

BY THE WAY



Creating wealth through infrastructure

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New e-toll dispensation an elegant compromise



The revised e-toll funding model will reduce the financial cost of travel for road users while ensuring that the Gauteng province's world-class highway network is funded and adequately maintained in the future.

The "New E-toll Dispensation" was announced by Deputy President Cyril Ramaphosa on 20 May. During the announcement Mr Ramaphosa made it clear that the new dispensation addresses the concerns of Gauteng motorists, while still being able ensure that the construction and maintenance of road infrastructure is sustainable.

"We have affirmed the user-pay principle as a fair, affordable and reliable mechanism to fund infrastructure development," he said.

"It will ensure that Gauteng has an excellent freeway network well into the future while reducing traffic congestion, emissions, travel time and transport costs. The new dispensation demonstrates that government is alive to the needs and concerns of citizens."

It will continue to bring substantial benefits to all road users, offer concessions to infrequent road users and create a more user-friendly administrative system.

The user-pay principle, endorsed by both the national and provincial governments – and supported by most transport economists – remains in place. This is now strengthened by a lower monthly cap for regular road users and the scrapping of toll-fees for commuters who are irregular users, who pass less than 30 gantries on the Gauteng freeway network per year. This should see infrequent visitors to Gauteng who use the e-tolled roads travelling free of charge.

The majority of Gauteng commuters – who travel by taxis and buses – will still be exempted from paying any tolls provided these vehicles are registered and fitted with e-tags.

E-toll plan helps commuters

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E-toll plan helps commuters

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The bulk of Gauteng commuters – who travel on taxis and buses – will still be exempted from paying any tolls provided these vehicles are registered and fitted with e-tags.

The e-toll system will, however, not be scrapped. The gantries on the Gauteng Freeway Network will remain in place and road users will still be required to pay if they travel on the province’s highways. Both the national fiscus and Gauteng provincial government will fund the shortfall resulting from a lower income from e-tolls to enable SANRAL to meet its debt commitments and ensure a safe and well-maintained road network remains in place. This commitment has been announced by Finance Minister Nhlanhla Nene in his Budget speech on the 25th of February and Gauteng Finance MEC Barbara Creecy in her provincial Budget speech on the 3rd of March this year.

The primary features of the “New Dispensation” are:

For road users with a SANRAL account:

Following rates will apply:

- Class A1: 18c per km
- Class A2: 30c per km
- Class B: 75c per km
- Class C: 150c per km.

Monthly toll fee caps reduced to:

- Class A1: R125
- Class A2: R225
- Class B: R875
- Class C : R2 900.

Time of Day Discounts will continue to apply, within the Grace Period.

For users who do not have a SANRAL account:

A rate of 30c per km (Class A2)

Monthly toll fee caps introduced:

- Class A1: R125
- Class A2: R225
- Class B: R875
- Class C: R2 900.

Time of Day Discount will apply if paid within the Grace Period.

For users who do not pay within 30 days of invoice:

Will be liable for double the Toll Tariff but new monthly caps will apply as follows:

- Class A1: R250
- Class A2: R450
- Class B: R1 750
- Class C: R5 800.

The new caps will reduce the burden on low- and middle income communities who use the Gauteng freeway network to travel between home and work. A lower monthly cap means a significant reduction in household income spent on transport costs while commuters will still benefit from travelling on a world-class road network, provided and maintained by SANRAL.

The Gauteng freeway network will continue to play its role as the economic backbone of the southern African economy offering residents of the province, commuters, business and the transport sector a highway system of unmatched quality.

The New Dispensation what it is and what it is not

IT IS



- a new tariff structure
- a model that reduces payable e-toll fees
- an equitable system where the user benefits and pays
- a simplified model as the many tariffs from the previous system, have been reduced to a standardised rate of 30c per kilometre
- a system that retains all benefits: multiple lanes, alternate routes, lessened congestion, improved safety, freeway lighting, cameras to monitor incidents and improved responsiveness; and stimulates economic growth and development
- a system that is affordable with a reduced monthly maximum cap for all users
- a system that is affordable with a reduced monthly caps for all vehicle classes
- a system where infrequent users – less than 30 gantry passes per year – do not have to pay anything

IT IS NOT



- an amnesty for unpaid e-toll bills
- a system that does away with e-tolls
- a system where those that do not use the roads have to pay
- a complicated model that will make things more difficult for you
- a system that restricts benefits to only those who pay
- a system that is unaffordable and a burden on the poor
- a system that burdens on the poor
- a system where a visit or two to Gauteng using the network is required to pay

NEW DISPENSATION for e-tolls

Now cheaper & simpler

The e-toll tariff structure has undergone changes aimed at reducing the cost of travel for road users and ensuring that the Gauteng province’s world-class highway network is funded and adequately maintained in the future. Here are a few things you need to know:

1

30c per km tariff for light motor vehicles (Class A2)

One tariff of 30c per km will apply to all light motor vehicles (Class A2).

2

A reduced cap

Monthly cap reduced from R450 to R225 for light motor vehicles (Class A2). Cap reduced for other classes as well.

3

60% discount on current debt

60% discount on debt dating back to December 2013 with 6 months to settle your account.

4

30 free gantry passes a year

Infrequent users receive 100% discount on 30 or less gantry passes per annum.

5

New monthly cap for accounts in arrears

A penalty of 2 X the monthly debt for late payments will apply, with a monthly cap (R450 for Class A2). Caps will also apply to other vehicle classes.

6

Licence disc renewal

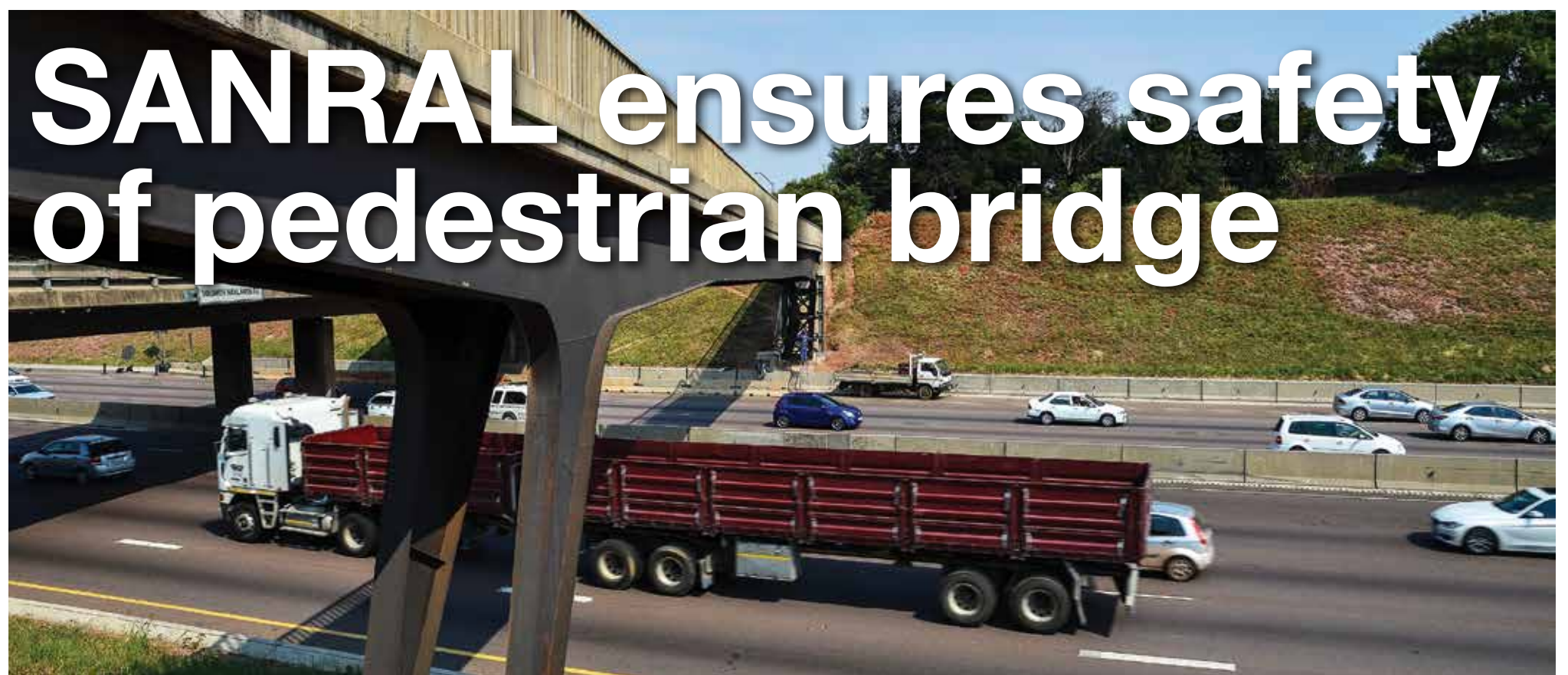
All e-toll fees will need to be settled before a new licence disc is issued.

Effective date to be announced



Terms & Conditions apply. Implementation will be done in phases.



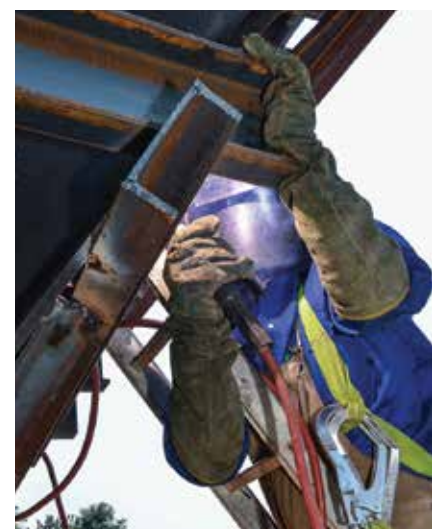


The possible collapsing of a pedestrian bridge galvanised SANRAL into action a few weeks ago. Oakley van Eyk, Project Manager for Operations and Main-tenance in the Northern Region, received a call from the City of Tshwane about a bridge that had been severely damaged, thus posing a serious threat to its users.

It was the Erasmusrand pedestrian bridge in Pretoria East, which runs parallel to Solomon Mahlangu Drive and over the N1 highway. It is mostly used by learners from Waterkloof High School. On average, about 620 pedestrians use it on a daily basis during the week, which includes 300 learners.

Van Eyk quickly activated an emergency plan, because people's lives were in potential danger should the bridge collapse. Engineers from SANRAL were swiftly dispatched to the area to assess the extent of the damage and it was decided that the bridge had to be closed immediately in the interest of road safety.

"We couldn't take the risk and gamble with people's lives", said Edwin Kruger, SANRAL's Bridge Network Manager. "We had to discontinue the use of the bridge and put temporary measures in place. The bridge was quickly



stabilised to avoid any possible collapse. A temporary pedestrian sidewalk was also erected alongside Solomon Mahlangu Drive to enable pedestrians to cross safely over the highway".

Kruger said a team of engineers would investigate whether it was economic to repair the damaged bridge, or build a completely new one.

Building a new bridge the size of the one in Erasmusrand could cost SANRAL up to R20 million. This includes the cost of managing traffic. In addition, it would be a mammoth task to remove the bridge from a ten-lane highway.

However, he said his team is still conducting a feasibility study to determine the best option. It could typically take three to six months to construct a new bridge once a contractor is appointed.

Kruger says it is not yet clear, but he suspects that an over-height vehicle might have caused the damage. His team will investigate who might have been responsible and possibly make them pay for the damage.

