

BY THE WAY



Creating wealth through infrastructure

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ALLI'S LEGACY cannot be denied

Throughout the centuries there were men who took first steps, down new roads, armed with nothing but their own vision.

Ayn Rand (Russian-born American novelist)

He is the straightest, honest and incorruptible public servant. Yes, he has strong opinions, but so did the late Madiba, and anyone else who gets things done. So said former deputy-director general of Transport, Malcolm Mitchell, in a letter to the Sunday Times earlier this year.

He was referring to SANRAL's CEO, Nazir Alli, whose retirement date was 23 August. Following a recommendation by the Board, he will remain at the agency until the Minister of Transport decides.

Alli has in fact "been around" since 1998 when the South African National Roads Agency was established, and according to Roshan Morar, chairperson of the SANRAL board, he ran the agency in a prudent and ethical manner with unqualified audit reports for longer than a decade.

His 17 years at the helm makes him one of the longest serving CEOs of a state owned entity. He leaves a considerable legacy – one that cannot be denied.

During his tenure, SANRAL has grown from managing a road network of 7 200km in 1998 to 21 403km currently which is expected to grow to 35 000 in the future. As chairperson Morar said: "The roads and other related infrastructure that have been built by SANRAL have always

been of outstanding quality and have won the organisation numerous global awards in engineering excellence."

But there is even more to the man at the helm of the Agency. Under his leadership it has twice been recognised by the Netherlands-based Top Employers Institute as an exceptional employer - witnessed by the fact that staff turnover at SANRAL is very low.

SANRAL is about building roads, yet under Alli it has also made a lasting impression on communities along the national roads and in education.

Morar said: "His commitment to the country's socio-economic transformational agenda ensured that educational institutions grew the next generation of engineers through an extensive programme of scholarships, bursaries and internships, in order to reflect the demographic reality of the country."

He was referring to the close relationship SANRAL has with several South African universities. The most recent was the sponsorship for a Chair in Science, Mathematics and Technology Education at the University of the Free State.

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This is in addition to a Chair in Transport Planning and Engineering at the University of Cape Town as well as a Chair in Pavement Engineering at the University of Stellenbosch.

In cooperation with the Free State University and the Nelson Mandela Metropolitan University in Port Elizabeth, there are extensive programmes to assist learners with the basics of science and mathematics.

His passion for education has a practical side to it also - it is in line with the National Development Plan and is making a major contribution to an area where skills shortages are relevant.

“Since the launch of SANRAL’s bursary and scholarship programme, hundreds of students from previously disenfranchised communities have managed to become engineers,” said Morar.

Under Alli’s guidance the agency has gone the extra mile when it comes to environmental issues, complying with the necessary legal requirements but also doing the extraordinary - like transplanting endangered species where road construction might damage it.

It has strict policy that as far as possible local labour is used in all construction work - and trained so a legacy is left. The same is true of SMMEs, where training is paramount so that these small companies can get contracts once SANRAL has moved on.

Build the roads and the jobs follow.

Tommy Thompson
American politician



The issue of e-tolling has been the focus of media attention for some time now - but there is confusion. Alli has pointed out that it is a cabinet decision and that SANRAL does not make policy but implements government policy. In any case the question of tolling is not the issue. That has been around for years before e-tolling of the inner Gauteng highways started – it is about the collection of the tolls.

Despite the controversy, it is an established fact that no one disputes: the inner Gauteng roads are not nearly as congested as before, are amongst the best highways in the world with extensive road management and assistance programmes.

The standard of SANRAL constructed, maintained and managed roads is so widely recognised that some provinces have asked the national agency to take over some of their roads - a process which is on-going.

Another feather in Alli’s cap is the successful use of public-private partnerships which entail private sector participation in major infrastructure programmes - the capital is available up front, the roads are managed to SANRAL standards and handed back in pristine condition after the concession period .

These include highways between Gauteng and Durban, Gauteng and Maputo as well as the Botswana border.

Alli – a man of many talents, who will be sorely missed once he has gone.

Great artists make the roads; good teachers and good companions can point them out. But there ain’t no free rides, baby.

Ursula K. Le Guin
American author



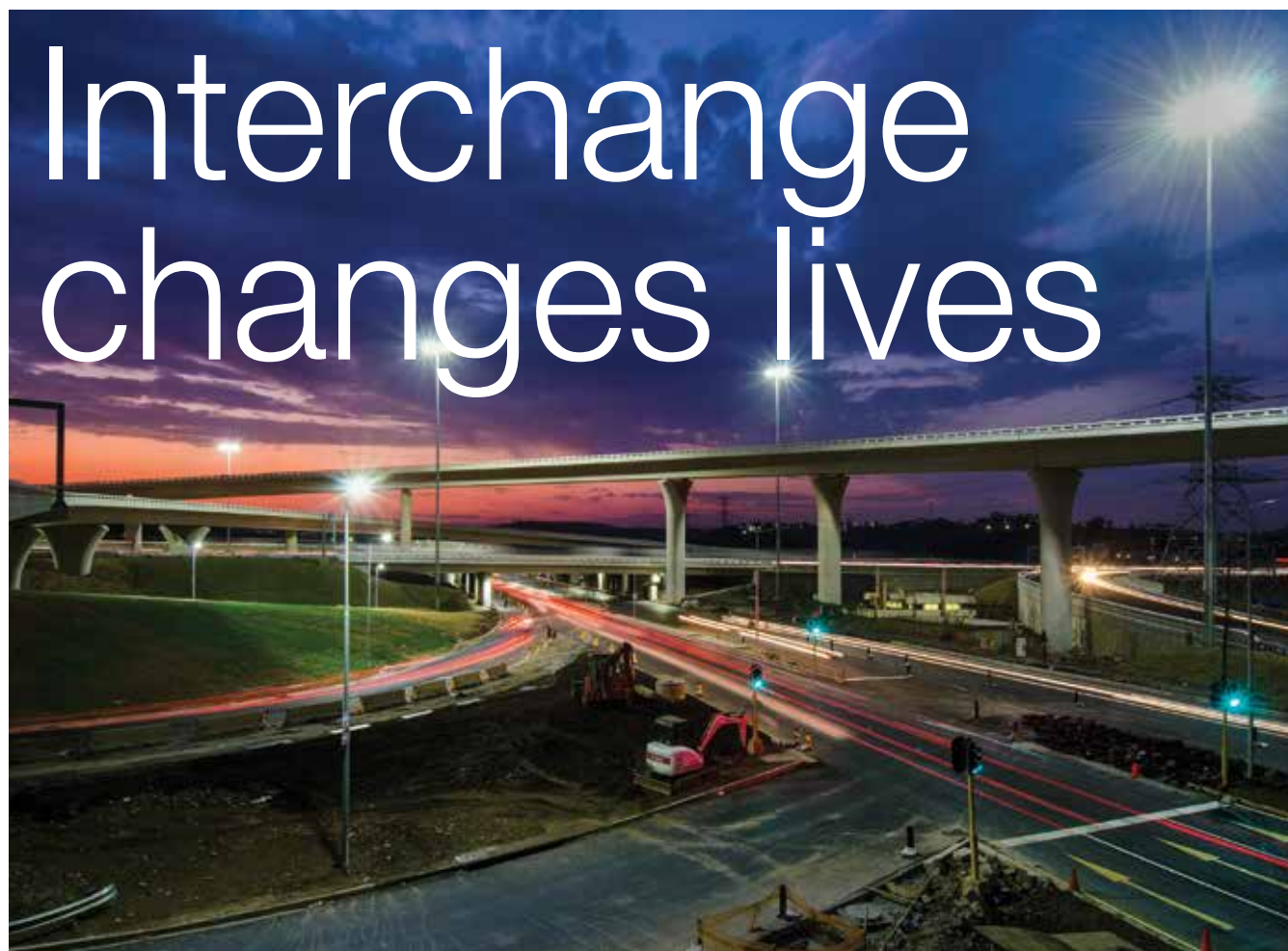
Did you know?

SANRAL operations are guided by 8 pillars:

1. Engineering
2. Technology
3. Road Safety
4. Community Development
5. Environment
6. Sustainability
7. Governance and Finance
8. Employees.

SANRAL knows that by striving for excellence in each of these areas it will achieve excellence overall. It will also help ensure that SANRAL creates a stable road infrastructure for the safe, reliable and sustainable movement of people and goods in a growing economy; something which remains our core focus.

- SANRAL has a staff complement of 295
- 69% of staff are black and 50% are women
- Staff turnover is very low and SANRAL has been certified by Top Employers Institute – an independent organisation based in the Netherlands – as a top employer
- SANRAL’s network increased from 7 200km in 1998 to 21 403km this year, and will grow even more in the future
- SANRAL has operational routine maintenance contracts for every kilometre of its roads - patching potholes; sealing open cracks; repairing and cleaning existing drainage systems; repairing and renewing fences, road signs, road studs and guardrails; burning firebreaks; maintaining trees and shrubs to protect the environment; controlling weeds and litter; and assisting in an emergency.
- At least 80% of this work is allocated to SMMEs, of which 90% are black-owned
- Full-time jobs created on projects in the last year: 19 820 of which 14 737 male, 5 083 female, includes 7 880 youth
- Number of internships in the last year: 219
- Number of bursaries in the last year: 121
- Number of scholarships in the last year: 368
- SANRAL operates its intelligent transport system in Cape Town, Gauteng and KwaZulu-Natal. The system provides real-time information about traffic flow and incidents to local radio stations, which pass the information on to hundreds of thousands of motorists. The system highlights accident trends and identifies high-risk locations by analysing incident data
- In the last year, Gauteng’s freeway management system facilitated a coordinated response to about 16 000 incidents, including 3 500 crashes
- The on-road services, incident and medical response units, and light and heavy towing units responded to about 8 000 incidents in Gauteng
- The KwaZulu-Natal freeway management system dealt with an average of 9 600 traffic incidents, including 1 100 crashes in the last year
- Cape Town’s freeway management system facilitated the coordinated response to nearly 15 000 incidents, including 2 300 crashes in the last year
- SANRAL uses reclaimed asphalt to decrease the use of resources such as aggregates, bitumen and diesel, providing both environmental and economic benefits.



Interchange changes lives

Motorists cannot stop singing the praises of the Umgeni Interchange on the N2 in Durban. It was opened two months ago.

The upgraded interchange allows free traffic flow and has helped reduce the delays experienced by vehicles accessing the major road junction from all directions.

