when you are on the site of a construction project that you fully understand how this is implemented in practice.

Your knowledge is broadened by working with so many experienced engineers on projects and it provides you with a great start to your own future career.”

Sesethu says she is very grateful towards SANRAL for giving her the internship. The knowledge gained while working on projects also translated to her studies and enabled her to achieve distinctions in a number of subjects when she returned to the university.

“This experience helped to make up my mind to continue pursuing a career in transportation engineering,” says Sesethu.

“Having received a full bursary from SANRAL, I'm studying Civil Engineering, but also enjoy the workshops that SANRAL arranges.”





Protecting our heritage

Building roads and saving plants

South Africa is endowed with a rich natural heritage. Throughout the year, both locals and tourists find time to explore this heritage by visiting some of our small towns, forests, national parks and mountains, along some of the best roads in the world.

Roads afford us the opportunity to meander through landscapes that open up unique visual and olfactory experiences that enrich our experience of a country. But, of course, they also have their costs, particularly when they take the form of large-scale highways that often infringe upon the environment.

It is a problem SANRAL is alive to. The agency is committed to the protection of South Africa's rich natural heritage.

Through its environmental management programmes it finds the balance between the benefits derived from the construction of a national road network and the need to protect this heritage.

An example of how serious the roads agency takes this commitment is the relocation of rare arum lilies on the construction footprint of the N2/R56 Interchange in KwaZulu-Natal. Five hundred of these protected plants were relocated to a nearby farm and SANRAL monitors the lilies until it is certain that they have successfully established themselves.

Taking this concern further and contributing to the country's knowledge of plants, SANRAL's commitment to natural

vegetation becomes evident in the way the agency handled another translocation of plants. During the upgrade of the N2 between Grahamstown and the Fish River, it was necessary to transplant Suurberg cushion bush – but little is known about its reproductive biology or transplantability.

This project now forms part of a study undertaken by a student from Rhodes University towards a Master's thesis, with financial support by SANRAL. Thus, the agency is not only supporting a student, but is also widening knowledge about an endemic plant of this particular area.

Building roads AND caring for the environment. That is SANRAL.

Toll plaza with a difference

You drive past and don't notice it. Should you stop, for no reason, it is unlikely that, even then, you will see what is so important about the Dalpark Plaza on the N7 near Boksburg on the East Rand.

It is a toll plaza, but there are numerous ones on the highways around inner Gauteng.

This one is different. It is a small but significant contribution by SANRAL to the government's announced plans to change the energy mix in South Africa so that 40% of all energy will be provided by renewable sources by 2030.

Dalpark uses a solar plant for its mainline toll plaza operations, as well as at the surrounding workshop and training centre. It was delivered within cost and specification prescriptions, and on time.

Installation was preceded by proper testing so that it could withstand all kinds of conditions – wind, rain, sunlight, heat, cold, salt, hail and yes, theft. It delivers power at a competitive price.

"SANRAL works within the framework of the National Development Plan, which aims to achieve reasonably priced sustainability in its drive toward a low-carbon economy. Dalpark is part of how we show our commitment to the country's energy efficiency drive and is a precursor of how we intend to proceed in future," says communications general manager Vusi Mona.



Summertime and the road is easy

The summer season is about food, family and fun. Luckily the good times start on the road, writes Lebohang Thulo



For many of us there is a constant and familiar itch to hit the road. Whether it's to visit loved ones that we don't get to see enough, or fleeing home and heading to the beach or mountains, or somewhere in between.

A popular travel writer whose blog I frequent, recently wrote that his favourite part of travelling was the period in-between destinations. That may seem strange for someone with the enviable job of writing extensively about different settings, but his reason was intriguing.

He said that despite the excitement of experiencing a new destination, nothing beats the anticipation of what is to come – before expectations are not met, like the disappointing weather or finding out that your accommodation is facing a popular (and very loud) local nightspot.

I would have to agree. Apart from seeing loved one's faces and sharing new experiences together, some of the best moments of a road trip, after the planning, scheduling and the counting down to D-day, is the journey getting there, and the intoxicating nostalgia that this invokes.

Who doesn't have fond memories of early morning call times, food laden cooler boxes being packed into car boots, the travel pillow which will soon be fought over, and the wonderful excuse to eat greasy burgers (or anything really) at 10am in the morning.

While every family has their travel rituals, there are always common pleasures that all good journeys share.

The more the merrier

Travel provides time for family, and nothing says family time like successfully packing multiple children, a teen or two, and grandparents into one car. The best part of all is that you actually get to spend time with the family.

Being confined in the car forces you to be present, which doesn't happen too often in our everyday lives with never ending to-do lists. On the road you only need to focus on keeping fed and entertained.

When else are you going to get an opportunity to share travel tidbits like: there are exactly 10 overpasses on the N5 between the little town of Kestell and Bloemfontein, or that South Africa has the longest wine route in the world, the R62 wine route.

You can also use the opportunity to teach little ones how to play a game of I-spy, or make up your own, such as trying to guess the destination of fellow travellers from clues like motorboats and mountain bikes perched on the roof, or beach umbrellas poking through the back window.

Rest and relaxation

Successful pit stops achieve two very important tasks: first, to revive the body – stretch the legs, breathe in some fresh air, and if you are lucky, sink your toes into the tiny patch of grass in the kids play area.