Kruger said over-height and over-wide vehicles were often the main cause of damages to bridges. *"It's a big problem in South Africa. Policing them is a huge challenge."*

There are approximately 8 500 SANRAL bridges and major culverts in South Africa, between one and two thousand of them in Gauteng. The bridges are inspected every five years as part of a maintenance plan but there are also route managers who check them on a regular basis for any defects. *"If we pick up any serious defects, we repair them as soon as possible, whilst keeping the structures safe until the repairs are completed,"* says Kruger.

Level-boarding at Tshwane bus stations



SANRAL was the implementing agency when the City of Tshwane wanted to provide level boarding facilities at six of the stations along its rapid bus transport routes. Level boarding assists people with disabilities to board a bus.

Explains Hannes van der Merwe, Project Manager; Design and Construction: *"We signed a memorandum of understanding with the City of Tshwane to undertake the construction. The city funded the project and we were the implementing agency. The Ghandi station in Kotze Street is an example of the work we had done."*

The objective was to ease access to buses for disabled people by building a raised ramp which is level with the floor of the bus. Says Van der Merwe: *"Coincidentally this makes access easier for all passengers, not only the disabled. Level-boarding is intended to make travel across the city easier for all."*

Bus driver Andries Nedwaba is happy that it is easier for his passengers to get on to the bus. *"We can now get them to their destination without delay,"* he says.

Driving to Moria safer and more enjoyable



Driving to Moria in Limpopo this past Easter was more enjoyable and much safer as the access road has been upgraded.

All the roads that fall under SANRAL are under constant surveillance to ensure that the necessary upgrades are done before any deterioration takes place. Traffic on all the major roads is also monitored on a continuous basis so that the necessary improvements are done timeously to deliver a smooth and safe travelling experience.

This is what SANRAL did with the R71 that goes to Moria, the headquarters of the Zion Christian Church (ZCC).

Millions of pilgrims visit Moria every Easter weekend, resulting in high traffic volumes on all roads leading to Polokwane, particularly the N1. This has always resulted in a logistic nightmare for traffic officials.

Besides the traffic heading to Moria, scores of people, mainly economic migrants and holiday makers, also make their way through Limpopo. As a result, the major arterial routes and ports of entry become congested. This impact has also been felt on the R71 going to Moria, which experiences extra-ordinary traffic during the Easter period.

SANRAL investigated the best way of easing traffic volumes on the R71. The solution was to upgrade 5km of the road into a dual carriageway. This included the upgrading of the ZCC Moria intersection, which will greatly improve accessibility to Moria.

The project started in April 2014 and the aim was to have the road completed and fully functional before the Easter

weekend this year. This is a huge upgrade which cost SANRAL about R150 million.

It will improve traffic flowing into Moria and making the pilgrimage a seamless experience while at the same time improving road safety, which tends to be compromised during that time of the year.



To see the videos of the road improvements, visit Youtube.



SANRAL CEO urges students to take education seriously

The improvement of education and accelerated development of scarce and critical skills are urgently needed for South Africa to achieve radical economic transformation and growth. These were the words of SANRAL CEO Mr Nazir Alli when talking to students at the University of Limpopo on Wednesday, 18 March 2015 in Polokwane.

Mr Alli visited the University as part of SANRAL's campaign to highlight the importance of education in the country's economic transformation and accelerated development of scarce and critical skills, which are urgently needed for

the successful implementation of South Africa's National Development Plan.

Mr Alli outlined some of the programmes initiated by SANRAL to address education and skills development issues, such as awarding bursaries and scholarships to deserving students all over the country to further their studies at institutions of higher learning. Other projects include SANRAL's support of two chairs which focus on transport matters at the University of Cape Town and Stellenbosch. SANRAL established a Chair in Mathematics, Science and Technology Education at the

University of the Free State, and was working closely with the University of the Free State and the Nelson Mandela Bay University to help high school learners improve their understanding of maths and science. He said SANRAL would also investigate how to partner with the University of Limpopo to accelerate skills development in the country.

"We believe that this contribution assists us in fully supporting the government's drive to increase economic growth through infrastructural development", he said.

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From July 2014, SANRAL took over 1 699km of roads in Limpopo. This addition brings the number of SANRAL roads in the province to a total of 3 550km. Most of these roads are in a state of disrepair and will need huge financial investments.

By: Basil Nhlahla Mabasa

In a breakfast briefing in October 2014 in Polokwane, Regional Manager for SANRAL in the Northern Region Mr Ismail Essa said the agency was well-positioned to manage its growing network in the province because of the human skills at its disposal as well as the agency's technical know-how. He indicated that the incorporation of these roads into SANRAL also showed increased confidence in the agency as a good manager of infrastructure assets.

One of the roads falling under SANRAL is the R578 which connects Giyani and Makhado. The R578 is a 100km long regional route. Its western terminus is the N1 just south of Louis Trichardt, it heads east-south-east, through Elim to end in Giyani at an intersection with the R81. The R578 runs through the Tsonga homeland of former Gazankulu. It passes through the following villages, which are large and densely populated: Elim, Njhakanjhaka, Rivoni, Waterval, Shirley, Mbhokota, Bokisi, Chavani, Nwaxinyamani, Bungeni, Nkuzana, Majosi, Nwamatatana, Khomanani, Ntshuxi, the Middle Letaba Dam, Babangu, Ndengeza C, Nhlaneki, Mapuve, Maswanganyi, Bode, Dzingidzingi and joins Giyani at R81. This is clearly a very strategic road for all the communities of the above villages.

Since construction in the late 1980s, the road has received minimal if any maintenance. After the incorporation of the

road into SANRAL, within three months there were visible maintenance projects taking place. This has benefitted and excited the local taxi industry falling under the Hlanganani Local and Long Distance Taxi Association. The chairperson, Mr Godfrey Mabunda, has indicated his joy over the new developments.

"This road has forever been neglected. Potholes are everywhere and this made our taxi business not viable due to high vehicle maintenance costs. Our fleet of taxis had to always undergo tyre repairs as the potholes damaged them.

As an association, our goal is to transport our passengers safely and make it possible for them to arrive at work in time. But because of the bad state of the road, we were not able to deliver these promises to our passengers. The construction of the R220 million Elim Mall was a big boost for us but we were not able to enjoy the spin-offs from the project due to the state of the roads," said Mr Mabunda.

He said the association has confidence in SANRAL as *"they have substantially more capacity to manage road rehabilitation, and they will reverse decades of under investment in maintenance and repair in this instance."*

One taxi owner Mr Aubrey Ngobeni expressed similar hopes. *"I spend a lot of money on repairing the damages caused by bad roads. Our insurance premiums are very*

high as the roads had a huge accident rate due to bad maintenance. Now I can go to my insurer and negotiate a better premium. We have seen what SANRAL has done on other national roads and we believe that good things are coming to us. Obviously, this will benefit us as an industry that relies on roads to make ends meet."

The residents of the surrounding villages are also happy to see this development. Mr Lucas Mzamani Valoyi who owns a lodge around the area was very positive about the development. *"From a tourism perspective, this is good news. Most of our tourists and guests didn't like booking at our lodge because of the bad state of our linking roads. They preferred to stay in Elim or nearer because there the roads are much better and when you drive down on the R578 it becomes a different issue. But now we will see more tourists and guests coming to our lodge because potholes will be a thing of the past. The state of the road was very bad. Now we are looking on the brighter side,"* said Mr Valoyi of Madyisa Lodge in the Bungeni area.

The road will first undergo basic maintenance which includes filling potholes, cleaning drains, sealing cracks, repairing shoulders, cutting grass, repairing guard rails and fences and replacing signs. Once the road has been stabilised – which usually takes 12 to 18 months – SANRAL will then schedule medium to long-term reconstruction, subject to availability of funds.

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SANRAL CEO urges students to take education seriously

He therefore encouraged students to take their education seriously because it will improve their lives, but more importantly, help to alleviate the rampant poverty that the country is facing.

Finally, Mr Alli also paid tribute to the university for having played a role in the struggle against the injustices of the past, and for having produced struggle icons such as Onkgopotse Tiro, Deputy President Cyril Ramaphosa, the Minister of Transport Dipuo Peters, former cabinet

secretary Frank Chikane, former premier and treasurer-general of the ANC Matthews Phosa, retired judge Bernard Ngoepe, Minister of Basic Education Angie Motshekga, former chief electoral officer Pansy Tlakula, and the late Minister of Public Service and Administration Collins Chabane.

He urged the students to carry forward with this legacy.





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On the N2: elephants, cycads and unspoilt beauty

Off the beaten track in the Eastern Cape – top 5 highlights

1. Addo Elephant Park
2. Shamwari Private Game Reserve
3. The Wild Coast
4. Qunu
5. Silaka Nature Reserve



Too much to see, too little time to do it in and for too many South Africans a region they really know little about. But that can change when you travel on the N2 which runs right through the Eastern Cape province.

This highway is part of SANRAL's network of excellent roads which connect the major areas in South Africa to each other. Thus the N1 runs from Cape Town right up to Zimbabwe while if you take the N2 in Cape Town you will veer towards the coast as the highway later turns away and takes you into KwaZulu-Natal from whence it swings inwards to end in Ermelo in Mpumalanga.

Along the way it also takes in major cities like Port Elizabeth, East London and Durban and is the longest numbered road in the country – all of 2 255km.

Not often enough remarked on, yet true, is that the most important attraction of the Eastern Cape, is well, the Eastern Cape – unspoilt beaches, a pristine rocky coastline of 800km, lush indigenous forests, rolling grassland, the Big Seven of the animal world and the untouched natural beauty throughout the province.

And the birth and burial place of Nelson Mandela.

But you have to make a choice because there really is too much to see and do. Let's concentrate on the areas

outside of the cities. So, start in Port Elizabeth and drive towards Grahamstown and take the turnoff to the Addo Elephant National Park which is about more than the name depicts.

It is one of South Africa's biggest national parks and houses five of the country's nine biomes.

You can see the Big Seven – elephant, off course, because it has the most dense elephant population in Africa and also buffalo, lion, leopard and rhino while in the marine reserve there are great white sharks and southern right whales.

Also, cycads, protea, spiny noorsveld – and the rare flightless dung beetle.

Back to the elephants, there were 16 in 1931 and today there are 600.

If you want to spend a little more money, the world-famous Shamwari Private Game Reserve is nearby. It, too, has an astounding variety of flowers, you can see the Big Five and five of South Africa's major biomes are represented.

And very luxurious accommodation and spa facilities.

Very popular is the Born Free Foundation Big Cat Sanctuaries and it also provides a home for many African animals that once lived in run-down zoos or some other form of captivity.

The N2 will take you on to the Wild Coast, which many say is one of the most beautiful places in the world. Unspoilt, undulating hills, spectacular beaches an untamed wilderness with accommodation aimed at families.

Cycads and yellowwood trees grow in ancient forests with abundant bird and animal life. On the to-do list can be a wide variety: bird watching, angling, hiking, snorkelling, diving and using the numerous 4x4 trails.

Because it is so remote with no coastal road or easy connections between seaside resorts, travelling by car is not that easy. There are plans at an advanced stage to take the N2 closer to the coast and help to build the local economy.

This main highway runs through the middle of this region and through Mthatha, the capital of the old Transkei, where roads have recently been improved significantly by SANRAL.

Not far off is Qunu, where Nelson Mandela, the father of the new South Africa, was born and lived before his active political and prison life began. It is here, also where he lies buried.