Mbuso Wonderboy, a taxi driver, said he used to hate having to drive past Umgeni every day because of the long delays at the intersection. He said his customers would become irate and this made him very stressed and frustrated. The opening of new free-flow ramps at the interchange has changed everything. His job is a lot easier and he reaches his target destinations a lot faster. *"My customers are now more relaxed and this in turn makes me more relaxed."*

Gareth du Plessis, a Durban plumber, said he travels on the route daily. In the past he used to be stuck in traffic and it would take him up to 35 minutes to cover only two kilometres. His frustration has now turned to joy. *"The new interchange has made a huge difference. I can get to jobs quickly and receive fewer complaints from customers,"* he said, adding that the volume of traffic appeared to have increased because people have heard about the benefits of the interchange.

Bus driver Sandile Ntanta uses the N2 interchange about 30 times a day. He would often find himself waiting in traffic

for up to 45 minutes, which would add up to a substantial amount of time in a single day.

"The delays used to affect my business and I had great difficulty adhering to the timetable. Customers would complain but there was little that I could do. It's been wonderful since the improved interchange opened and my bus now runs on time. This makes my passengers happy."

Owner of a tow truck company, Sameer Maharaj, is a regular user of the Umgeni Interchange - using it up to 25 times a day. He said previously the traffic used to be *"chaotic"* and many people would be late for work and appointments. He said although the construction work took a long time, it was well worth the wait as the traffic system was now very efficient.

Businessman Darin Neville Kruger uses the road two to three times a day. *"The interchange used to be an absolute nightmare and would hold me up for up to 35 minutes every time I travelled on Umgeni Road."* He described the improved interchange as *"brilliant"* and said it allowed him to spend more time in the office and more time on site, instead of spending his time commuting.



Mbuso Wonderboy



Gareth du Plessis



Sandile Ntanta



Sameer Maharaj



Darin Neville Kruger

Huge improvement with huge impact

This link allows traffic to flow directly onto the N2 south-bound carriageway as well as allows traffic to link to the loop ramp for traffic travelling towards Pinetown on the M19.



The Umgeni Road Interchange improvement project cost an estimated R512 million. The project included the construction of two incrementally launched, "free flow" directional ramp bridges; a free flow loop ramp and three cast in-situ bridges; two pedestrian bridges; and pedestrian facilities around the interchange.

A total of 350 local labour had been employed since the beginning of the contract, resulting in spending of R56 million. In addition, 17 black-owned SMMEs were employed resulting in a spending of R53 million.

Even before its opening, the interchange was already a winner – the Concrete Society of Southern Africa chose it as the winner of the prestigious Fulton Award in the category for civil engineering structures over R100 million in value.

The Fulton Awards are a tribute to the late Dr Sandy Fulton for his outstanding contribution to the understanding of concrete, its development and improvement.

The award is made symbolically to the structure and is presented to the entire team responsible for its construction, including the owner/developer, all professionals, and the contractors.

In making the award for the Umgeni Road Interchange, the judges' citation stated, inter alia:

"The two incrementally launched bridges being constructed simultaneously and crossing each other were a first for South Africa as was the fact that the casting yard for the one bridge was a 20m high elevated platform."

"Uniquely shaped pier heads and excellent quality of the concrete finish enhanced the appearance of the structures."

"Both design and construction had to overcome the substantial constraints of being surrounded by residential and commercial properties, the Umgeni River, the existing high volumes of traffic through the interchange, multiple services and a Transnet gas pipeline."

Centre of Excellence

changing lives and giving opportunities to youth

A bursary from SANRAL has meant the realisation of a dream for young engineer Gideon Machete. Now that he has graduated, his months spent gaining invaluable hands-on experience at SANRAL's Centre of Excellence in Port Elizabeth will boost his career on a safe journey ahead.

Machete is one of 11 at SANRAL's Centre of Excellence design academy this year, the second since its inception in January 2014. SANRAL bursary graduates from around the country benefit from the centre's formal in-house programme, which was established to facilitate and advance their careers by providing experience on real projects. Next year SANRAL plans for an intake of 27 candidates, based on the number of its expected graduating bursary holders.

SANRAL Southern Region (SR) Regional Manager Mbulelo Peterson said the structured training programme added substantial value to the agency's commitment to the Engineering Council of South Africa (ECSA), to which SANRAL is an accredited commissioning and undertaking provider. ECSA's primary role is the regulation of the engineering profession and registration of qualifying professionals.

Graduates at the Centre of Excellence have successfully attained BSc Civil Engineering degrees with the complete support of SANRAL's bursary scheme. It is a four-year course, but that is not where it ends for these hard working graduates. SANRAL's programme facilitates work that will build up the experiences, competencies and proficiencies they need in order to qualify for ECSA's stringent professional standards.

"ECSA's registration process requires young engineers to have undertaken design work and projects of a complex nature. SANRAL's programme is outcomes driven. We have four external mentors that nurture the graduates in their development, all professional engineers with many years of experience," explained Tom Kelly, who heads the programme.

Graduates remain at the design academy, which is housed in SANRAL SR's offices in Newton Park, for 12 to 18 months, depending on their previous field experience. After completing the programme, they proceed to construction sites or to gain further experience in SANRAL projects around the country.

"Ideally, they should complete four years' training after their studies. They need to be able to prove that they can operate in the field as professional engineers," said Kelly. "The first gate then is ECSA registration and doors will then open for them, depending on employment opportunities available at SANRAL at the time. Our programme is aimed at getting their responsibilities and competencies right."

"ECSA's registration process requires young engineers to have undertaken design work and projects of a complex nature. SANRAL's programme is outcomes driven."

Tom Kelly
Head of programme

SANRAL is responsible for the on-going maintenance, development and expansion of the South African national road network. This network currently consists of 21 403km, of which 3 120km is toll roads. The balance – 18 283km – are non-toll roads. Qualified engineers fulfil roles related to this responsibility in fields such as structural engineering, traffic and transport engineering, road engineering, geotechnical engineering, project management, environmental engineering, hydrology and storm water engineering, hydraulic and water engineering.

"SANRAL is passionate and committed to developing these skills, thereby ensuring not only our own resources but also contributing to the country's skills pool. The Centre of Excellence in Port Elizabeth not only provides intensive post-graduate training, mentorship and coaching, but also guarantees much-needed exposure to a broad variety of disciplines," said Kelly.

Originally from Moleketla Village in Tzaneen, Machete is a SANRAL head office bursary recipient. He studied at the University of Pretoria.

"I matriculated in 2005 but could not afford to pay for my studies. I spent most of 2006 working as a painter in Tzaneen to earn a living, so I am very grateful to SANRAL for making this possible. Education is important to me because it opens doors and opportunities. With an education one is able to do what you love most and be able to contribute towards creating a better world," the young engineer said.

The training at SANRAL includes geometric design, traffic analysis and capacity, materials investigation and utilisation, pavement evaluations and more. Some of the hands-on engineering projects Machete is currently working on are the upgrade of the R75 road from Jansenville to Graaff-Reinet, which is being designed by the academy, and the maintenance of provincial gravel roads in the Eastern Cape.

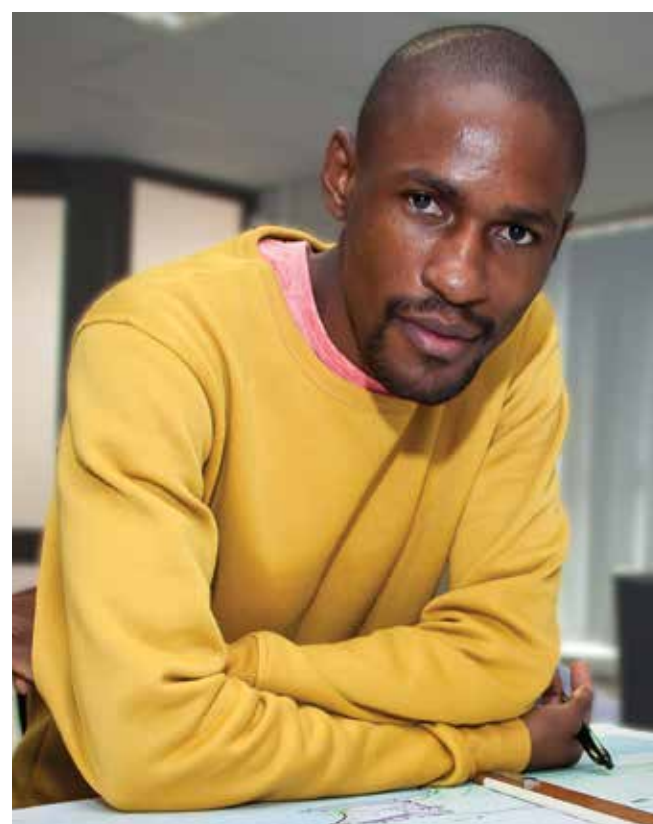
"Engineering is a critical skill in South Africa and roads play an integral role in connecting people to opportunities and improving their lives. I hope to form part of the organisation that is mandated to manage and provide safe roads for our country," said Machete.

"I matriculated in 2005 but could not afford to pay for my studies. I spent most of 2006 working as a painter in Tzaneen to earn a living, so I am very grateful to SANRAL for making this possible. Education is important to me because it opens doors and opportunities. With an education one is able to do what you love most and be able to contribute towards creating a better world."

Gideon Machete
Graduates at the Centre of Excellence



Tom Kelly head of the SANRAL's Centre of Excellence design academy



Gideon Machete is one of 11 at SANRAL's Centre of Excellence design academy this year, the second since its inception in January 2014.

In touch with tomorrow at the Nelson Mandela Bay Investor Seminar

SANRAL Southern Region hosted a colourful and interactive stall at the day-long Nelson Mandela Bay Investor Seminar, held in June 2015 at NMB Stadium, Port Elizabeth.



Michelle Ah Shene

This is the first time that SANRAL had taken part in the busy event, which is in its third consecutive year, and communications representative Michelle Ah Shene said it had been a great success. Along with bright branding and informative material about SANRAL's community development, careers and bursary programmes, the region also showed that SANRAL understands that the future lies in technology by sponsoring a live demonstration of 'how to build an app'. SANRAL is considering the development of a user friendly traffic and road condition advisory application (app) for mobile devices.

IT developers, Maso Mngazi and Zolani Zweni, of Port Elizabeth web and software development firm Profecia IT, worked on developing the app while seated at the stall, providing Ah Shene with the opportunity to talk to visitors about this potential new value offering from SANRAL.

"Motorists frequently call us to ask about the state of the roads before they set off on a trip, especially during peak holiday seasons or during bad weather. If this app is accepted and officially commissioned by SANRAL head office it will be the first of its kind in South Africa, keeping us technologically ahead in terms of user friendly service."

"Similar information is already available on our website and the app will need to be compatible with all SANRAL platforms," Ah Shene explained.

Aside from the expo, the Investor Seminar offered dialogue and insights to local business, with top speakers in various fields sharing their knowledge and insights. SANRAL SR Project Manager Fanie van Aardt delivered a talk to visitors on the nearly completed Baywest interchange, which provides easy access to Port Elizabeth's new Baywest Mall and surrounding development.