Pit stops are also a culinary adventure. Whether you bring your own padkos tucked away tightly in steaming containers, or choose to sample the plentiful offerings that the fuel stops along the way have to offer, what's standard is that all diet restrictions, and sometimes good sense, is happily abandoned. Suddenly coffee can be consumed at all hours of the day, slap chips become a food group, and snacks like fruit and nuts make way for ice-cream, biscuits and gummy sweets.

Leaving space unexpected

Spontaneity thrives in the absence of deadlines and everyday pressures. Most of the travelling we do is pretty straightforward simply because there isn't enough time to explore and let loose.

But weekend breaks and mid-year getaways afford us the luxury of taking the longer but more scenic route, to accept that invitation to share a meal with the family on the next table, or to finally make that stop in Bloemfontein you have been meaning to make for years. And it has never been easier to explore the unfamiliar. The beauty of smartphones and a GPS is that it is almost impossible to get lost and you are able to research as you go. Who knows what treasures are waiting for you when you take that short left?

Happy travels, keep safe and remember, you are only a few hours from an adventure.



By Lebohang Thulo

Need help on the N4 Toll Route?



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Games and puzzles to keep you entertained on the long road

Captivate & Fascinate

Sudoku

				1	9			5
9	6		7		2			1
	3	6				1		
7	8						4	3
		5				7	6	
2			5		3		7	4
3			1	2				

Competition

Enter to win one of three MP3 players. Simply take a picture while driving on SANRAL roads, caption it and include #My SANRAL Road Trip and share on Instagram, Facebook or Tumblr.

Judges decision is final and no correspondence will be entered into.

Crossword

some answers can be found in By The Way

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
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ACROSS CLUES

A1	Not private	H15	Abbr. information architecture
K10	Half an Em	I6	Idiomatically interchangeable with "on"
J1	Turn piking	L15	Colloq. moment
R10	Sailor rank	N6	Scot. different form of "yae"
R1	Work	R15	Historical or other period
A11	Twirl	S6	Complete - "Either ..."
E2	Abbr. 2nd year student	C16	Where motorists get fuel
H11	Solar deity	G7	River in south-eastern Asia
J2	Austr. for Kangaroo	S16	Prefix
K11	Glittering objects	N7	Important parts of mechanical objects
N2	Egg masses of fish	A17	Dutch cheese
R11	Colloq. magazine	G8	Abbr. Old Testament
A3	Bot. fruit fly	G17	Add married woman's maiden name
C12	Abbr. Northern Transvaal	O8	Abbr. Knock-Out
L3	Rock for mining	K17	Symbol Einsteinium
F12	Carrying too much	R8	Struggle to make a living
P3	Abbr. Manuscript	Q17	Abbr. Member of Parliament
R12	Outward movement of tide	C9	Teach and accustom
A4	Arch. before "time"	C18	Dimensions
H13	Abbr. emergency room	J9	Fraudulent stratagem
I4	Used before words with vowel sounds	H18	Perspiring
K13	Abbr. railway	P9	Sweet –smelling flowers
L4	Seventh solfa tone	Q18	Tract of open wasteland
N13	Receptacle for items	C10	Snakelike fish
P4	Hair on horses	C19	Flies high
A14	Abbr. multi-purpose vehicles	G10	Abbr. etcetera
C5	Capital of Lesotho	P19	Colloq. troublesome
F 14	Government force keeping order	A20	Move forward
J5	Going through toll gate could thus be reduced	D20	Abbr. Taiwan Stock Exchange
M14	A person / thing that traces	H20	Belonging to me
A6	West Ind. rum distilled from molasses	K20	Make safe

DOWN CLUES

A1	People walking	M14	Small child
A13	Coming into view	N1	Anger
B3	Abbr. rural route	N5	To mark or label
C3	Judicial capital	N9	Family
C16	Commotion	O1	Negative response
D5	Abbr. artificial intelligence	O5	Vegetable related to onion
D9	Tenant's payment	O12	Traffic control centre N4 Pretoria
D16	Utter fool	P1	Small cellular body that separates
E1	Biol. combination form, equal	P7	inflectional form of a verb, indefinite
E5	SA road-building agency	P19	Abbr. Port Elizabeth
E15	Market places	Q3	Of more sound mind
F1	Colloq. policeman	Q13	Used in adding man's former name
F11	Cleansing agent	Q16	Abbr. small, medium other enterprises
F18	Abbr. Eligible Rate Estimate	R1	Norwegian crime author first name
F16	Inclusion or position within	R4	Abbr. North-East
H2	Greeting	S7	Edible seeds
H7	Abbr. extra-terrestrial	R14	Colloq. In the matter of
H10	Edge of tree habitat	R17	Smart, stylish
I3	Sixth solfa tone	S8	Meat on skewer
I6	Abbr. United Kingdom	S17	Abbr. all right
I10	A road for cars	T1	Financial study aids
J1	Conveyance from place to place	T14	Toll Bridge
K1	Biol. combination form – eggs	G2	Substance that elicits a reaction in member of same species
K5	Present tense of won		
K9	Make new bore		
K16	Crying liquid		
L1	Illicit gain of goods		
L9	Embed so that surfaces are even		
L15	Flag-pole on ship		
M3	Colloq. referee in sport		
M11	Abbr. identification document		