It is well worth visiting.

Back on the N2, take the R61 to Silaka coastal reserve which is near Port St Johns and lies in a forested valley. It is a quiet, restful reserve with forests, grasslands and is along a dramatic piece of coastline.

The main focus of the reserve is to conserve the biodiversity of a near pristine example of the Eastern Cape Forest. And therefore bird watching is one of its main attractions.

Then on to KwaZulu-Natal and Mpumalanga, along another stretch of some of the best roads in the world with scenery which cannot be beaten.



George bridges reach completion

The adapted road bridge across the N2 near George as well as the new pedestrian bridge is nearing completion. They will improve the flow of traffic and make life for pedestrians easier and safer.

The new bridge, which in fact is a combination of the existing one and a new one, will have five lanes instead of the present three. This should make it easier to perform right-turns.

The new pedestrian bridge will connect communities which are presently divided by the highway. It has been welcomed as an added attraction in an area already known for its appealing surrounds. The bridge looks like a bird in flight and is becoming a tourist attraction. A further attraction is the indigenous succulents planted in the road islands in the main road leading into the town centre as well towards the Pacaltsdorp settlement.

This project, which is one of the largest ever tackled in the history of the George municipality, is a joint project with SANRAL contributing 50%, the Western Cape provincial government 40% and George municipality 10% of the

total cost of R94 million. Heavy rainfall and strike actions over 2013 have slightly delayed the completion date to April this year.

Due to the growth and development in Pacaltsdorp and surrounds and the general high growth rate in George as a whole, the resultant higher traffic volumes on the main access route, namely Beach Road/York Street, has necessitated the improvement of the capacity of the bridge interchange which became critical to improve traffic flow and the safety of road users.

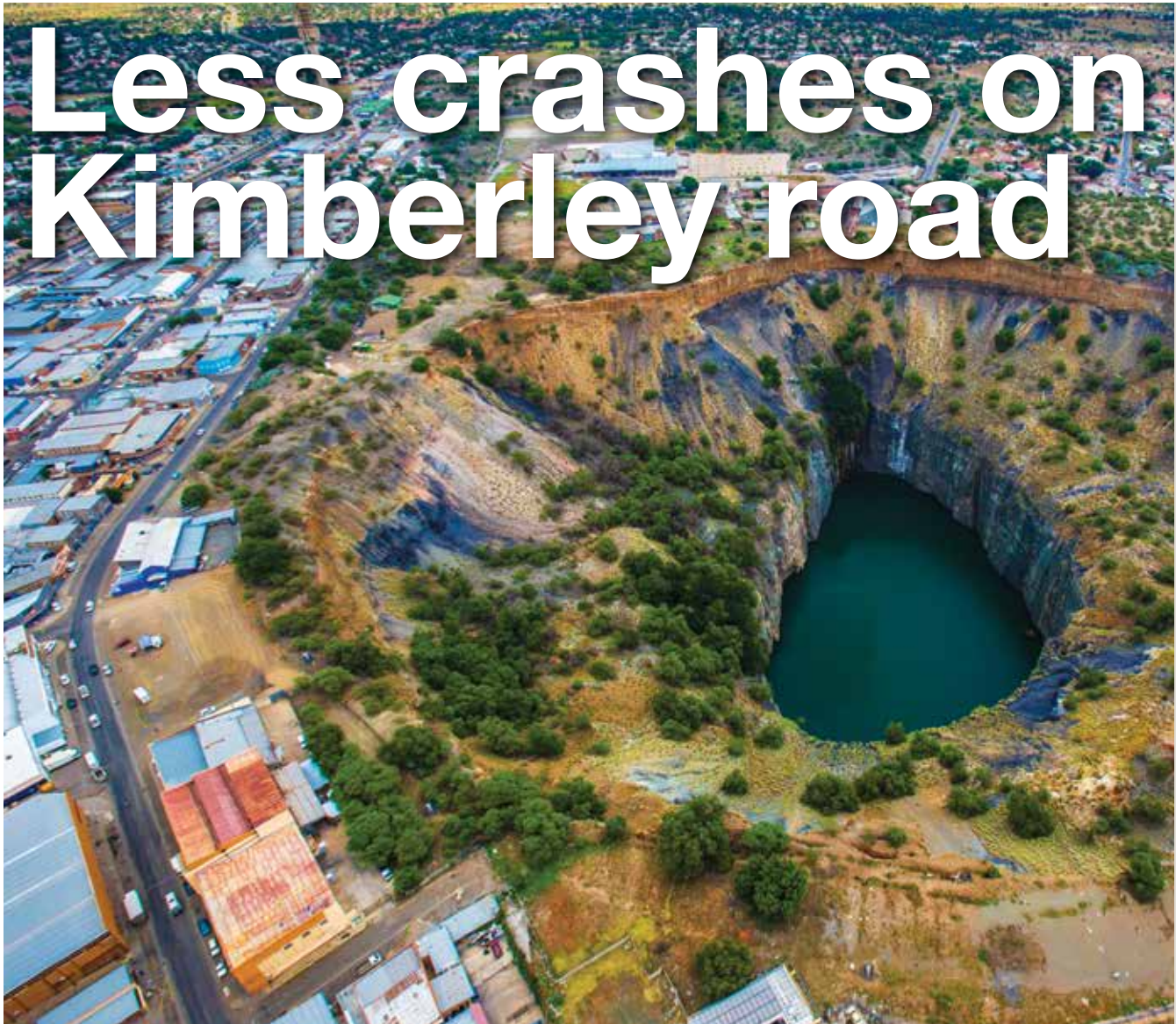
This project was identified in the George Municipality Roads Master plan. The project includes a new pedestrian bridge which is being built simultaneously, approximately 800m east off the new Pacaltsdorp bridge. This new pedestrian bridge will improve the safety of pedestrians

wishing to cross the N2 and also links directly with the Rosedale community.

George is the most important city and the main administrative centre along one of South Africa's most vital tourist links, the Garden Route, which runs from Mossel Bay in the Western Cape to the Storms River in the Eastern Cape.

Ecologically diverse vegetation, lakes and lagoons are a signature of this route which lies between the Indian Ocean and the Tsitsikamma and Outeniqua mountains. Various ecosystems – ten in all – are embraced by nature reserves in the area and there are unique marine reserves as well.

George has the mildest climate in South Africa and the second mildest globally after Hawaii. Rain occurs year-round.



Less crashes on Kimberley road

SANRAL will introduce a number of safety interventions on crucial roads in the Kimberley area, to reduce the high rate of crashes, specifically fatal crashes.

This underlines the national agency's inclusive view of what it does: build and maintain high quality roads, involve communities living next to the roads, transfer skills, and create jobs, and focus on road safety.

The Kimberley intervention will include both short and long term measures designed to reduce speed and create a greater awareness among motorists about hazardous intersections.

SANRAL's manager: communications, Vusi Mona, says the roads agency held meetings with communities and the Northern Cape Provincial Government about the high crash rate at three intersections in the Sol Plaatje Municipality.

There have been a number of fatal crashes at intersections along the N12, N8 and R357 highways, as they intersect the R31. The R357 and R31 ring road fall under the responsibility of the Northern Cape Provincial Department of Transport (NCDoT) whereas the N12 and N8 fall under SANRAL's jurisdiction. The intersections of these roads therefore fall under their joint jurisdiction.

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SANRAL reaches out to the Malmesbury community

An estimated 40 people attended the SANRAL Business Briefing Breakfast at the Malmesbury Town Hall on 20 March where the roads agency gave a progress update to local stakeholders about the N7 upgrade and road construction currently underway.

"The primary reasons for the upgrading are the increase in traffic volumes and the safety of road-users," says Randall Cable, Engineering Manager Operations for the Western Region who provided the meeting with an overview of SANRAL's activities on a national and provincial level.

Steph Bredenhann, Project Manager for the N7, focused on the current N7 upgrades and construction progress focussing on the nature of the planned Malmesbury/Swartland interchanges and the progress with the new dual carriageway from Cape Town to Malmesbury.

The Executive Mayor of the Swartland Municipality, Mr Tijmen van Essen, said he was pleased with the progress made with the N7 construction and expressed his appreciation of the good relationships and positive engagements that the municipality has had with SANRAL. *"We are also proud of what SANRAL is doing in the Swartland area and the role it is playing to help our poorer communities, to get*

them on their feet. Roads are part of the most important factors in the development of an area, but it also means that the business sector will start looking at the Swartland, investing in the area and help to unlock its potential."

Mr Joggie Scholtz, Municipal Manager, said he appreciated the efficiency of SANRAL and the pace at which the N7 project was moving.

"The completion of the dual carriage-way between Cape Town and Malmesbury would be a major stimulus for the development of the Swartland area including Malmesbury," says Erik Louw, a member of the local Sakekamer.

"It would open up the town for investment and we could expect a rise in property prices. Many people might now consider moving to the area and commute daily from Malmesbury and surrounding areas to Cape Town, as traveling time would be greatly reduced and traffic-flow on the N7 would be so much safer and easier."

Malmesbury Community Outreach – Saturday 21st March

SANRAL put smiles on the faces of many commuters and passers-by at the Malmesbury Taxi rank with its ***ChekiCoast – Save a life campaign***. The music was pumping and goodie bags with caps and stickers were handed to people. Radio Atlantis broadcast live from the area.

"We are happy with what SANRAL is doing to our roads and making things safer for us," said Murwira Brezhnev, who travels daily along the N7.

SANRAL's Alta Groenewald said in an interview with Radio Atlantis that road safety of pedestrians is of primary concern for the road agency and their needs are considered in all road upgrades and new construction projects.



At the SANRAL business breakfast briefing on Friday 20 March in Malmesbury were from left to right: Steph Bredenhann, N7 Project Manager at SANRAL; Tijmen van Essen, Executive Mayor of the Swartland Municipality; Maude Goliath, Deputy Mayor; Joggie Scholtz, Municipal Manager; and Randall Cable, Engineering Manager: Road Network Operations of SANRAL in the Western Region.



Murwira Brezhnev at the Saturday Malmesbury outreach.

Less crashes on Kimberley road

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"We share the safety concerns of the community and SANRAL has the experience and the know-how to introduce solutions to bring down the crash rates, as well as the severity of the crashes at these intersections," says Mona. *"Thus, we will work with both the NCDOT and the local municipality to introduce comprehensive road safety solutions for the region."*

Mona says the immediate intervention will be to introduce short-term audible and visual remedial measures to increase the awareness of motorists when they approach the intersections. These could include, rumble strips, amber flashing lights and solar-powered flashing road studs.

Permanent speed cameras on the R31 approach roads could calm the traffic down sufficiently and instil a culture of safety among road users. This needs to be investigated as a "quick win" solution.

There is also a need to create awareness among motorists to be cautious and alert, and on the lookout for other vehicles that might ignore the stop signs at the intersections.

The long-term approach, however, will require significant changes to the road environment that will lead to sustained lower operating speeds and reduce the severity of crashes that might still occur. SANRAL's view is that the introduction of traffic signals at the intersections is not the best option as it will lead to a false sense of driver security, as well as increase the severity of crashes should they occur.

Its long-term solution will be the construction of roundabouts, in line with modern global trends to improve safety at hazardous intersections. There is proven research that roundabouts significantly reduce the risk of serious injuries and deaths at hazardous intersections.