COMMUNITY DEVELOPMENT a priority

South Africa's national roads agency continues to pioneer new models of community development through meaningful programmes which address issues of income inequality, critical skills shortages and youth unemployment in the Eastern Cape.

One example illustrating SANRAL's strategic ability to conceive and implement meaningful community development programmes alongside its conventional engineering projects for the country's national road infrastructure is the Engcobo access roads community development project in the Chris Hani District Municipality.

This R37 million project, which commenced in July 2013 and concluded in June this year (2015), was a social and community development programme alongside SANRAL's R209 million R61 national road upgrade project between Qumanco to Engcobo.

The surface of approximately 5,6km of existing community gravel access roads in four villages had to be upgraded to improve road safety operations of the R61.

Deeply aware of the region's social and economic challenges, SANRAL initiated a community development programme, setting out to maximise job opportunities, skills development and local enterprise development. This would ensure that the Engcobo access roads community development programme would have a meaningful, empowering and lasting effect.

The project was also conceived against the backdrop of South African construction industry challenges, a sector besieged by critical skills shortages, and South Africa's master economic and social growth strategy, the National Development Plan.

To increase local job opportunities, SANRAL selected a labour intensive road construction engineering technique.

A slurry bound macadam base pavement design was used for the gravel road upgrading which provided employment to 110 youth from four villages between km 42 and km 68.

"I learnt the fundamentals of building a house and I have now acquired a skill. I can now sow back into my community by educating and sharing my skill. I am now more employable because of this training."

Khuliswa Somathube
Masowane resident

Skills development was a critical component of the programme and SANRAL introduced a formal structured skills training programme concentrating on construction for youth from local communities.

This meant that individuals could be empowered with skills, making them employable for local, regional and national projects, especially when SANRAL road infrastructure upgrading and development comes to an end.



Nontobeko Sombongo and Khuliswa Somathube received brick laying certificates.

Eighty learners were enrolled in various infrastructure development training programmes after recruitment drives in the local and surrounding communities of Engcobo.

In June this year, SANRAL hosted a certification ceremony in Engcobo, celebrating the achievements of this community development programme:

- 20 learners completed a construction supervision and learnership course (NQF 4)
- 60 learners completed a construction worker training course (NQF 2)
- 56 youth were trained in bricklaying, carpentry, plastering and plumbing
- 8 members were trained in the manufacture of precast kerbs.

To empower the public liaison committee (PLC), 12 members attended courses in interpersonal skills and business communication such as conflict resolution and managing meetings.

Khuliswa Victoria Somathube from Masowane recently received a certificate in brick laying at SANRAL's certification ceremony.

"I learnt the fundamentals of building a house and I have now acquired a skill. I can now sow back into my community by educating and sharing my skill. I am now more employable because of this training," she said.

Nontobeko Sombongo from Engcobo's New Rest suburb will use her new skills in carpentry starting a company and tendering for projects.

Apart from human resources development, SANRAL also invested in local enterprise development through a material production base incubator project.

A local production base for concrete kerbs for the access roads and training was provided for the local manufacturing of concrete kerbs.

SANRAL invested in the construction and development of a concrete casting yard and the operation currently provides employment to 12 individuals.

The PLC intends to establish a company to sustain this precast kerb business and develop it further to manufacture other precast products that are in demand within this community. SANRAL also constructed a training facility in the casting yard, and this will be handed over to the community.

BE IN THE KNOW...

THE DEPARTMENT OF TRANSPORT IS ADVOCATING FOR A NEW ROAD ACCIDENT SCHEME

The new proposed Road Accident Fund Benefit Scheme is a no-fault based system that will replace the Road Accident Fund.

It seeks to address the many challenges compromising the RAF's effective and efficient delivery on its mandate.

The scheme will ensure that benefits intended for road crash victims get to them and their dependants.

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You name it, and KZN has it. And you can get there on some of the world's best roads. From the N2, N3 and N11 you can get to most of the spectacular places in this, the Zulu Kingdom. And if not, a provincial road off the national route will do it.

These are national roads, SANRAL roads, built and maintained to world standards. The N2 runs from Cape Town through the Eastern Cape via Durban in KwaZulu-Natal up to Ermelo in Mpumalanga where it connects with the N17 to Mbabane and Johannesburg and also the N11 which runs to the Botswana border and Ladysmith in KZN.

This highway is one of the busiest in the country as it carries some 10 000 trucks a day. Major upgrades and improvements have been undertaken and some are still a work-in-progress. It enters KZN from Mpumalanga at Volksrust.

The N3 is arguably the most important economic link in the country - taking traffic from the economic hub of South Africa to its biggest port, or put differently, tying its biggest city (Johannesburg) to the third biggest (Durban). The road is tolled as it is managed on behalf of SANRAL by a concessionaire N3TC.

The region lies between the warm Indian Ocean in the east and the majestic Drakensberg in the west, borders on the Eastern Cape in the south and Mozambique in the north with year-round warm weather - just the place to visit to experience the unique mixture of indigenous culture which has met European and Indian influences.

When one says KZN, many people think Durban, Maritzburg, Margate, fine dining, enjoying the beaches, waiting for the sardine run in June/July, and surfing.

It also is home to a series of nationally important sporting events: the Comrades Marathon, an 88 km run between Durban and Maritzburg; the Midmar Mile, the world's biggest open-air swimming event; Dusi Canoe Marathon,

one of the toughest in the world; the Amashovashova Cycle Race, along the basic Comrades route from Durban to Maritzburg and then there is the country's premier horse racing event, the Durban July.

And coming your way in 2022, are the Commonwealth Games, to be held in Durban. It is a first for South Africa and is expected to boost the local, provincial and national economy. So, to attend in person, book now!

The choice of what to do is wide and will appeal to all tastes. But you can do something different, something away from the madding crowd.

Like going two hours north of Durban along the N3 to the Ukhahlamba Drakensberg Park – a UNESCO World Heritage Site, which it describes as having “exceptional natural beauty in its soaring basaltic buttresses, incisive dramatic cut-backs, and golden sandstone” and its diversity of habitats protects a high level of endemic and globally threatened species as well as caves and rock-shelters with the largest and most concentrated group of paintings in sub-Saharan Africa.

And you can also go hiking, swimming, fishing, boating, bird watching and so much more – with a great variety of accommodation. Of course, wonderful rock climbing too.

Then further along to the west and north to Isandlwana and Rorke's Drift where two of the most incisive battles of the Anglo-Zulu war took place. Include the Anglo-Boer War sites at around Ladysmith, Colenso, Estcourt, Newcastle and Spioenkop.

There are self-drive routes through the battle sites, museums, memorials and grave yards. But also available are

knowledgeable tour guides to make your understanding of this crucial period of the country's history more complete.

Along the road as you go back to Durban to travel some 275 km north to St Lucia and the iSimangaliso Wetland Park, you can first enjoy the Midland Meander which extends from Curry's Post in the east to Fort Nottingham in the west, also known as the arts and crafts route.

There are more than 160 places where you can eat, sleep, play, shop and share in the amazing range of home crafts: weavers, woodcrafters, potters, leather workers, beer crafters, herb growers, cheese makers - to name just a few.

Then the Wetland Park: it is the country's first World Heritage Site and consists of three major lake systems, eight inter-linking ecosystems, swamp forests, 25 000 year-old coastal dunes, more than 5 000 bird species and the largest estuarine system.

Unusually, there are whales, dolphins, marine turtles but also black and white rhinos, buffalo, leopard and elephant.

Talking of these, nearby is the Hluhluwe-iMfolozi Park, which is the best place to see the Big Five and is famous for its rhino population - the largest in the world.

Professional rangers are on hand for game drives and for the more adventurous and fit - walking trails. It is recognised world-wide as one of the game reserves to see.

So, go do it. KZN does have it all.



Labour intensive project yields jobs, growth



Two hundred people found jobs on district roads which SANRAL upgraded near Harding in KwaZulu-Natal. They were employed as part of the roads agency's commitment to promoting economic growth by training people to become economically active, reducing unemployment and stimulating small business activity.

SANRAL's targeted procurement philosophy is aimed at broad-based BEE, thus contributing to and achieving economic growth by training historically disadvantaged individuals to become economically active; by reducing unemployment; and by stimulating growth in the small and informal sectors of the economy.

In so doing, SANRAL enhances the provision of basic services; builds capacity and acts as a catalyst for development in other growth areas; creates employment; develops small and medium enterprises; alleviates poverty and mainstreams women in road construction.

An example of SANRAL's commitment is the use of labour intensive construction for the upgrade of district roads within the uMuziwabantu Local Municipality in Ugu District Municipality near Harding in KwaZulu-Natal.

Thapelo Tharane, owner of Iphofolo Trading & Projects, who had worked on the uMuziwabantu project said SANRAL gave him in a lifetime opportunity to land a sizeable contract. The work he has done helped him to graduate from a grade one to a grade three contractor.

"I had been unemployed and I formed a company. Initially I did not get any contracts. Then I landed the contract with SANRAL in October 2013 and worked on the project until March 2015.

"I employed 18 people and was responsible for macadamising, constructing concrete kerbs and stone-pitching."

He said he and his employees were most grateful for the work from SANRAL.

"An SMME sub-contractor the work has made a meaningful difference in my life and has enabled me to help feed the families of my employees.

"Through the training offered by SANRAL, I have learnt many skills such as how to estimate costs and the time that will be spent on a project."

He cites the exposure to new learnings every day as one of the highlights of working on SANRAL projects.

Work on the roads - the seven-kilometre D912 and the five-kilometre D911 which link to Harding and the N2 to Port Shepstone respectively - commenced in July 2012 and was completed in February 2015. The projected budget was R69 million.

Dumisani Nkabinde, SANRAL Eastern Region project manager, said SANRAL subscribed to national policy imperatives relating to partnership interventions through road infrastructure improvements by assisting relevant authorities in building or improving access roads that feed into the national road network.

The project ensured improved pedestrian safety; transfer of construction-related and life skills through training programmes to maximise local participation and enhance future employability; the development and engagement on the project of local SMMEs; and the use of other local enterprises and human/material resources in order to maximise currency inflows and retention into poverty-stricken areas.

The scope of works comprised of the following specifics:

- the engineering design and comprehensive pricing of the project
- the selection of learners to undergo accredited training at NQF Level 2 and NQF Level 4
- the construction management and mentorship of the learners appointed to execute the works

- the identification of community generic and life skills needs and the design and implementation of a responsive training plan
- The identification, procurement and utilisation of local and/or community resources wherever possible
- The management of project funds, including the certification of claims by learners and the processing of payment to suppliers of plant and materials.