Mona says the construction of roundabouts at any of the three intersections will require a significant investment in road infrastructure and would have to include the introduction of street lighting as well.

"SANRAL is committed to promote safety among all road users in South Africa through the modification and provision of safe infrastructure. We call on all road users to be responsible and accept that this is a shared space. Working together we can make a meaningful difference and improve safety on our roads," says Mona.



Corruption takes us on the road to nowhere

By Alice Mathew

The national roads agency is to take action against construction companies which were involved in collusion. This is an important indicator as to how serious SANRAL feels about corruption in any form.

It is absolutely vital that SANRAL maintains its credibility as a custodian of the money from taxpayers and corporate investors. They must have complete confidence in our ability to manage our resources, prevent fraud and root out any forms of corruption.

Risk management is a way of life at SANRAL. It emanates from the strategic direction given by the Board, permeates through the executive management and into an operational approach where every single employee is a risk manager within his or her own work environment.

SANRAL is conscious of its responsibility to invest taxpayers' money allocated by the fiscus in the development and maintenance of the non-toll national road network. We report extensively and regularly to Parliament. SANRAL's reports and financial statements are public documents and its books are scrutinised in great detail by the Auditor General.

The roads agency has received an unqualified audit report for the past six years which confirms SANRAL's reputation that it not only builds and maintains excellent roads but also works within the appropriate legislative prescriptions in all aspects of its work, particularly the financial side.

This internal commitment to transparency and probity is carried over to SANRAL's relationships with contractors and service providers. The agency expects its partners in the construction industry to display a similar adherence to

ethical business practices and an enhanced awareness that they too are working with public funds.

SANRAL's decision to pursue action against construction companies found guilty of collusion – which, in fact, is a form of corruption – is proof of the agency's commitment to good corporate governance. The roads agency has an obligation to recover the money on behalf of the South African citizen.

It is not the type of action that any agency would prefer to take. Many of the construction firms implicated have been working closely with SANRAL for decades. Strong relationships had been built and together the agency and the construction firms successfully delivered on the projects that brought South Africa its current world-class national highway network.

However, the findings of the Competition Commission on collusion in the construction industry were clear-cut and unequivocal. The Commission found evidence of widespread irregularities and some 15 major companies acknowledged their guilt and were given collective fines of R1.46 billion.

SANRAL had followed an open tender process in the appointment of all contractors on the Gauteng Freeway Improvement Project (GFIP). Multiple bids were received for each of the GFIP construction projects. Therefore, there was no reason to be suspicious of the prices received.

Thus far, SANRAL has been the only state-owned company to pursue the issue further and to take legal steps to recover the money. This should not come as a surprise for participants in, and observers of, the local engineering industry.

Shortly after the findings of the Competition Commission were released – in mid-2013 – SANRAL expressed its outrage and signalled its intention to seek restitution.

The first stage in the recovery process was for the Competition Tribunal to issue certificates that will enable SANRAL to institute civil claims against the companies that admitted their guilt.

The extent of the damage to the public purse had to be calculated and SANRAL appointed independent legal experts and economists to make these determinations. This process has now been concluded and, armed with the facts, SANRAL, will pursue the issue through the legal processes.

This prudent, but decisive, approach towards good corporate governance has become a characteristic of SANRAL which, through the years, has built a reputation for its strict financial management and progressive codes of conduct.

The collusion between construction companies formed part of a sad chapter in the recent history of the industry. The Competition Commission played a pivotal role to uncover the facts about the irregularities and most of the companies owned up and paid the imposed fines.

A Fraud Hotline 0800 204 558
is in place and is independently
monitored by a firm of
accountants and serious
allegations are probed by
external investigators.

Over and above civil action, SANRAL will work with the country's investigative units and the prosecuting authorities to ensure that justice is done in this matter.

Alice Mathew is the Company Secretary & Risk Officer at SANRAL.

Books for the long road

Book Review



Shorten the journey by reading a good book (and not while behind the wheel).

Children’s stories, teenager stories and tales revolving around first love experiences and adventures have been around a long time. We have all read Huckleberry Finn, Tom Sawyer, Black Beauty or the Fantastic Five. But those tales, the kind of Bildungsroman, were and are for a different age group.

The young adults, reader has now come to the fore and a host of new authors are catering and clamouring for his/her attention. Thus we have been inundated in recent years with series upon series marching to the drill of prior successes similar to Twilight, Hunger Games, Divergent, The Immortal Instruments, etc.

The young adult reads are adventuresome; cater for those hungry for stories of love, the unknown, the extraordinary. We read about teenage angst and bravery and psychoses and struggles for survival. We meet strange and unearthly and other-earthly creatures, learn of powers which Batman and Superman would envy, of Jungian lives ... you name it, young (and older) adults will meet these new people and their tribulations and victories. People and beings that become more real than their own friends and loved ones.

Three authors to look out for are Lauren Kate, Alyson Noel and Josephine Angelini. A warning though: people who lack imagination must stay away from these books!



Fallen series: Fallen (2009), Torment (2010), Passion (2011), Rapture (2012), Fallen In Love (2012), Unforgiven (2015)
by Lauren Kate

These books have been translated into 30 languages and Kate has been on the New York Best Seller List for more than a year. This is quite an achievement. A later series, called Teardrop, was published in 2013, succeeded by Last Day of Love. Last year Waterfall thrilled readers.

The female heroine in Fallen is Lucinda, who falls in love with gorgeous Daniel at her new school. Daniel is not your average boy: he is a fallen angel and the couple had apparently spent lifetimes together - finding and loving and losing one another and fighting epically against dark and evil forces. This romance and the struggle to defeat the curse wished upon them, takes the reader through a gothic tale of the supernatural. And it brings the question to the fore: how many lives do you need to live before you find someone worth dying for?



Trilogy: Starcrossed, Dreamless and Goddess
by Lee Child

These books make one question one’s destiny. How does one approach it? Can you defy it? Can you avoid it? Can you change it? Can you destroy it?

We meet Helen Hamilton, a girl who has spent her entire sixteen years hiding how different she is. She lives on a small island: known by all, unknown by all. She has haunting dreams and hallucinations; she is destined for tragedy but has to lead a normal, everyday life of a schoolgirl.

And then there is Lucas Delos, decided by the Fates to be at her side throughout this harrowing journey. Together they have to take a stance against destiny and the Underworld looming ahead. But there is another glitch: a third piece in the love triangle – Orion. Can he break up the couple, who is going to walk away with Helen’s love? Love’s twists and turns could tear the three of them apart. The personal struggles go external with the angry gods and a diabolical tyrant they have to face.

War looms and Helen has to make the decisions which would help in the conflict between good and evil.



Fated, Echo, Mystic And Horizon
by Alyson Nel

Here we have the heroine Daire Santos from Mexico. Her life is strange: eerie crows are mocking her, incandescent people are stalking her, time suddenly and unexpectedly stops. And there is this boy who frequents her dreams ... he of the haunting blue eyes.

The readers come across timelessness, shamanism, the divide between the living and the dead, another world called Lowerworld, and Cade, Daire’s older brother. Cade is evil personified, an antagonist of harrowing proportions.

It is Daire’s task (duty?) to abridge the worlds, to seek the good among the evil, to take on immense responsibilities for the survival of mankind. The weight lies heavy upon her frail teenage shoulders but she fights bravely to keep her life and love and world strong and healthy.

It is a book filled with myth and mysticism, ancient practises of magic, being led by animal spirit guides. A hardy scene for an innocent girl whose life is an ordinary one as the daughter of a make-up artist.

Can she and her love, Dace, survive these trials and tribulations? Read and enjoy the perilous journey with them.

Perspective



Let us make road safety our top priority



By Dipuo Peters – Minister of Transport

The high number of fatalities on South African roads is a key concern. Despite the Department of Transport's efforts to promote road safety, we are still far behind international best practice when it comes to responsible road use

The role of my department is to ensure that our roads are in good and usable condition, to develop relevant regulations that govern the use of these roads and to implement relevant road safety campaigns. But in the end, it is still the responsibility of individual road users to ensure their safety. This is where I urge road users to take charge of their own safety on the roads.

At the end of December 2014, I announced that we have registered 924 fatal crashes with 1 143 fatalities. Although it showed a slight reduction in fatalities compared to the same period in 2013, one fatality is way too much. One loss of life, which could have been prevented, is too much to bear, especially for affected families.

Road traffic fatalities are amongst the main causes of death in South Africa. This results in serious social and economic costs for the country. These consequences include the loss of family members who are bread winners and leave behind traumatized families. The economic ramifications include an increase in the social development and health budgets.

The Department of Transport and almost all the roads agencies reporting to me have invested a lot of energy, resources, time and even money in road safety education and awareness campaigns, yet we do not see the results of our investment. It looks like our messages are falling on deaf ears. We do not see any remarkable change of behaviour and attitude amongst our drivers.

In fact, South Africa still is one of the countries with the highest number of fatalities in the world. According to the International Transport Forum's (ITF) 2013 Road Safety Annual Report, South Africa ranked the worst, out of 36 countries, when it came to the number of road fatalities. The same report also estimated that road crashes and fatalities cost the South African economy close to R307-billion each year – a massive amount of money that could be used to fund a plethora of the country's developmental needs.

Despite our robust and laudable efforts to urge our road users not to drink and drive, not to speed and not to drink and walk, road users still remain stubborn in their behavior. This is evident from the fact that we issued 99 060 summons for exceeding the speed limit and 415 arrests for excessive speeding with the highest speed recorded being 265km/h.

Drunken driving still remains a major challenge and during the last festive season we arrested 904 drivers who were driving under the influence of alcohol and had exceeded the required limit.

My humble plea to all South Africans is: let us all contribute to the reduction of carnage on our roads during the Easter period and throughout the year. All road users have a huge responsibility to work with the Department

of Transport and all enforcement agencies to ensure their safety whilst using the country's road network. Road safety is a collective responsibility. Extreme caution is a must, and not a choice. If we can all display this kind of mature and responsible behaviour, carnage on our roads will be drastically reduced. Your diligence will go a long way toward saving lives and preventing unnecessary injuries, damage and losses to families.

Let us also remind ourselves that the following are some of the most common causes of accidents and crashes, and strive by all means to avoid them:

- Speeds that are too high for conditions, especially during inclement weather and at night;
- Dangerous, reckless and/or inconsiderate driving, particularly barrier line infringements;
- Abuse of alcohol by drivers and pedestrians;
- Fatigue, especially amongst public transport drivers;
- Vehicle fitness, particularly tyre failure and defective brakes; and
- Pedestrian negligence such as jaywalking, walking on freeways, not visible at night and drunken walking.

Not wearing seatbelts, whilst not a contributor to crashes, has also been found to have been a major contributor to fatal or serious injuries following a crash.

Let us make an effort to arrive alive!



To whom this may concern

My name is Olandi van Schalkwyk and I would like to type this letter of recommendation about a gentleman called Given Tinyiko Chauke.

At 2 am on Sunday morning, I was driving home from a gig where I performed.. While in the fast lane, my car's engine stopped working and I had no choice but to pull over in the yellow lane. This incident occurred on the N1 about two km before the Sasol Garage in Midrand.

While I was stationary in the yellow lane, inspecting my car's engine, a green City Golf stopped behind me with four men in black jackets. I was pretty sure that they were criminals who intended to hijack me.

But, luckily, about one min after the Golf stopped behind me, an E - toll tow truck pulled in in front of me.

The four men immediately climbed back in their Golf and left as soon as they saw the E - toll truck.

A kind gentleman with the name of Given Chauke (also known as "Tinyiko"), assisted me immediately and towed me to the nearest garage. He also waited with me until help arrived.

I would like to compliment him and just inform you that he did an excellent job!

Thank you very much for all your help.

Kind regards,
Olandi van Schalkwyk



You can view an advert re-enacting Olandi's experience by visiting this address: <https://youtu.be/iAE1MbhlkzE>

Hi SANRAL / Mr Pillay.

For some time now I have wanted to thank you for certain things:-

I live near Durban and use the M13 and ascend and descend Fields Hill on a daily basis.

A while back I wanted to thank you for the following:

- The exceptional resurfacing of Fields Hill (a year or more back)
- The solar-powered cats-eyes along the M13: my children (OK, I confess, and I – oh and my wife even!!) marvel at these cats-eyes – It feels like we are coming into a landing strip every time we journey on this road at night. You guys (and your appointed contractors) have done an exceptional job there.

As a daily user of Fields Hill there have been some recent incidents that have caused some changes to take place. I recently read a letter (in this week's Highway Mail) about the poor follow-up. I am not sure where this councillor gets his information for he alleged that the only change

has been the erection of a sign. From my perspective beyond the sign the following is what I have personally observed and therefore I happily accept as fact way beyond what the councillor's experience is – I wonder if he even drives this road daily?

The (traffic?) police on an almost daily basis man two positions in the morning enforcing the new restrictions stopping "heavies" from descending Fields Hill in the morning. They also do certain checks on the drivers (and perhaps even on the vehicles).

The people who should be faulted are the truck drivers who will chance it down the hill despite the restriction generally when, on the very odd occasion the two locations are not manned, they simply ignore what is asked of them.

(I am not sure why that councillor misrepresents and indirectly insults the daily work done by these policemen?)

Finally, my son, 9, has long admired the bridges being built around Umgeni Road (they started when he was 6-ish). His aim is to be a designer (or as he spells it "diziner"). Will there be an opening ceremony for this massive project and could you help me understand how I get tickets for him and me to attend. I think he gets this leaning for civil construction from his grandfather who was a civil engineer and constructed a few of the earlier bridges in and around Durban (in the 60s and 70s) – he also oversaw the construction of the N2 northwards of Umhlanga when working for Strachan Construction. Anyway, in short, I would really appreciate it if you could help me understand:

- The timing of the opening ceremony for the new bridges (we have kept a minor photographic record of progress)
- How we go about being present at the opening ceremony.

Finally: We have defined a vision to drive all the bridges and underpasses as part of a single journey so we will be plotting how to do that while minimising the length of the journey – if you could provide us with pointers by giving us a view of the final design (it seems to have varied quite a bit from the initial design illustrated in the video released in Nov 2011) that would really help us.

With appreciation for all you guys are doing for us road users!

Bernard Le Tourneur

Good day,

As a regular visitor to Wilderness, near George, I wish to compliment SANRAL for the way in which you are maintaining the walkway next to the N2 between the centre of Wilderness Village and Kleinkrantz.

As a roadrunner, I use the pathway for my daily exercise when on holiday.

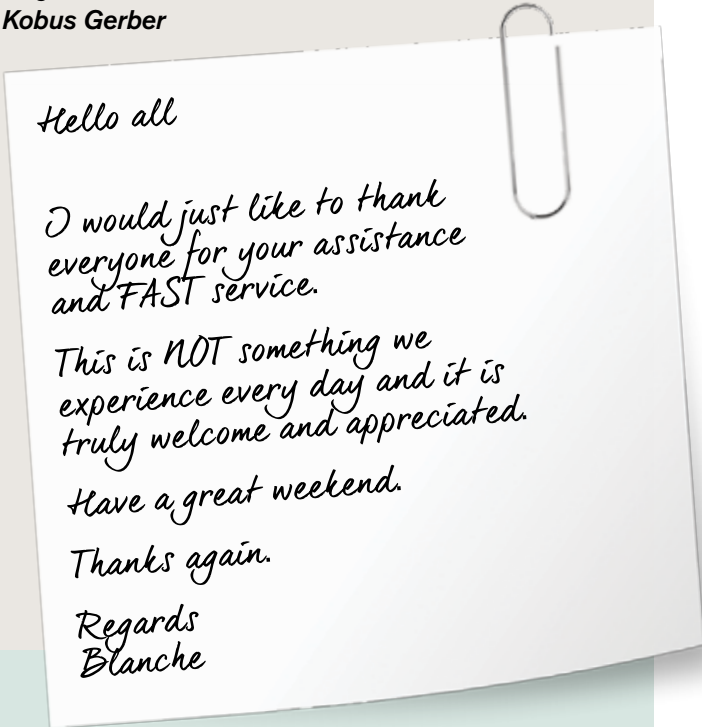
I have noticed that the pathway is always open, with the vegetation on both sides regularly cleared away.

This time, I was even more impressed to notice repairs being done to the concrete slabs which had cracked and lifted. Fantastic!!

Although I thanked the workers on site for what they were doing, I deemed it my duty to thank you, also with a request to convey this to the local management team in the Wilderness/George area.

Thank you once again and keep up the good work!!

Regards,
Kobus Gerber



Hullo Nazir

I trust you are well.

I just wanted to send you this email about our recent experience of driving parts of the national road network.

Over New Year, we drove much of the N3 and also the N1. What a magnificent state much of these important roads are in! The N3 was busy but the traffic flowed very well, and people were in general driving well and courteously.

The N1 was really a delight since there is so much wonderful scenery to enjoy between Johannesburg and Cape Town. This road is in a great condition considering how much work has been done on it in recent times.

There were also parts of provincial roads in the E. Cape that SANRAL has taken over with obvious improvements and much easier driving. This is encouraging.

So – we do notice out there when SANRAL does such a good job of maintaining and expanding our road network. Well done indeed!

All the best
Mark Alexander

3:14 PM

Get to your destination safely and efficiently on the **#N3TollRoute**, operated and maintained by N3 Toll Concession.

Our 24-hour Customer Careline – **0800 63 43 57** – and Route Patrol service have got your back.

For your safety, we continuously partner with local Emergency Medical and Rescue Services, municipal law enforcement authorities, the South African Police Service, and the Road Traffic Inspectorate; as well as BMW Road Service, Imperial I-Pledge, Community Medical Services and Angels in Motion during peak traffic periods.

#ConnectingDestinations #Safety #Convenience #Mobility #WayToGo

You are responsible for your safety, so remember to stay alert, stop for regular breaks and be considerate of other road users

85 Likes 5 Comments

0800 63 43 57 @N3Route www.n3tc.co.za facebook.com/n3route

Road conditions and travel stats

Take note that toll plazas managed by SANRAL have different contact numbers. Please see table below:

NATIONAL ROUTE	TOLL PLAZA	CONTROL CENTRE TEL
N1 North	Kranskop	014 717 5396
	Nyl	015 491 4783
	Capricorn	015 527 0160
	Baobab	015 534 1322
N1 South	Sebetiela	015 491 4783
	Grasmere	011 855 1034
	Vaal	056 818 1199
	Verkeerdevlei	051 841 3000
N1 Huguenot	Huguenot	021 862 4400
N2 North Coast	Tongaat	032 945 1237
	King Shaka	
	Airport Ramp	032 945 5006
	Mvoti	032 945 3794
N2 South Coast	Mtunzini	032 945 3794
	Dokodweni	032 945 3794
	Mandini	032 945 3794
	Oribi	039 682 4076
N2 Tsitsikamma	Izotsha	039 682 4076
	Umtentweni	039 682 4076
	Tsitsikamma	044 531 6767
	Mariannhill	031 700 3616
N3 Mariannhill	Quagga	012 386 0278
	Pelindaba	012 386 0278
	Gosforth	011 902 1575
	Dalpark	011 915 8620
N4 Magalies	Brakpan	011 915 8620

Although these 21 403km of roads account for only 2.8% of the entire network their importance to the national economy is reflected by the fact that they carry more than 30% of all vehicle kilometre traffic and 70% of long distance road freight.

Without a well-maintained primary road network the South African economy will choke and the delivery of essential services will grind to a halt. However, because of the quality of SANRAL's management, roads play a vital role in economic development and will grow in importance as government continues with its multi-billion rand programme to invest in strategic infrastructure.

Safety and efficiency are core considerations in the design and maintenance of the primary road network and SANRAL invests considerable time and budgets in technology that creates safer road environments.

Over the past five years SANRAL has allocated more than R62 billion to road infrastructure and maintenance programmes. This investment also helps to sustain the local engineering and construction industries and contributes to the growth of small-, medium- and micro enterprises (SMMEs).

Maintenance programmes on the road network must include prescribed work packages allocated to SMMEs, the maximum utilisation of local labour, skills transfer and education programmes and road safety awareness campaigns to reach communities living close to the new roads.

Taking a long weekend? Here's how we can help you on your journey.

With a series of holidays in April to June, SANRAL urges road users to plan their trips and travel safely.

With road works taking place across the country – whether major such as upgrades or minor such as routine maintenance – drivers must take care and be patient.

“The continued unacceptably high death and injury rate on our roads remain cause for serious concern. All efforts to improve the safety of our roads, including SANRAL's campaign which promotes responsible behaviour amongst all users of South Africa's roads, are therefore welcomed with open arms,” said SANRAL CEO Nazir Alli.

Road users can visit the SANRAL website on www.sanral.co.za for expected travel flows, or the i-traffic website on www.i-traffic.co.za for information.

More information about road conditions and travel statistics can be obtained from the different toll concessionaires:

Toll plazas managed by Bakwena are: on the N1 - Stormvoël; Zambezi; Pumulani; Wallmansthal; Murrayhill; Hammanskraal; Maubane; and Carousel. On the N4 – Swartuggens; Kroondal; Marikana; Buffelspoort; Brits; and Doornpoort. The Customer Care line for all enquiries is **0800 225 9362**.

Toll plazas managed by N3TC on the route between Gauteng and Durban are: Mooi; Tugela; Wilge; De Hoek; N3 (Heidelberg); Cedara; Bergville; Tugela East; and Treverton. The Customer Care line for all enquiries is **0800 63 4357 (0800 N3 HELP)**.

Toll plazas managed by TRAC between Tshwane and Maputo are: Donkerhoek; Cullinan; Diamond Hill; Valtaki; Ekandustria; Middelburg; Machado; Nkomazi; Maputo; and Moamba. The Customer Care line for all enquiries is **0800 872 264**.

Roads unlock economic growth and develop communities



South Africa's road network provides the backbone for the country's economic growth carrying more than 94% of all motorised trips and close on 88% of all transported freight every day.

“The country's largest, single public asset.”

The design, construction and maintenance of this vast infrastructure network is the responsibility of SANRAL, owned by the government and managed according to business principles, meeting the highest standards of corporate governance.

Led by former President Nelson Mandela, the government took a decision in 1998 to establish SANRAL. Today the Agency is responsible for the management of a road network described in the National Development Plan as the country's largest, public asset.

South Africa is ranked 30th in the world, according to its Gross Domestic Product, by both the World Bank and the International Monetary Fund. However, the country's road network is the 10th largest on the globe and its economic impact is being felt way beyond its borders into the rest of the region and the continent of Africa.