The labour-intensive nature of the project required close monitoring of the work opportunities created and the overall earnings generated at a community level.

As at February 2015, salaries and wages for 200 workers stood at over R13.2 million or 29% of the project costs.

All learners were selected in a fair and transparent manner. In total 40 students were enrolled on the training programme at various levels.

A total of 20 local SMMEs were engaged on the project at a total cost of R24.3 million. The SMMEs provided tractor hire, truck hire, accommodation for operators, supply and transport of materials and aggregates, welding/plant maintenance and accredited training.

Other community benefits delivered during the construction phase included repair and upgrading of the local tribal authority building which was used as the construction manager's site office and would be handed back to the tribal authority.

In addition, road safety education was provided for junior schools and crèches in the area.

Coal road rehabilitated

The rehabilitation of the R23, part of the coal haulage routes in Mpumalanga, has been partially completed. It also is a major connection between the Rand and the northern parts of Kwa-Zulu Natal.

The project was implemented along two sections: between Platrand and Standerton and on to Greylingstad.

The first project entails the rehabilitation and strengthening of a 26.3km stretch of the existing road. It is also widened to accommodate passing lanes and surfaced shoulders. Several bridges and major culverts as well as the hydraulic capacity of the structures and the vertical alignment of the road over the structures were improved.

The project started on 1 July 2013 and has been completed. The approximate final contract value is R417 million.

The other project entails the reconstruction, including additional pavement layers and passing lanes from Standerton to Greylingstad. The total distance is 56km as the crow flies, however as the four km section of road in the urban area of Standerton has been excluded, the actual length is 52km.

The scope of work entails the rehabilitation and strengthening of the existing road by removing the thick bituminous surfacing layers and adding a new cement-stabilised sub-base, a crushed-stone base and surfacing layers. In some instances, the subbase and selected layer material will be pre-treated with lime to improve the quality of the materials. The entire upper selected layer will be reconstructed.

The road will be widened to accommodate climbing lanes. Works to improve the hydraulic capacity of the structures include the upgrading and widening of several bridges and major culverts. The vertical alignment of the road will also be improved at the structures.

The estimated final contract value is R651 million. The project started on 1 March 2013 and is expected to be completed in March 2016.

As always with SANRAL projects, the safety of pedestrians is considered.

To enhance the safety of pedestrians around the Standerton area, concrete sidewalks, a palisade boundary fence, concrete bollards and wing walls and head walls of culverts were erected.

Work started in May 2014 and was completed in March 2015, at an estimated value of R33 million.

Two local SMMEs were appointed to undertake this project, which resulted in the employment of 48 females and 209 males. More than 40% of people employed on the project were youth.

The local workforce also benefited from a number of training interventions, such as accredited training on First Aid, Concrete Handling, HIV Awareness, Fire Prevention, Concrete Drains, Stone Pitching, Environmental Management and Financial Management.

Most importantly, the separation of pedestrians and vehicles by providing pedestrian facilities has decreased accident rates in the area. The mobility of vehicles utilising the road has also seen a remarkable improvement, as motorists are no longer exposed to potential hazards posed by pedestrians.

Road rerouted to accommodate dam

The Clanwilliam Dam, a major landmark on the N7 route, will soon have a higher dam wall, which will flood parts of the national road once the raising of the wall had been completed by the Department of Water Affairs.

Elma Lourens, project manager, says this necessitated the re-routing of the N7 near the dam over a distance of about 4 km, between Kransvleikloof and the town of Clanwilliam.

Work on this project started in October 2013 and the contract period is 27 months. Completion is expected in January 2016. The projected cost is R341 million.

Lourens says a major feature of the area is the amazing display of indigenous flowers during the months of August and September. *"Before construction started, a search and rescue operation was launched as part of the environmental impact process to find specimens of the red data species Eriosporum Patentiflora."* Some 30 bulbs of one red data species were relocated to the Ramskop Nature Reserve near the town of Clanwilliam. *"In addition some 4 500 bulbs and plants from 46 different species were also replanted in the same location."*

A 380 metre long bridge is a prominent feature of the project and the design had to fulfil the requirements of the environmental impact assessment. The aesthetic appeal of the bridge in terms of the environmental authorisation was important so several designs were generated to find an appropriate one.

Lourens says at the end of May, SANRAL had spent R31 million on SMMEs and Black Empowerment sub-contractors. The services they deliver include fencing, the accommodation of traffic, road signs, guardrails, temporary road markings and the finishing of slopes.

"At any given time the contractors are employing about 200 people from the surrounding communities, and providing them with valuable skills to continue working after the completion of the road construction project."

The provision of training to empower the local community is an important requirement and at the end of May, 43 people have been trained in courses ranging from first aid, fire drill, scaffolding erecting, to traffic accommodation (flagmen).



How the fuel levy works



People need roads but keeping up with demand is not easy. Since the 1990s, SANRAL’s budget from government has not been enough to start any road expansion or new road construction projects.

South Africa has the tenth largest road network in the world – 750 000 kilometres. Funding for the entire road infrastructure network will continue to be a challenge.

SANRAL is responsible for the national road network which is 21 403 km. Out of these, 18 283 km are non-toll roads and 3 120 are toll roads. The agency receives money to fund its work from the national fiscus for the maintenance of the national non-toll road network, but it is simply not enough.

Toll roads are self-funding through the toll fees collected.

The latest available information (2014) indicates:

- +/- current road backlog of R197 billion, with an annual need of R23.2 billion to the address the backlog over 10 years.
- +/- requirement of R65.8 billion per year to just keep the roads as they are.
- A total need per year of R89 billion.

Backlog is the amount of investment the economy needs to catch up with society’s needs.

Spending on roads in the last year, across all levels of government was R44 billion.

R thousand	2014/15 (R'000)	%	Total
National (SANRAL)	R11 916	947	27.1%
Provincial	R20 087	355	45.6%
Local	R12 011	961	27.3%
Total	R44 016	263	100.0%

This means that the current money made available of R44 billion is only 49.4% of the total requirement of R89 billion.

SANRAL is responsible for the national road network which is 21 403km. Out of these, 18 283km are non-toll roads and 3 120 are toll roads.

What is a fuel levy?

A fuel levy is a flat rate tax on petrol and diesel. If you don't buy fuel, you don't pay the fuel levy. The annual income collected from road users in the last year was:

From where?	How much?	How used?
General fuel levy	R46 billion	Diesel fuel refund scheme which benefits our primary sectors (such as farming, mining and forestry) and the sharing of fuel levy revenue with metro municipalities means that a large sum of the current fuel levy revenue pool is already committed.
Vehicle licence fees	R7.175 billion	These funds are seen as general provincial income and not paid across to national treasury nor ring-fenced for roads.
TOTAL:	R53.175 billion	

What this shows is that what is collected from road users is given back to them in full, so no additional money is available for allocation. Last year, SANRAL received R11.9 billion and this year it is R12.5 billion.

What is the National Treasury?

The National Treasury is a department of the South African government. It manages national economic policy, prepares the government’s annual budget and manages the government’s finances.

Ring-fencing the fuel levy for road transport projects means it would need to be increased just to match what National Treasury is giving. This does not include any future projects. Ring-fencing is a guarantee that money allocated for a particular purpose will not be spent on anything else.

A regressive tax is generally a tax that is applied uniformly. This means that it hits lower-income individuals harder. For example, if a person has R10 of income and must pay R1 tax on a pack of cigarettes, this represents 10% of his income. However, if the person has R20 of income, this R1 tax only represents 5% of his income.

Of concern is that the fuel levy is a regressive tax that impacts improperly on the poor; the tax rate increases as the amount subject to taxation decreases. It discriminates against the poor:

1. Poorer people make more use of public transport, particularly mini-bus taxis, than do more well-off people. The 2013 National Household Travel Survey found that 69% of South African households use taxis as transport and 20.2% buses. Any increases in the fuel levy will result in higher taxi and bus fares which poorer people cannot afford. The vast bulk of buses and taxis make little use of the GFIP highways. As a result, an increase in the fuel levy means that people who travel on public transport that does not use the GFIP highways will, in fact, be subsidising those people who do use them. Public transport is exempt from GFIP tolls. This helps the poor.
2. The spatial legacy of apartheid means that poorer people live great distances from where they work. Their cost of travel is a much higher percentage of their income than it is for richer people. Any increase in the fuel levy will further increase this disproportionate burden.

Finally, those poorer people who own vehicles generally have older models. Older vehicles are less fuel efficient than modern ones.

Books for the long road

Book Review

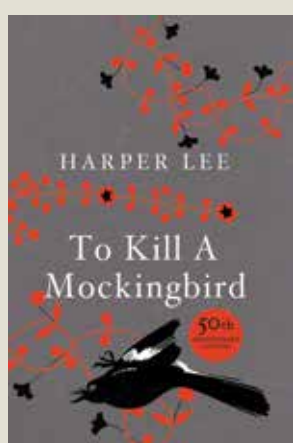


Shorten the journey by reading a good book (and not while behind the wheel).

A book is not often reviewed half a century after its first publication – but when the book is one of the all-time greats and now is a precursor and has a sequel, with the latter published with great hype, one looks at it anew.

Thus it is with Lee Harper's *To Kill a Mockingbird* and her newly discovered and released *Go Set a Watchman*. *Watchman* is a landmark new novel, the time placed two decades after we get to know and love Atticus and Scout Finch of *Mockingbird*. The setting is still the sleepy Southern town of Maycomb, Alabama - the atmosphere and people are vastly different, though, and the reader is taken with *Mockingbird*'s characters on his/her own introspective and confusing journey.

Let's look at both novels - and may I recommend that they should be read by ALL South Africans. The analogies are there. Our own country has a myriad of the people painted so well by Lee's words of humour, wisdom, passion and brilliance.



To kill a mockingbird
Harper Lee

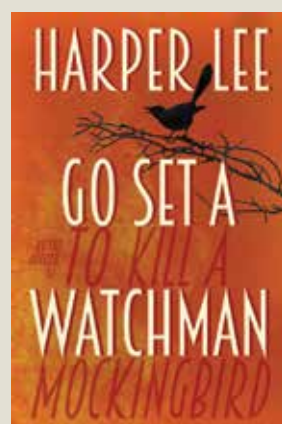
Lee's beloved prize-winning novel appeared in 1960 when the Civil Rights Movement in the US was well on its way to redefine the American look at race. But *Mockingbird* is fixed on a few decades earlier when the young Scout is growing up in the divided South where black is black and servile, and white is white and masterful. Her upbringing is liberal though, her caretaker Calpurnia is black and kind, her father the wise hero.

She is completely blind about colour. Then a young African American man is accused of raping a poor, white, teenage girl and the sparks fly. Emotions become overwhelming tsunamis. Her father Atticus is appointed to the "nigger's" (town's derogative parlance!) defence. And achieves his heroic stature with his marvellous moral and righteous standing up for what's right even when the costs are high.

So moving is his defense that at the time of the trial the black minister pointedly says to Scout: "Stand up. Your father's passin'".

Memorable characters are given life by the author and the reader will understand why the book has achieved iconic status. It is a story of life and living it to the full. It is a tale of compassion and strife but at its core is the ultimate advice by a wise father telling (and living) his own words: "But before I can live with other folks I've got to live by myself. The one thing that doesn't abide by majority rule is a person's conscience."

Take note South Africa!



Go set a watchman
Harper Lee

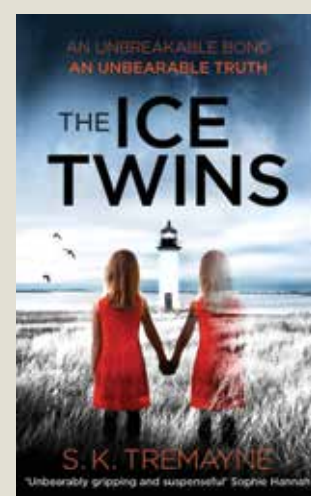
So now Scout is grown up, a smoker and New Yorker and goes by the name Jean Louise - but she has not discarded the values of her ageing father she is now visiting. But the visit is disturbing and rife with conflict and the transitions from her past memories. The turmoil of civil rights give her a new and disturbing look at her town and its people, old friends and family. Atticus, the role model, now has the colours of a segregationist and her memories are blurred and made tragic as he falls from his pedestal.

He is not the icon she remembered but is now a man of flesh and blood. The Scout of the past (and now) feels the betrayal. How could the paragon Atticus now be a racist? The reader feels the shaken view at his regression (a moral giant now lessened in nobility) as deeply as Scout when she discovers his attendance at the citizens' council meeting - an organisation bent on preventing racial integration).

Atticus is not the same, the town is not the same, the white neighbours are not the same, the kind affable black townspeople are not the same, and her caretaker Calpurnia is not the same. Some want to change all their lives, others want to keep everything the way they knew it, others want changes to be paced and not enforced.

It is our own country, this world of Harper. Read about it, take to heart the differences and the attitudes and how the colour of a man's skin should not affect his view on his morality and his conscience.

And enjoy the warmth and truth of both books. It is worth the time, effort and agony.



The Ice Twins
S K Tremayne

And now for something completely different to minimise the heartbreaking but uplifting effect of Harper Lee delving into our souls, spirits and minds. This is a straightforward (maybe NOT quite) thriller.

Actually not straightforward at all. It is frightening and delves into the psyche in a completely different way.

Here we have a father and mother and a situation that puts ice in the veins. Angus and Sarah are deep into mourning and resolving the tragedy that clouded every aspect of their lives. They had twin daughters. Identical twins, Lydia and Kirstie. Beautiful and giving and admired by all.

And then one twin dies. Lydia falls to her death and Kirstie sees it all.

It changes everything, their whole approach to themselves and each other and their surviving daughter who is very traumatised and alone without her "other self". Sarah and Angus decide to take a giant step away from their old life and try anew on a remote and isolated little island in the Inner Hebrides. The bleakness of their London life MUST be forgotten.

The night before their departure Sarah is shocked to her roots when Kirstie turns to her during a tender moment and asks why she always calls her Kirstie. "Mummy, I'm Lydia, it was Kirstie that died."

Add this shock to the fact that their dog Beanie has always been Lydia's faithful follower but since her death has been unusually close to Kirstie, that the father Angus has become a soak and Sarah prone to headache. The prognosis for a happy family life is not good.

You might enjoy this psychological thriller. The writing irritates at times with repetitive punctuation, but the thrills and shocking moments compensate. It is sitting-on-the-edge-of-the-chair-kind of book.

SANRAL CEO visits the newly established Mpumalanga University



The University of Mpumalanga is a new institution, with a potential to generate innovative ideas and stand out from the rest of the crowd. These were the words of Mr Nazir Alli, when he delivered a public lecture at the University of Mpumalanga in July in Nelspruit.

The lecture is part of SANRAL's ongoing campaign to reach out to tertiary institutions, with a view to forming long-term and sustainable relations with them to urgently address the shortage of critical skills through education and training.

The current focus of the university is on teacher training, hospitality and tourism, ICT and agriculture. However, said Mr Alli, SANRAL hoped that in future the university would also offer degrees in engineering, since there is a dire shortage of critical skills in this field.

He said: "Should your plans to become a fully-fledged university of technology - including the engineering science - become reality, we are looking forward to the day when we can employ your graduates within our organisation."

"Similarly, we will need the skills of professionals trained in environmental disciplines to draft impact assessments, students from social sciences to mediate with communities and qualified teachers who can help to prepare the next generations and impart knowledge about the value of roads for communities and the importance of road safety".

Mr Alli said SANRAL is a state-owned roads agency, and stressed that well-constructed and maintained roads were contributing to the country's economic development. He also highlighted how SANRAL was supporting the various economic sectors that drove the economy of Mpumalanga, such as agriculture, mining, travel and tourism.

Prince Ngobeni, Coordinator – Stakeholder liaison, Communication & Marketing at the University of Mpumalanga, said: "As a comprehensive academia, the University of Mpumalanga will comprise more faculties including Engineering. SANRAL as one of the biggest engineering entities, present a good opportunity for our students to access bursaries and students can also benefit through their Work Integrated Learning programs.

Furthermore, we trust that SANRAL can also assist to ease the access to the University from the N4 as we are situated close by. It was also important to partner with them during the public lecture in Mbombela, it is our utmost priority to ensure and promote intellectual enrichment through our institution."



Billions spent on Eastern Cape roads

Major roadworks construction projects valued at R2.2 billion in the Eastern Cape will help to prepare the region for integrated growth and development, according to South African National Roads Agency Ltd (SANRAL) CEO Nazir Alli.

Speaking during a public lecture at Walter Sisulu University in East London in August, Alli underscored SANRAL's commitment to the region through road infrastructure programmes on behalf of regional and provincial government for local communities, road users and the private sector.

He said SANRAL hoped that this university was where they would plant the seed to establish a much stronger partnership and relationship, like with other universities.

"This particular university is one of the few historically disadvantaged universities with an engineering faculty and we'd like to believe we will play a role in developing that particular faculty," Alli said.

He also added that the Eastern Cape was the most impoverished province in the country and an important province with huge potential in both the tourism and agriculture sectors. "It would be negligent of government, and of Sanral as an agency of government, not to recognise the potential of this particular province," Alli said.

At present there are 32 engineering projects with a combined value of R2.2 billion in the Eastern Cape.

The programmes will benefit local and regional economies by laying the foundation to further improve the attractiveness of the region for investment, create safer and sufficient walkways and road-crossing infrastructure for pedestrians, and improve road surface and safety conditions for motorists.

New data released by SANRAL Southern Region shows that 1 070km or 23% of the national road network of 4 544km in Eastern Cape, the province with the most national roads of all provinces, is being upgraded, preserved or rehabilitated and that the whole 4 544km is being maintained throughout the year.

In the Eastern Cape, and as part of its 2015 road infrastructure programme for provincial and regional government, SANRAL is busy on the N2, N6, R61, R63, R65 and R67 with projects worth:

- R750 million for periodic maintenance covering 600km of the national road network

- R372 million for special maintenance over a distance of 208km
 - R460 million for rehabilitation of the national road network covering 122km
 - R648 million is for special upgrading projects on 140 km of the national road in the province
- The statistics also show the value of conventional engineering and routine road maintenance contracts awarded to 625 SMMEs between April 2014 and March 2015 to be at R805 million, and 69.76% of beneficiaries were black-owned companies.
- The latest SANRAL project, which kicked off in August in the Eastern Cape, is the special maintenance of a 28km stretch of the N2 road between Bramlin Interchange and the Coega IDZ in Port Elizabeth. The project entails resurfacing, drainage improvements and localised repairs of existing pavement failures over 18 month period.

Letters



Good day Andre

As I spoke with you on the phone earlier, I would just like to sincerely thank your three men that stopped to help me on the R21 next to Kempton Park. Unfortunately, I did not take their names but they were driving in a bakkie with a trailer.

Unfortunately, I had nothing to thank them with, but their kind assistance made me realise that there still are good people in the world today!!!!

Would you please thank them again on my behalf.

Kind regards
Simone

To whom it may concern.

My name is Tim du Preez.

I drive a red Kia sedan.

I got stuck next to the side of the N12 highway yesterday morning on my way to work with something as stupid as a flat wheel. I'm already making peace with the fact that I was going to be late for work as I have my head in the boot of my car getting the spare tyre loose. Next moment this guy is standing next to me and in a very friendly and non-threatening tone asks me if they could help me. My first instinct was to say no thank you and to sort this out myself. But I said yes and in a flash these guys had my car up and the wheel off and the new wheel on. I thanked these guys and asked them if I could compensate them for helping me in such a friendly and professional way and they said no thank you. The gentlemen that helped me are Owen, Godfrey and Levie.

Thanks - I didn't know the service existed but I am very glad it does.

Great job and kind regards

Tim Du Preez
Sales Representative

Good news story

On the 30/6/2015 TMC dispatch got a call from a lady who had broken down on the R21 north bound before the Voortrekker road off-ramp in Kempton Park.

She had stopped on the side of the road due to running out of fuel, the vehicle was noticed on the dispatchers'

monitors, but the car was deemed safe as it was well behind the yellow line and not obstructing traffic or causing a danger to other road users.

What did make us concerned is the fact that she told us she was standing there with her seven-year old son and that she is seven months pregnant and it was getting dark and dangerous to be on the freeway.

Jetpark TRU was mobilised to attend this scene and assist the lady to get to the nearest petrol station so she can be on her way.

It just goes to show that we not only remove vehicles blocking the freeways lanes, but also go out of our ordinary routine to assist road users just in need who are standing safely on the freeway, if there is a place to stand safely that is.