The total South African road network now exceeds 750 000km of which only 150 000km are paved. SANRAL is responsible for all national roads and increasingly taking over the management of provincial and regional roads at

BAKWENA

The Platinum Highway a treasure trove of South African history

Did you know the N4 platinum highway takes you past vast ruined cities that were suddenly and mysteriously abandoned 200 years ago? Or that thousands of male Giant African Bullfrogs lie hidden underground for years next to the N4 – until they go off in search of mates?

These and other intriguing stories, sharing more on the rich heritage of the N1 and N4, were captured in a book, *The Platinum Road*, written by acclaimed author, journalist and editor, Peter Delmar. Bakwena, the concessionaire responsible for the design, maintenance and upgrades to the routes covered by the book, sponsored the project as a means of adding historical value to customers who use the N1 and N4, while promoting tourism at the same time. After the phenomenal feedback received on the book it was then made available for download as a free mobile app which was narrated by Talk Radio 702's, David O'Sullivan.

The book and app represent a journey of discovery across various landmarks on the Platinum Highway, stopping at each area to share gems of information that have sculpted a great deal of South African history. From Pretoria to Brits there is a history filled with conflict and tales of the Voortrekkers, to the area between Rustenburg and Swartruggens, home to the Bafokeng, one of the wealthiest tribes in Africa.

The app uses the GPS location of the device that the traveller is using and automatically starts telling the anecdotal stories of certain points along the N1 and N4 as the traveller approaches them.

Readers can download the app, which is compatible with the iOS, Android or Windows smartphone/tablet operating systems. Once installed, the traveller needs to simply turn on Wi-Fi and volume on their device, hit the N1 and N4 routes and be transported into a world of discovery.

N3 TOLL CONCESSION

Building strong foundations

With a pair of sharp scissors, a marker pen and recyclable waste teachers are changing the face of early childhood development

In the deep rural areas of KwaZulu-Natal the Singakwenza Early Childhood Development (ECD) Project is making a tangible difference to the future of South Africa's young ones by teaching teachers how to make educational toys from recyclable waste material.

It's such a simple process, but the rewards are outstanding.

Educational toys are expensive and most often unobtainable for children being brought up in outlying, poorly developed areas of our country.

Julie Hay, Director of the ECD Programme at Singakwenza, realised that teachers at crèches in these areas had little support and were often merely caregivers with no access to education materials.

"I started looking at ways to equip these teachers better, to find cost-effective means to create valuable educational opportunities for children at crèches in rural areas. We soon realised that recyclable waste destined for landfills such as plastic bags, cans, cardboard, polystyrene trays and empty containers can be put to good use in an educational environment," explains Julie.

Toys and teaching aids are developed to teach gross motor skills with balls, skipping ropes, spades and ball-catchers made from plastic bags and two litre milk bottles, whilst polystyrene trays become puzzles, yogurt containers become shape sorters and margarine containers are used as cars. Milk bottle caps and match sticks help to develop fine motor skills.

Singakwenza hosts Waste2Toys workshops and offers mentorship programmes to educators in Mpopopheni, Howick West, Lidgetton, Winterton and Colenso in KwaZulu-Natal. Workshops have been hosted in Zulu, Xhosa and English and the group is actively working at 11 crèches in this area. More than 212 children between the ages of one and five years are already benefitting directly from this intervention.

The Singakwenza ECD Programme helps caregivers and educators understand the importance of their role in building educational foundations for the children in their care, as well as helping them see how much children learn as they play. "For children, play is serious work. It provides exceptional learning opportunities," says Hay.

Singakwenza receives significant funding from N3 Toll Concession (N3TC) for its ECD programme along the N3 Toll Route.

"It is wonderful to see the phenomenal response this programme is having. Children are open to receive knowledge and learning, their eyes sparkle, they are alert, engage and interact when we introduce them to the toys. And to see how the teachers respond, is also rewarding. Teachers in rural crèches often see their role as mere caregivers. Once exposed to the Singakwenza programme, these same people develop incredible teaching skills," says N3TC's Commercial Manager, Con Roux.

"Julie and her team are doing an astonishing job. Putting waste to good use benefits not only people, it also helps to put litter to good use with the resultant benefits it holds for the environment. This ECD initiative is having an important impact on entire communities," says Roux.

TRAC

More learners to be reached through the TRAC School Project



From 9 to 13 March, Trans African Concessions (TRAC) embarked on Phase 2 of its road-safety educational campaign for young children along the N4 Toll Route.

The TRAC School Project is particularly aimed at preprimary and primary schools along the 570km-route to teach youngsters about road safety. The campaign is headed by TRAC's official life-size mascot, Siphos, who teaches four- to nine-year-old children the basic rules of the road in a fun, memorable, yet informative manner.

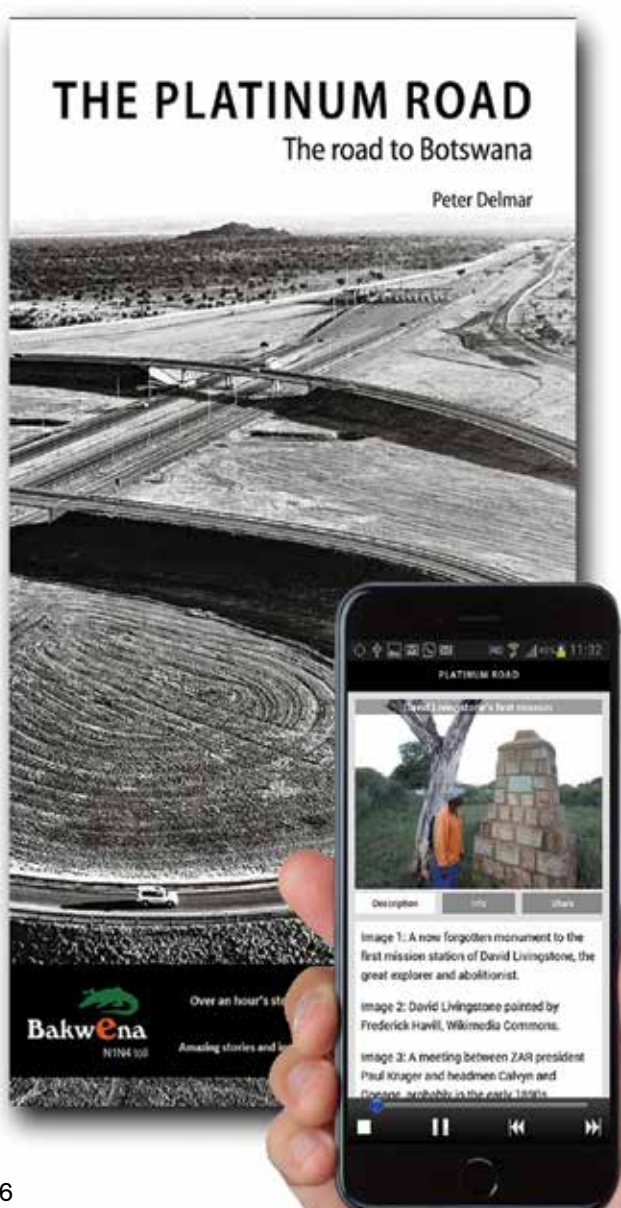
"The idea behind the initiative is to establish a culture of road-safety consciousness among our youth and to reach adults through their kids' eagerness to learn and share their knowledge," communications manager of TRAC, Solange Soares-Nicholson says. *"The children of today are the motorists of tomorrow, and if they start respecting and understanding road rules from a tender age, it will eventually become second nature to them."*

The project was launched in November last year with Phase 1 proving most successful. *"The children were enthusiastic to learn about road regulations, especially when it focused on how they and the drivers should behave in the vehicle. It was enlightening to see them absorb the information and how eager they were to pass it on to their parents."*

The project will continue to involve Siphos and several TRAC representatives who held various activities, including showing an educational road-safety clip to the pupils at several schools. They were also taught how TRAC plays a pivotal role in keeping the N4 Toll Route safe and all the services that are offered by its 24-hour Helpdesk and TRACAssist teams.

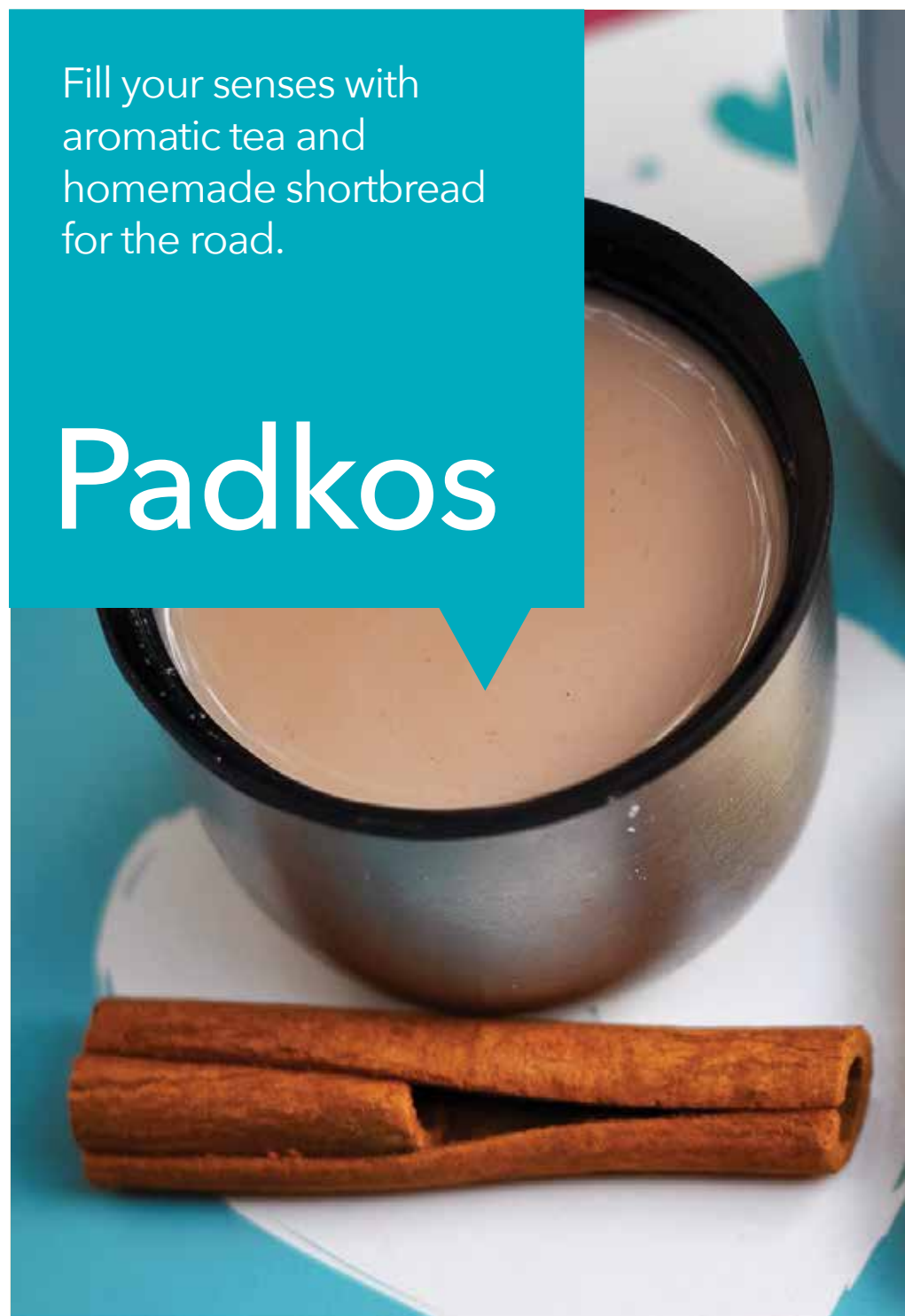
A Facebook competition, with a prize of gift vouchers to the value of R1 000 for three winners at one of three malls will also form part of this campaign, thus encouraging youngsters (and their parents) to become even more involved in promoting and practising road safety.