Jetpark truck driver Walter Manganyi

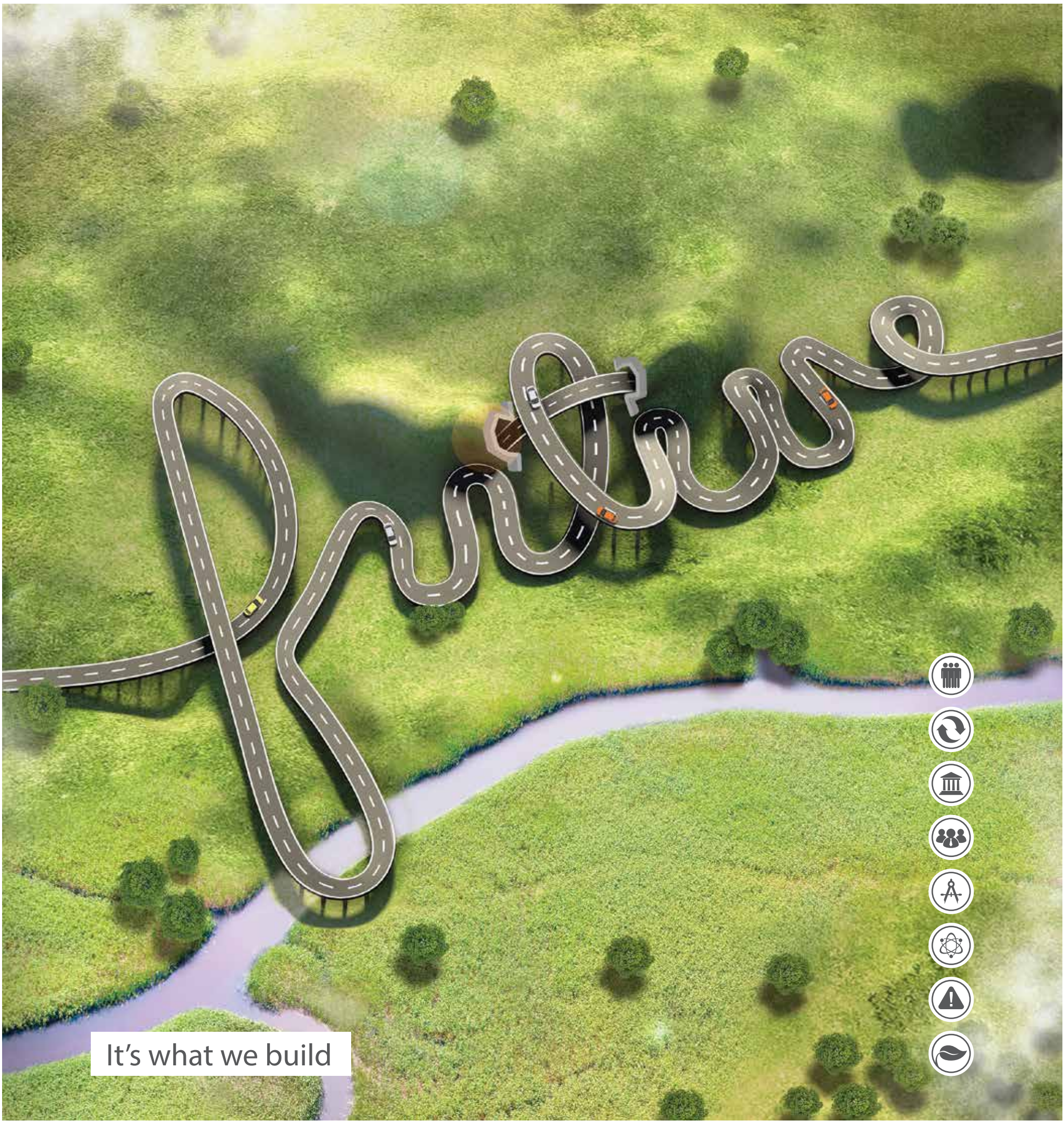
Tolling money used for a good cause

A couple of months ago Modderfontein incident response unit (IRU) and the towing response unit (TRU) were dispatched to the R24 east between Edenvale and Barbara road off ramp for a stationary vehicle blocking the left hand emergency and slow lane, upon arriving, scene safety was done. While we waited for the TRU another vehicle broke down just behind the scene. Luckily the IRU crew consisting of Owen, Maweso, Cynthia and Innocent managed to attend to both vehicles.

It turned out it was an elderly gentleman whose car had a flat wheel and he was rushing to the airport to catch a flight. Upon assessing the situation Owen took the initiative and changed the flat wheel as quickly as he could in order to get the gentleman on his way again. A couple of days later, the gentleman's wife contacted me to extend her gratitude to the guys helping her husband, she also said they pay their e-tags religiously and can see that their money is being used for the right cause.

Report by Gail Bester,
SANRAL's ITS Project Manager





It's what we build

We all dream of a better future. For ourselves, our families and our country.

SANRAL, as part of the National Development Plan, is improving and expanding vital road infrastructure. In the process we are creating jobs, transferring skills and developing opportunities for all South Africans.

We are proud to be a part of the National Development Plan, because we know that roads are more than just roads, they pave the way to a better future.

www.SANRAL.co.za



Creating wealth through infrastructure

Changing road behaviour

Changing road behaviour – that is SANRAL's approach to road safety. And it works. During the Rand Easter Show the agency took children through a practical learning experience, which caused one father, Tebe Mokoena, to say that the approach is very important as children will now know how to behave on roads.

It is part of pioneering research conducted into the attitudes and perceptions towards road safety among young learners and is leading to innovative education campaigns in schools across the country.

Development Planner at SANRAL, Elna Fourie, says the agency is working together with universities and the Department of Education authorities to develop learning material and introduce road safety awareness programmes at all stages of the school career.

"We want to influence attitudes towards road safety at an early age. Changed attitudes among children can also spread to families and into communities. In the end we hope this will lead to long-term positive behaviour on the country's roads," says Fourie.

One of SANRAL's primary concerns was that children's knowledge and awareness about road safety does not necessarily influence their attitudes and behaviour as road users. The primary aim of road safety education should be to change road behaviour, which requires a far more practical approach to education.

Fourie says one of the new interventions would be to integrate road safety education into most subjects at schools, rather than treat it as a "stand-alone issue" to be addressed occasionally during the year in only one subject. There will, thus, be road safety messages incorporated in subjects ranging from mathematics to languages to life-orientation.

SANRAL's approach is to reach out to educators. Through its outreach programmes it reaches educators



at schools and provide them with ready-made course material and teaching aids. These messages are regularly updated through refresher courses and new material.

You Tube https://youtu.be/P_nB-nWJXLo

Road safety on Facebook

ChekiCoast is fast developing into an important youth brand, gaining a foothold on Facebook, YouTube and other multimedia platforms, but also reflected on T-shirts, posters and wall art.

With a strong message of "save a life," ChekiCoast was launched by SANRAL to promote road safety among younger audiences – building on the reality that 51% of the country's population is younger than 25 years.

"We want to change attitudes towards road safety among a new generation of road users and thus contribute to a long term reduction in accidents that result in death or serious injuries," says Elna Fourie, SANRAL's Development Planner.

The first stage of the campaign focused on high-activity events on tertiary campuses with popular musicians and actors providing entertainment and endorsing the road safety messages.

This was followed by the rollout of a national advertising campaign on billboards, campus radio stations and in the print media. A T-shirt slogan competition was hosted online supported by publicity on campus newspapers and radio stations.

Road safety messages are also included in the storyline of the popular football-themed comic, Supa Strika, which is published in major newspapers and in animated versions on electronic and social media.

Fourie says the activations will continue throughout the year and constantly adapted to grab the attention of the youth market and keep up to date with shifting trends in the consumption of social media.

The growing availability of Wi-Fi on public transport has opened opportunities for a partnership between SANRAL and the taxi industry. Passengers travelling on taxis will receive road safety messages the moment they log on to their smart devices.

The ChekiCoast Facebook page encourages social conversations about road safety issues among its followers. The core message is that everybody is responsible for improving road safety on the country's roads.

ChekiCoast – save a life, focuses on important core road safety messages that are especially relevant to the youth:

- buckle up;
- don't drink and drive or drink and walk;
- don't text and drive or text and walk;
- be bright at night; and
- keep a safe following distance.



<https://www.facebook.com/ChekiCoast>



#ChekiCoast



A new family for Wyntir, the rhino



Wyntir and Tana

There has been excellent progress in the life of Wyntir, the orphaned rhino of Trans African Concessions (TRAC), currently in the custody of the Care for Wild Rehabilitation Centre situated in the Lowveld, Mpumalanga.

Wyntir is an animal celebrity in her own right. Her flight from her slayed mother (poached for her horn), her attack and subsequent injuries from poachers and hyenas shocked many people.

Because of her strong survival instinct, she overcame her life-threatening injuries which has warmed and touched so many hearts. Transported to Care for Wild for treatment and rehabilitation after the agonising assaults 11 months ago, Wyntir has made an astounding recovery and has flourished into a magnificent young adult rhino with a “family” of her own.

During her recovery, Wyntir was housed with another orphan – Tana that had suffered a similar fate to her counterpart. From the moment Tana arrived at Care for Wild, the duo formed a tight bond between them. After

eight months in the same enclosure, this friendship has strengthened to such a degree that they are now inseparable.

Not long after Tana’s arrival, it was thought to introduce a male to the adopted “sisters”. It was love at first sight for Wyntir, Tana and Mabush, also an orphan of approximately the same age - and his arrival completed the “family” unit.

As the official sponsors of Wyntir, TRAC’s Corporate Social Investment (CSI) team recently paid a visit to Care for Wild. *“It is amazing!”* CSI manager Adri Fourie, exclaimed afterward.

She was astounded to see Wyntir, Tana and Mabush roaming free in their enclosure and mesmerised at how tranquil and happy they were. *“I cannot believe the progress Wyntir has made; she has fully recovered from her wounds and interacts socially with the other rhino.”*

“Following Wyntir’s progress and the success that TRAC has witnessed at Care for Wild, management is now in discussions with the centre on how it can continue supporting the institution,” said Fourie.

Bakwena helps motorists with child safety seats

A recent amendment to the National Road Traffic Regulations 2000 under the National Road Traffic Act 1996 requires all children under the age of three to be strapped into a car seat when travelling in a moving vehicle.

To help low income families with young children to comply with this legal requirement, Bakwena, in partnership with Wheel Well, a non-profit company that focuses exclusively on road safety for children has called on the public to donate child car safety seats that their children have outgrown.

South Africa has one of the highest number of road deaths and trauma, particularly of children. According to the SA Medical Research Council, road traffic accidents are the leading cause of deaths among under-fives in South Africa, and statistics show that most of these children were not buckled up. Research by the Centre of Disease Control and Prevention in the USA has found that strapping babies into appropriate car seats reduces the risk of death in car accidents by 71%.

Charmaine van Wyk of Bakwena Platinum Corridor Concessionaire (Bakwena) says for these reasons the company wholeheartedly supports the new approach.

“However, we also understand that it is not always possible for low income families to afford quality car seats for their children,” she adds. *“We’ve therefore teamed up with Wheel Well and the general public to help collect second-hand child car seats in any condition, as they will be restored before going to their new families. Where a used car seat is found to be beyond restoration, it will be appropriately recycled.”*

Collection points have been set up at the N1 Total Petroport and N4 Total Magalies Petroport.

Continuous effort required to curb pervasive littering along our roads



About 4 700 bags of litter are collected monthly.

Litter degrades our roadsides. People continue to be thoughtless and careless, dispersing anything from empty bottles and plastic to food containers and soiled nappies along our roads.

N3 Toll Concession (N3TC), the company responsible for the management and operation of the N3 between Cedara in KwaZulu-Natal and Heidelberg in Gauteng, fights an on-going battle to keep the roadside clean and litter free.

Litter is collected at specific locations where it is usually concentrated such as at interchanges. Vehicles are often parked here illegally and their drivers leave their trash behind. In addition, collectors walk along the route daily picking up visible litter. Large and sometimes dangerous objects such as tyres are also removed daily as part of N3TC’s normal maintenance operations.

“It is shocking to see the mountains of waste collected along one of the most beautiful tourism routes in our country. It is particularly bad after a weekend and during peak traffic periods,” says Commercial Manager, Con Roux. *“Our clean-up efforts never cease. It seems to be a battle that starts afresh every day.”*

N3TC is very aware that litter invites more litter and the compounding effect is detrimental to our environment as well as the economy and well-being of communities along the route. The presence of litter takes a toll on quality of life, natural habitats, waterways, general welfare of people and animals and road safety.

“Our comprehensive litter control programme not only focuses on actual clean-up efforts, but we also do on-going community and environmental education. Education is key to stop littering,” says Roux. *“We believe a clean road is a safe road, fundamental to the creation of a law-abiding culture.”*

N3TC sorts all waste and recycles as much as possible. Around 4700 bags of litter are collected every month which do not include items that cannot be bagged such as metal, rubber, vehicle parts and dropped loads.

One of the education and recycling programmes which N3TC partners is the Singakwenza initiative. Singakwenza’s Early Childhood Development Programme focuses on teaching children through play, utilising recyclable materials to ensure sustainable resources in economically disadvantaged communities of KwaZulu-Natal.

Bread and citrus bags are recycled to make balls and skipping ropes whilst ball catchers and spades are made from one and 2 litre milk bottles. Building blocks are created from egg boxes, toilet roll inner and yoghurt containers.

“It is heart-warming to know that waste can be put to good use, but an even better contribution could be made to people and the environment, if every person takes the responsibility to sort their own waste and dispose of it in the correct manner,” says Roux.



A collector picks up the litter.

Get creative and make your own combinations using seasonal fruit

Padkos

Tropical Smoothie with guava

(Serves 4)

- 2 cups ripe pawpaw
- 3 ripe guava, seeded, skin on
- 1 tbsp lemon juice
- 6 ice cubes
- 1 ripe banana
- 1/2 cup strawberries
- 1 cup pineapple
- 1 apple, seeded, skin on
- 1 cup vanilla yogurt
- 1 cup full cream milk
- 2 tsp honey

Optional: 2 tsp fresh ginger, peeled and chopped

Wash, clean and chop all fruit. Place all the ingredients with the ice in a blender and process until smooth. Enjoy!

Seasonal Spring fruit:

Avocados	Apricots	Bananas
Cape gooseberries	Cherries	Grapefruit
Guava	Kumquats	Kiwi
Lemons	Limes	Melons
Mulberries	Naartjies	Oranges
Pawpaw	Peaches	Pineapple
Plums	Rhubarb	Spanspek
Strawberries	Tomatoes	Watermelons

A healthy (banting-friendly) breakfast for people on the go

(makes 18)

- 1/2 onion, finely chopped
- 250 g bacon, chopped
- 12 large eggs
- 1/4 cup red pepper, cubed
- 1/2 cup grated mature cheddar cheese
- 1/4 cup feta cheese, crumbled
- handful fresh parsley, finely chopped
- 1/4 cup cream
- 1/8 tsp salt
- 1/4 tsp white pepper

Pre-heat the oven to 180 C.

In a pan, sauté the onions in a little butter and olive oil over medium heat until translucent.

Add the bacon and cook for 7 minutes.

In a large bowl, beat the eggs.

Add the rest of the ingredients including the onion mixture.

Spray muffin cups with cooking spray and spoon the egg mixture 2/3 cupfuls into it.

Bake for 20 - 25 minutes until golden.

Tip

These egg muffins freeze very well. Just defrost and reheat in the microwave for 30 seconds when ready to eat.

Trucking company

grows with SANRAL and businesses



A long-term relationship with SANRAL has enabled Maans Sandenberg to grow his trucking company and improve the skills of his employees.

Because the trucks carrying cement, bitumen and gravel to construction projects are constantly on the road, safety training is of the utmost importance. "Our drivers are now much more aware of safety issues and they are more alert than before," he says.

His company, Zakwethu, won a contract to work on the R35 between Amersfoort and Morgenzon in Mpumalanga. Because these projects are delivered over an 18 month period, it will enable him to invest more into skills development and training to grow his business.

The experience gained on the SANRAL project has enabled Maans to raise the profile of Zakwethu and he has since been commissioned to do more work for private contractors.



Sibusisiwe High School emerged victorious and walked away with R25 000.



Masitakhe Secondary School grabbed the R5000 runner-up prize.



Young community members marvel at one of the hampers won at the event.

Roads agency hosts quiz

High school pupils went head-to-head in June under the watchful eyes of the local community at the Matsulu Shopping Centre in Mpumalanga in an engaging quiz hosted by SANRAL.

It enabled the agency to engage with the community, educate people and also give prizes to the deserving participants.

The first prize for the winning school was a cheque for R25 000 and the runner-up received R5 000. The participating schools were given SANRAL's bi-monthly publication, By The Way, to read. They were then tested on the contents of the publication.

The schools battled it out over six rounds of questions and after they were tied at 21 points each, the winner

was decided by sudden death. Sibusisiwe High School emerged victorious and walked away with R25 000, which they said will go towards the security of the school. Masitakhe Secondary School was the runner-up.

"I was impressed by the level of knowledge those learners displayed. It showed that they took this seriously and read the newsletter. Also, it was not only about winning the prize but the questions were designed to make them learn about SANRAL, its projects and road safety initiatives, to mention but a few," said Vusi Mona, SANRAL's spokesperson.

Talking roads in Nelspruit

As part of its community outreach programme SANRAL held a breakfast meeting in June with local business in Nelspruit to talk about its current and future projects in the province.

The session was attended by key decision-makers from business, government and community structures from Mpumalanga. It was hosted by Ismael Essa, who heads the agency's operations in Mpumalanga, Gauteng, Limpopo and North West.

He highlighted the fact that in 1998, SANRAL was only managing a road network of 953km in Mpumalanga and that it has grown to 2 672km. The plan was to increase Mpumalanga's network to 3 500km in the future.

He explained that SANRAL was managing two portfolios in the province – toll and non-toll projects. In terms of its toll portfolio, SANRAL was going to spend R111 633 450 in the current financial year. For its non-toll portfolio, the agency had committed to spending R1.4 billion. These amounts include routine maintenance and improvement of the existing network, as well as the construction of new facilities.

Some of the flagship projects that SANRAL was undertaking in the province included:

- Rehabilitation of R35 between Morgenzon and Amersfoort.
- Improvement of R570 from N4 to Jeppes Reef.
- Improvement of R571 from N4 to Esibayeni.
- Planned Construction of the Ermelo Ring Road.
- N12 asphalt overlay between Daveyton and Delmas.
- N17 rehabilitation from Ermelo to Chrissiesmeer.
- Overloading controls, in conjunction with TRAC, Gauteng and Mpumalanga provincial governments.

Essa also mentioned SANRAL's commitment to the establishment of strategic partnerships.

In Mpumalanga, SANRAL awarded a 30-year concession to Trans African Concessions (TRAC) to build and operate the N4 route between Pretoria and Maputo. The N4 is the main link between South Africa and Mozambique. South African exports through the Maputo harbour are steadily increasing therefore it is essential that a high mobility route is provided especially for heavy vehicles using the existing N4 through the CBD of Nelspruit. The route also forms part of an important link for traffic from Mozambique, Swaziland, Nsikazi and Nkomazi.

Essa emphasised SANRAL's commitment to the development of SMMEs, and community upliftment in general. The agency ensures that a fair share of all tenders and contracts were awarded to SMMEs in the province, and that communities residing along its network benefitted from its corporate social investment initiatives.

“Are we there yet?”

Going on a short or long trip with “are we there yet?” ringing in your ears, will soon be easier.

Thanks to SANRAL and its technology, travelling on South Africa’s world-class roads will be even more of a pleasure as practical real-time information on travel times between key points will conveniently be at your disposal.

Accurate real-time travel times will be displayed on Variable Message Signs (VMSs). These will be located on major national freeways later this year and implementation has already started on some sections of the national road network. Real-time travel time information will also be reflected on email and sms alerts and on the website through the Advanced Traveller Information System (www.i-traffic.co.za) to enable pre-trip planning.

The VMSs will be set to display travel time in minutes from the VMS location to various destinations on national freeways, when it’s not being used to alert motorists of incidents, congestion or other road conditions.

The Advanced Traffic Management System makes this possible through a complex algorithm which consolidates real-time information data from probes such as tracker devices, cell phones and navigations systems on many thousands of vehicles, as well as traffic sensors erected next to the freeway. These two information sources are used to determine average vehicle speeds and volumes. This then is used to calculate the estimated travel times between various points.

The aim is to allow motorists to make informed decisions on the route they are travelling in order to arrive at their destinations in time and safely. So, next time you are asked “are we there yet?” you will be able to answer!

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 converted into “smart roads” through a freeway management system which includes CCTV cameras that can detect crashes and relay the information to Traffic Management Centres.

Freeway management systems have already been deployed in Gauteng, Kwa-Zulu Natal and Western Cape and are being expanded and enhanced to ensure that responses to any incidents are even more efficient.

The aim is to allow motorists to make informed decisions on the route they are travelling in order to arrive at their destinations on time and safely.



For ROUTE updates:

Customer Careline: 0800 N3 HELP (0800 63 4357)

Twitter: @N3Route **Facebook:** facebook.com/n3route

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Building roads through bursaries



Cornelius van der Walt
Bursary Recipient and Intern

From the time he was a child, Rustenburg native **Cornelius van der Walt** has known that engineering was in his future.

Born into a family of engineers – his father is a mechanical engineer and his mother, industrial – Cornelius remembers being fascinated by the fact that they could design and build anything. *“Engineering is all I’ve ever wanted to do,”* he says.

This, coupled with a keen interest in anything to do with computers, led him to take electronic engineering as his chosen discipline. Getting a bursary from SANRAL helped him realise his childhood dream by providing him with the means to fund his studies at the University of Pretoria.