"The first round of the campaign proved to be so effective that we are thrilled to be able to present it once again. There are simply too many accidents on our country's roads and it is TRAC's responsibility as concessionaires of South Africa's only trans-border toll route to promote safe driving and travelling," explains Soares-Nicholson.



Fill your senses with aromatic tea and homemade shortbread for the road.

Padkos



Aromatic Chai Tea

(serves 6)

5cm piece fresh ginger, sliced

2 cinnamon sticks

2 t black peppercorns

10 whole cloves

7 green cardamom pods, bruised

2 whole star aniseed

6 cups water

6 bags black tea bags

2 cups full cream milk

1/4 cup golden brown sugar

1. Combine the first 6 ingredients in a medium saucepan.
2. Add the water and bring to the boil over high heat.
3. Reduce the heat and simmer gently for 10 minutes.
4. Remove the saucepan from the heat, add the tea bags and steep for 5 minutes.
5. Discard the tea bags and add the milk and sugar.
6. Bring the tea just to simmer over high heat, whisking until the sugar dissolves.
7. Strain into a teapot or flask and serve hot with homemade shortbread.

Homemade Shortbread

750g cake flour

500g salted butter (not margarine)

250g white sugar

caster sugar for dusting

1. Preheat the oven to 160° C.
2. Lightly butter 2 baking trays and set aside.
3. Cream the butter and sugar together and mix in the flour.
4. Press or roll out the dough to a thickness of 1 cm onto a lightly floured surface.
5. Cut preferred shapes with a cookie cutter and place onto the prepared trays.
6. Bake for 25 minutes or until just golden brown at the edges.
7. Leave on the trays for a few minutes to firm up.
8. Dust with caster sugar and keep in an airtight container.



Growing businesses

Fika Mtwesi's success story attests to SANRAL's involvement in creating employment and assisting small businesses in the Eastern Cape.

At the tender age of 24, Fika has accomplished what most young people her age would dream of achieving. A civil engineering graduate from Springfield College, the Mthatha-born ambitious and motivated young entrepreneur was given a lifetime opportunity when she saw a notice in the Daily Dispatch advertising SANRAL's incubator programme.

"I was looking for an internship when I saw the advertisement in the Daily Dispatch, I applied, and with SANRAL's great help, I was selected to be one of the participants to join the programme," says Fika.

Through the programme, Fika took the leap and established her company, SPAX Construction. The company is currently one of the sub-contractors in the construction of access roads and sidewalks along the R61 – a key road that connects Beaufort West with Port Shepstone via Graaff-Reinet, Queenstown, Mthatha and Port Edward in the Eastern Cape.

With a staff complement of 20 people, 16 of whom are young people and four women. With SANRAL's help, Fika has created job opportunities and empowered members of her local community.

"I am so grateful that the SANRAL team came up with the incubator programme and ensuring its success. The SANRAL team has been at my side from the beginning until now," she says beaming.

Fika also points out that, having graduated at a Further Education and Training College, her company also wants to attract people with hands-on practical vocational education and training skills.



With nothing but words of praise for SANRAL, Izak Venter, owner of Motsu Construction commends the agency for creating employment opportunities for thousands of South Africans who struggle to put food on their tables.

Motsu Construction is a civil engineering and plant hire company primarily involved in building layer works, which is the preparation phase before tar surfacing commences. The company is also involved in the construction of bridges, which has enabled community access to places of work and building link roads along the R40 regional route.

Venter's company was commissioned to construct a circle on the N1 in Louis Trichardt in Limpopo. His company also assisted with the installation of signboards in Cape Town, upgrading Victoria West on the N12, rehabilitating the R40 in Hazyview and recycling roads near Richmond.

"I have worked on SANRAL projects for two years and have enjoyed every moment of the work experience. Our working day starts at 6:30 am which is when we manage



the flow of traffic during construction. In the course of the day, work progression is closely monitored to ensure production stays on schedule and that SANRAL is ultimately happy."

Venter currently employs 25 permanent staff and roughly 150 temporary staff to help SANRAL realise its mandate to finance, improve, manage and maintain South Africa's national road network.

"We grew significantly as a company and our skills improved while working on SANRAL projects. We now are more knowledgeable people in this field. Our quality of work has subsequently increased and we have benefited from a steady income. Our staff are now more confident about their abilities when tackling work on the ground."

His advice for upcoming SMMEs wanting to build a reputation for themselves in the construction industry is simple: *"Do not think of work as once-off, rather think of the future and the bigger picture."*

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Hijacked truck recovered at airport within an hour

An incident early in March on the inner Gauteng highways is proof that SANRAL's Freeway Management System (FMS) is working. A hijacked truck was recovered within an hour, based on information provided by the national roads agency.

Safety on its roads is a primary objective of SANRAL. Its investment in technology is improving the quality of post-crash responses and leads to sustained reductions in the response time of emergency vehicles. The national and provincial highways managed by SANRAL are being turned into "smart roads" through a freeway management system which includes CCTV cameras that can detect crashes and relay the information to Traffic Management Centres.

These systems ensure optimal coordinated responses to incidents. In plain English, as much as possible must be done as soon as possible – move vehicles out of the road, provide ambulance aid, clear the incident scene.

And provide information as swiftly as possible when a possible law enforcement infringement, or a plainly criminal incident occurs, to the traffic enforcement agencies with which SANRAL cooperates, such as the provincial, Johannesburg and Ekurhuleni traffic police.

Efficient responses to any incident are therefore crucial. The use of CCTV video surveillance on urban freeways to detect the occurrence of an incident and notify the relevant emergency and other authorities thus results in speedier responses.

Freeway management systems have already been deployed in Gauteng, KwaZulu-Natal and Western Cape and are

being expanded and enhanced to ensure that responses to any incidents are even more efficient.

An example of how efficient the system in Gauteng is operating, was reported in the *Kempton Express* on 5 March 2015:

'A truck hijacked in Putfontein in Benoni was recovered on the highway at the airport within an hour this morning. The 51-year-old man, who was driving the stolen vehicle, was arrested and charged with being in possession of a stolen truck at Kempton Park Police Station. Chief Supt Wilfred Kgasago, metro police spokesman, said Ekurhuleni metro police officers from the precinct and freeways responded swiftly to information provided by SANRAL officials on a truck that was hijacked at around 11 am.

"Metro police officers closed in on the truck at around 11.40am at the split of the R21 southbound and R24 westbound and arrested the driver."

'The owner confirmed that his driver was dumped in Putfontein just after 11am. Information gathered revealed that the perpetrators were travelling in a white Nissan Sentra and a black BMW 3-Series. Police are searching for the two vehicles and its occupants.'

Independent proof that SANRAL has got it right and its freeway management is working.



"Medic on Bike" saves lives

Saving lives, helping the injured – on a bike on a highway.

Yes, there are people who do this for a living. You can find them on the inner Gauteng highways.

They are part of SANRAL's emergency medical services to road users in distress.

With its use of advanced technology, the roads agency can rapidly pick up if there is any incident on one of its highways and send out help.

The first group of emergency medical personnel to respond are usually "medics on bikes", as they are able to quickly weave through traffic quite easily.

Reyno Dempers is one of them. He says his role is to evaluate the scene of an accident, establish the number of casualties, identify what life threatening injuries have occurred - like airway obstruction and profuse bleeding.

Scene management also forms part of his duties as a first responder, which entails ensuring that adequate emergency services are dispatched and direct them to priority patients that need further treatment and transportation to hospital.

Dempers says statistics have shown that human error is the biggest single cause of accidents, followed by vehicles which are not road worthy and driving under the influence of drugs or alcohol.

Challenging as it is, his work is made easy by close collaboration and co-operation between the various stakeholders that form part of SANRAL's On Road Services division, such as the Incident Response Unit (IRU), Light Towing Response Unit (TRU), Heavy Towing Response Unit (HRU) and the Medical Response Unit (MRU). These four units work closely together to ensure scene safety, medical treatment and towing affected vehicles away from the highway to a place of safety.

"We also work closely together with private ambulance services like ER24, Netcare 911 and Emer-g-med, as well as metro police, fire and rescue departments, and, of course, the SAPS. Although we work for different companies, when it comes to accident scenes and treatment of the sick and injured we work together as a team."

"We make the lives of our patients our priority irrespective of which company we work for. We are a close small family in the Emergency Medical Services", he says.

The emergency response team handles and assists an average of 225 people per month who are involved in accidents – not surprising as these Gauteng highways handle 200 000 vehicles daily.

Building roads through bursaries

Dreams built by SANRAL



Fulufhelo Luruli
BSc Civil Engineering degree
University of Pretoria

SANRAL made it possible for Fulufhelo Luruli to fulfil her dream of becoming a civil engineer when she became the recipient of a bursary sponsored by the agency.

Fulufhelo said while she wanted to join the engineering profession, she was confronted with a major financial hurdle which SANRAL helped her overcome.

"University fees are very expensive, even more so with the associated costs of food and text books. I don't think I could have afforded to finish my studies without a bursary," she said.

"Thanks to SANRAL I could focus completely on my studies while my financial needs were taken care of."

"Thanks to SANRAL I could focus completely on my studies while my financial needs were taken care of."

A university classmate brought the SANRAL bursary to her attention. She applied and was interviewed at SANRAL's Head Office in Pretoria. The bursary was subsequently awarded to her.

She said the challenges of the engineering industry peaked her interest and that *"solving problems and coming up with better solutions for improving people's lives through the projects that engineers do"* were inspiring.

After she obtained her BSc civil engineering degree in 2013, she took up a job offer from SANRAL.

"I am hoping to improve my capabilities as a project manager and I thrive on being a good team player as it will ensure work efficiency," says the engineer from Ha-Magau in Limpopo

Her career aspirations are to obtain professional engineering status and ultimately develop into a seasoned engineer, which would then increase her involvement in large-scale SANRAL projects.

"SANRAL offers the best working opportunities. I was seconded to a consulting company where I am getting valuable and high-quality design experience."

"I have also been exposed to courses that are related to my design experience, and the agency is helping me work towards acquiring my professional registration."

She believes she will be contributing to infrastructure development in the country through her skills and knowledge.

Her rationale for ranking education as a priority is that a highly-skilled workforce is needed to make the country a better place.

"People who are educated get to understand the world we live in and the technology that changes all the time."

For her personally, "education improves the way you think and see things, and it also opens doors for better opportunities in life."

An enquiring mind coupled with a fascination for bridges and various other structures as a child naturally caused Derusha Govender to choose civil engineering as a career choice.

Despite adversities she has had to overcome such as financial constraints, she chose to *"see every challenge as an opportunity for growth"*.

Armed with a BSc Civil Engineering degree from the University of KwaZulu-Natal, she affirmed *"education is important because it assists in the path to personal development and helps individuals to bear the fruits of their labour, discipline and perseverance"*.

"To me, education is like a seed. As we water the seed with an abundance of knowledge, we will begin to see the fruits of success in our lives," said Derusha.

Whilst in her matric year, the Durban-born engineer said she came across a bursary application online. To her delight, she was awarded a bursary following a successful interview with a panel of SANRAL engineers, management and representatives from the human resources division.

"SANRAL provided me with an opportunity to improve my future through education. Not only has obtaining a degree in engineering helped me towards achieving goals in my career, it has also assisted in empowering and developing me as an individual."

Excited to be learning about the procedures that are followed in the industry, the design elements and how everything



Derusha Govender
BSc Civil Engineering degree
University of KwaZulu-Natal

ties up together on a construction site, she aspires to continuously develop her knowledge in all aspects of civil engineering before specialising in a particular division.

"To me, education is like a seed. As we water the seed with an abundance of knowledge, we will begin to see the fruits of success in our lives,"

She believes her strong academic background will enable her to adequately fulfil the practical tasks she has been assigned as a project engineer in training.

She works on the N2 Mt Edgecombe interchange project in Durban.

"I am hoping to enhance my interpersonal skills as I venture forth into the industry where working as a team is imperative to the success of a project," she said.

"The higher purpose in developing infrastructure, of course, is to serve the nation by serving its people."

She is determined to obtain her Master's degree and become a professional engineer within the next five years while employed as a project manager in training.

With hard work and perseverance in mind, she hopes to be acknowledged by her seniors for her contribution to the civil engineering industry and looks forward to a flourishing career with SANRAL.

Double the effort, double the benefit

Upgrading the Kwambonambi interchange on the N2 highway benefited road users and the environment after SANRAL doubled its environmental obligation to rehabilitate a wetland

SANRAL undertook in 2010 to improve traffic flow and road user safety along the Kwambonambi interchange on the N2 highway, north of Richards Bay in KwaZulu-Natal. But also undertook to rehabilitate a wetland which could be threatened by the construction.

As with any proposed upgrade, SANRAL undertook an extensive environmental impact assessment (EIA) before construction, which revealed that upgrading the interchange would disturb an environmentally sensitive wetland located south of the P232 bridge over the N2.

Explains Mpati Makoa, SANRAL's Environmental Manager: *"While the Department of Environmental Affairs granted authorisation for the upgrade, this was on condition that the wetland, including an indigenous swamp forest measuring 1.96 hectares, be rehabilitated. The authorisation stipulated a rehabilitation offset ratio of 1 to 3, which meant that an area of 5.85 hectares had to be rehabilitated."*

Before construction began in August 2010, a botanist surveyed the plants in the swamp forest, identifying over ninety plant species. Of these, twenty were selected for rescue, seedlings and cuttings were collected, bagged and stored at a local nursery for later use.

The swamp forest patch was then removed to make way for the construction of the bridge abutment. As part of this process a number of indigenous trees were removed, including *Ficus sur*, *Ficus natalensis*, etc, the swamp forest trees that could not be disturbed without a permit.

While motorists were able to benefit from the upgrade of the Kwambonambi interchange by December 2013, SANRAL turned its attention to rehabilitating 5.85 hectares of wetland. Of the original 1.96 hectares of swamp forest, one hectare was re-established and a second was rehabilitated.

"With two hectares rehabilitated, the challenge was finding another suitable area to meet SANRAL's target of 5.85 hectares," says Makoa.

In partnership with the Kwambonambi Conservancy, an area of ten hectares, known as the Mposa Triangle, was selected. This is a natural forest area and an important catchment for the Nseleni River, which was overrun with alien plants.

Rehabilitation therefore involved replacing alien vegetation with indigenous species.

In addition to rehabilitating over twelve hectares of swamp forest, the area within the Kwambonambi interchange was rehabilitated: approximately 310 saplings of 19 different species were planted using both the nursery-stored material and locally sourced forest species typical of the area.

Notes Makoa: *"As road users enjoy the benefits of the Kwambonambi interchange upgrade, the resultant rehabilitation more than doubled SANRAL's environmental obligation - a win-win situation for all".*



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Is it possible to enjoy the long queues? Only if you change your perspective, writes Lebohang Thulo.

We’ve all heard these common sayings: the glass is half full, not half empty, or it’s not only the destination that counts, but the journey, and finally, stop and smell the roses.

What all these clichés have in common apart from being overused is that they convey that there is potential for real excitement and adventure everywhere, it just depends on your perspective. This, I would argue also includes (bear with me here) traffic.

It’s easy to complain about traffic. We Joburgers have even turned it into a sport. It’s not uncommon to overhear two people competing to see who has it worse.

I think at the root of our distaste for traffic apart from how it renders us completely powerless, leaving us to suffer car fumes and incessant honking, is that we forced to practice patience at a superhuman level for a destination that while necessary is not exciting: work.

The difference

This would explain why getting such traffic on the way to the coast or to a holiday is anything but boring. Same cars, same fumes, however this time it’s decidedly more interesting.

The difference I believe is that on your way to a vacation, the traffic is not so much an obstacle to your destination, but rather a part of it. The other cars stop being a nuisance and instead its occupants become fellow travelers.

I have two incidents that changed how I viewed traffic. Both incidents took place over the Easter period. I try to recall these memories as vividly as my imagination will allow any-time the early morning commute has me seeing red.

Destination nowhere

The first traffic incident happened in 2010, the location was the N3, destination Durban. As usual all Joburgers had the same idea, as we often do during the holidays. I and some girlfriends were heading towards the KwaZulu-Natal coast after we had decided impulsively that a getaway was much needed.

Our holiday had started a little earlier that we had planned, at the De Hoek toll gate to be exact. The queue was magnificent in its length, cars as far as the eye could see. Instead of resorting to the usual whining and complaints, we raided

Most locals know that during this period it’s best to avoid the N1 and the R101 from Johannesburg, as they are congested. I had not received that memo.

the cooler box, unpacked our padkos a little sooner than planned, and enjoyed the unscheduled break.

When traffic was still not flowing 40 minutes later, we took our shoes off and took turns stretching our legs alongside other travelers that also had the same idea.

When the cars eventually started moving, it was almost with a feeling of disappointment that we got back on the road. Our short retreat in the middle of nowhere had come to an end. Our consolation was the beach only a few hours away.

The great migration north

Not a lot of people outside the church will ever have the privilege of experiencing the great journey of the Zionist Christian Church (ZCC) to the church’s headquarters Moria, 25km east of Polokwane in Limpopo.

Twice a year, during the Easter period and in September, church members from various branches scattered around the county, head north.

If you are not familiar with the ZCC church, it’s one of the largest African-initiated churches in southern Africa (numbers are estimated to stand at 8 million members).

Imagine if you will, women and men and children all in their signature military-style khaki, police-style hats, and the star badge and green occupying long queues of buses and cars.

Most locals know that during this period it’s best to avoid the N1 and the R101 from Johannesburg, as they are congested. I had not received that memo.

The location was the N1, destination Polokwane, and I was traveling on my own on the Greyhound bus from Johannesburg on my way to visit a friend in Polokwane, Limpopo.

A trip that would ordinarily take just over three and a half hours, this time took us eight. But what I got to witness more than made up for the time on the road.

From my window seat I got a front row seat of this spiritual trek and got to witness the singing, dancing and worshipping in the open of ZCC members as they made their way to Moria.

I arrived in Polokwane in the wee hours of the morning, in need of a stretch, a long bath and an even longer night sleep, and to my host’s surprise, zero complaints.

It’s probably easier said than done, but I encourage you, the next time you are tempted to curse the road gods, think again and ask them to point you to the next adventure.



By Lebohang Thulo

Games and puzzles to keep you entertained on the long road

Captivate & Fascinate

Sudoku

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

B1	Another name for highway	E6	To have changed places
N10	Beside, next to, near	C16	Curved shapes
J1	International car reg. for Seychelles	R6	Referring to yourself
Q10	A bare rocky hill	H16	Alternate spelling for largest island in Samoa
M1	Domain name for an organisation	A7	Opposite of never
A11	The basic unit of electric current	N16	Pyramidal coniferous tree
Q1	Abbr. for magnitude or magazine	G7	Less common spelling of Rayah
M11	Refers to a male person	A17	Small antelope
A2	Abbr. for International Atomic Energy Agency	L7	Any solution obtained by leaching
A12	Behold!	H17	Participant
F2	First man	P7	Greek god of love
D12	Overcrowd	O17	Abbr. north/north
R2	Opposition in SA parliament	B8	Taxi service
N12	Abbr. karat or nautical knot	R17	Boxing term for knock-out
A3	Durban car registration	G8	Relating to or resembling a bear
A13	A final state	A18	Swedish name for Turkey
H3	States of being	P8	Expressing denial
G13	Abbr. American Medical Association	E18	River in England rising in Pennines
A4	To come or bring together	A9	Another name for a donkey
K13	To chafe	L18	Symbol for radium
F4	Decree or settlement imposed	F9	Abbr. kilocycle
O13	A fresh team of people in a race	O18	Nineteenth century dance for couples
M4	Shortened form of elevated railroad	I9	International car reg. for Turkey
A14	Egyptian sun god	G19	Symbol for hectare
P4	Moderately cold	P9	Large weighty book
D14	SANRAL's traffic management centre is based there	J19	Capital of the Eastern Cape
A5	All people	E10	Type of small dog
L14	Bellow of rutting buck	P19	... Angeles or ... Alamos
L5	Abbr. Black Empowerment	J10	Child's name for granny
I15	Symbol for rupee	A20	Abbr. Schutzstaffel - a Nazi division
O5	To relieve oneself of something or someone	F20	Dam on border of Eastern Cape and Free State
L15	Person who loads a gun	M20	Inflammation of eyelid
		Q20	A long narrow inlet of the seacoast.

DOWN CLUES

B2	Portuguese folk songs	D11	Abbr. for European Community
C1	Another name for Ra	G12	Thinly sliced pickled ginger served with sushi
D1	To gain or be paid	I12	National Road Agency
F1	Person in charge or care of someone	L12	Persons, things or parts situated away from the main body
G1	Common word for advertisement	O12	The act of buying or selling
H1	Variant spelling of yak	M13	Familiar for brother
N1	To make a liquid cloudy by stirring up sediment	P13	Without beginning or end
R1	Abbr. Anno Domini (AD)	S13	Tibetan cattle
S1	Project Manager for Toll and Traffic	J14	Sanskrit for god
A2	Physical harm	N14	Loutish person
I2	Driver of car	C15	Surname of SANRAL's Environmental Manager
L2	16th letter of Greek alphabet	D16	Abbr. for road
P2	Occurrence	F16	Glide over snow
J3	Internet domain name for Namibia	H16	Throwing weapon with sharp point
K3	Abbr. for Delirium Tremens (DT)	K16	Expression of misery or surprise
M3	Extremely small	R16	First word of our anthem
Q3	Slang for obnoxious person	A17	Informal Australian name for trousers
L5	Whalebone	B17	Another name for hadeda
O5	With reference to	M17	Shouts of hurrah
C6	Informal for debutantes	S17	Abbr of opus
G6	Vehicle for carrying freight	G18	Short shouts of pleasure
H6	To listen with	Q18	Exclamation of surprise or dismay
J6	Mound of stones in memory	J19	To exist
N6	South African marine fish	K19	Abbr. for internet protocol
R6	Informal for moment		
B7	SANRAL spokesperson		
Q7	Anchor of plant		
F9	Noisy lament of the dead		
R9	Headquarters of Zion Christian Church		
E10	Of or connected with a province		
H10	Liquid to evacuate the bowels		
A11	Vigilantly attentive		