“The advantage the bursary gave me was that because I would have to work back my studies, I would gain work experience at the same time,” he explains.

Cornelius says that although he would ultimately like to branch off into software development and robotics, his work at SANRAL has provided him with a valuable career growth opportunity. *“I am particularly interested in the e-tolling technology because it would allow me to apply my mechatronics knowledge,”* he says.

“The advantage the bursary gave me was that because I would have to work back my studies, I would gain work experience at the same time.”

Cornelius believes that South Africa needs more innovators, and to be able to develop its products instead of being an exporter of raw materials.

“What I would like to do is use my knowledge to contribute to the development of our infrastructure as well as help in some way to improve our manufacturing capabilities,” he says.



Daniel Govender
Bursary Recipient and Intern

A high school outing to the longest bridge in South Africa, located on the John Ross Highway between Richards Bay and Empangeni is an experience that will always be etched in Daniel Govender’s memory.

Soon after the outing, it was a poster on the school notice board with a SANRAL bursary application guide that caught his attention.

The 21-year-old who was born in Durban and grew up in Richards Bay always had a flair for maths, science and engineering drawing and it is no wonder, therefore, that he was strongly inclined towards a career in civil engineering.

“Live as if you were to die tomorrow. Learn as if you were to live forever.”

“This is one of the few professions where one can be involved in the entire projects life cycle namely conceptual, feasibility and detailed design whilst still being able to partake in the construction phase,” said Daniel.

He said he derived much insight from the induction programmes and wishes to delve more into his duties as an engineer whilst also learning more about SANRAL’s organisational structure.

His long-term goals are to be registered as a professional engineer and study further.

He echoes the sentiments of Mahatma Gandhi who said: *“Live as if you were to die tomorrow. Learn as if you were to live forever.”*

“The inability to accommodate talented people in tertiary institutions desperately needs to be addressed. South Africa is either losing talented individuals to other countries or the talent is not being harvested due to personal financial circumstances.”

“For this reason, I have deep gratitude and appreciation for SANRAL. I would like to thank SANRAL for putting me in the best position possible for me to thrive in my career.”



Lemuel Short
Bursary Recipient and Intern

In just a short space of time, Lemuel Short’s engineering career has taken him far beyond his hometown of Middelburg in Mpumalanga. He is currently working on various sites around the country as a SANRAL Trainee Project Manager.

As a young boy, Lemuel had always been fascinated by watching the Discovery Channel. *“I saw that there will always be problems, usually unique ones, that need to be solved and I found that exciting,”* he says.

The road to engineering would not be a smooth one for him, but hard work and perseverance paid off. Funding his studies proved to be yet another challenge, but it was one that led to Lemuel’s first encounter with SANRAL. *“I was told about the SANRAL bursary advert by a family member and decided to apply. I went for the interview and got awarded a bursary. I was over the moon,”* he says.

Lemuel says that one of the things he hopes to learn at SANRAL is more about the tolling infrastructure in South Africa. *“More specifically though I would say I am hoping to learn how to see projects through from inception to completion while further developing my engineering skill set,”* he adds.

Overall, Lemuel looks forward to contributing to the expansion of open road tolling which could pave the way to more un-tolled roads being maintained and upgraded.

He looks forward to a bright future which includes, first and foremost, registering as a professional engineer. *“After that I would like to have my own successful consulting engineering company. Somewhere in between that, I would like to complete my honours, followed by my masters, and also complete a number of courses that would benefit my career,”* he says.

“I am hoping to learn how to see projects through from inception to completion...”



Roads agency hits the green button

Every year, the Mail & Guardian scours the country to find noteworthy and newsworthy environmental projects to profile. The efforts of communities, companies, organisations and individuals to create a cleaner planet without compromising progress are showcased at a prestigious awards ceremony and in special reports published by the M&G.

SANRAL was the sponsor of the first category, Communities for Climate Change. This category celebrates communities which are proactive in making a change, especially in areas that are more vulnerable to the negative impacts of climate change.

"In the process of roads construction and operation activities, land is transformed, water resources are potentially affected and used, substances are emitted into the air, wastes are generated and there is interaction with local communities. SANRAL therefore has impacts of varying significance – whether adverse or beneficial – on the physical environment and on the social and economic environments in the areas of its operations," said Mpati Makoa SANRAL's Environmental Manager.

The finalists in this category were Corona Project Reliance Compost, Green Communities and Soil for Life. The award went to the deserving Green Communities. Started in 2013, Green Communities has successfully completed the greening of over 200 RDP housing sites in the Wits and informal settlement near Atlantis. The gardens have since benefited over 2 400 individuals with produce such as vegetables and fruits contributing to food security.

A key aspect of the project was to foster community buy-in, which has now been trained and therefore upskilled. All beneficiaries received training kits, uniforms, daily meals, additional support and mentorship.

"SANRAL has since inception recognised that environmental management is an integral component of road infrastructure development and road management. A sustainable road network that meets the requirements of both people and the environment requires basic planning and innovation to find a balance between the interests of the road user and the roads authorities on the one hand, and environmental and socio-economic interests on the other. This is in line with the National

SANRAL was recognised for its environmental work at the Mail & Guardian Greening the Future Awards Ceremony in July.

Environmental Management Act, Act 56 of 2002 (NEMA), which defines 'environment' in terms of not only the biophysical, but also the social and economic elements," added Makoa.

This year, Africa's best read, as the Mail & Guardian is known, celebrates its 30th anniversary. For the past 12 years Greening the Future Awards have featured forward-thinking green projects that help combat climate change, encourage renewable energy and foster the strategic management of natural resources.

Companies, parastatals, NGOs, schools, institutions and individuals took part in the celebration and showcased their success stories. Videos of winning projects and finalists were flighted on the award-winning M&G Online platform, and additionally featured across the M&G's multi-media publications, and at an annual gala awards evening that highlighted Green SA's calendar.

Well done to all the winners and finalists!

Fighting sound pollution

Road noise, tyre noise, or whatever you call it: it really begins to wear on you after a while.

Especially on long drives. Road noise contributes a disproportionately large share to sound pollution, both in developed and developing countries. SANRAL is aware of this and is addressing the problem.

But it is a multi-faceted one which warrants an approach beyond what SANRAL can offer, says Vusi Mona, the agency's spokesperson.

Noise is a particular problem in built-up areas. Road noise does not emanate from the road surface only. Tyre types, roadway geometrics, speed, types of vehicles - all contribute. However, different road surfaces do cause different kinds and levels of noise. In general, roads with rough surfaces are noisiest; asphalt, being smoother, is quieter in comparison.

SANRAL undertook an investigation into seal types that could potentially reduce noise. The intention is to use the

resulting information to lay down guidelines for selecting the type of seal that ought to be used in built-up areas.

The tests were carried out on two sections of road in Cape Town. For the first section, four different types of seals were selected for testing. The second set of tests was carried out on existing roads with different surfaces. In addition to noise measurements, skid resistance evaluations were done on all surface types.

It was found that there is no standard surfacing that can result, by itself, in a noise level low enough to meet national and international guidelines. Additional measures would have to be taken, especially on high speed inner-urban highways.

SANRAL is undertaking further tests to look for a standard paved surface as well as the cost of different mitigation measures, such as barrier types.



BAKWENA CARES

Bakwena's position as the holder of a 30-year concession contract for 385km of toll road allows the company to be able to add critical value, going beyond its core operations. It has developed sustainable programmes designed to have a meaningful and long term impact on the safety and well-being of communities along the N1 and N4 route.

Bakwena's CSI programmes are underpinned by the following principles which guide its decisions on which programmes to support:

- Road Safety
- Health
- Socio Economic factors
- Development goals
- Environment and Heritage issues

Bakwena's consistent and sincere commitment to uplifting and improving lives of community members throughout the Gauteng, North West and Limpopo provinces adjacent to the route, ensures that critical value is added to communities beyond the scope of their commercial activities. Their policy is to undertake community development projects in partnership with authorities to ensure buy-in from all stakeholders such as government departments, private sector entities and non-government organisations. Importantly, all funds are channelled directly to beneficiaries and do not flow through authorities or third parties. During 2014 Bakwena spent approximately R7.5 million on these initiatives.

An example of one of their projects is Pink Drive. Bakwena has partnered with Pink Drive for the last 3 years to educate and raise awareness within the communities along its route of breast, testicular and prostate cancer. To date 11 645 people have been educated, 2 606 people have been examined and there have been 46 referrals to the local clinics /hospitals.



Keeping you **informed...**

Keeping you safe...

Keeping you **moving...**



www.bakwena.co.za



BakwenaN1N4



BakwenaN1N4



A Spring makes us travellers in all seasons

If this season were a person it would be an eternal traveller – all optimism and new beginnings, writes Lebohang Thulo



Lebohang Thulo

Spring brings out the optimism in all of us, that despite evidence to the contrary, things will be better and that there is another chance at a clean slate.

After a particularly long winter there aren't more comforting words than: "Wait for spring it will all come right, you will see."

After heartbreak or loss of any kind, there isn't a sound better than a foreign language.

It's no surprise that the season of bloom and colour reawakens the wanderlust in all of us - a beautiful German word describing a strong and irresistible longing for or impulse towards wandering.

Travel and optimism

It takes a whole lot of hopefulness and confidence to leave the safety of home and routine to venture out into the largely unknown.

Travellers have to trust that the plane will actually take off, the car will start, and that the Airline booking will be honoured, and most important, that there will be friendly and welcoming faces on the other side of the border.

And we have it easy compared to what travellers of the past experienced, what with our apps, internet connection, and Boeing 747s.

Imagine the amount of optimism you would have needed to muster to leave your home in the 1800, when falling off the edge of the earth was still thought to be a real possibility

And you don't even go as far back as the 19th century, it's not that long ago that holidaymakers would have to put absolute trust in theirs and others' sense of direction, before everyone had a GPS on their phone.

Good faith

There isn't a story that better demonstrates the optimism of travellers than the one of a Norwegian man by the name of Gunnar Garfors.

At 37, Gunnar is the youngest person to travel to all 198 countries in the world as a hobby. And he accomplished most of it by couch surfing, which for the uninitiated involves staying at a stranger's house or apartment as a guest, for free.

The levels of trust and good faith that this involves is difficult to fathom. The couch surfing trend has also reached South Africa with a growing number of South Africans inviting travellers home.

In case you are interested, Gunnar's last stop was in the tiny island country of Cape Verde off the African continent.

New beginnings

A love of new beginnings is another trait that the spring season shares with travellers. The desire is often so strong that after a getaway most travellers, on their way home, are already Googling their next adventure. Some have even gone as far as to call it a travel addiction.



The problem with routine is that it creates something that scientists call the habitual brain. You stop seeing things because the brain thinks it already knows what to expect. This explains why it's possible to undertake the daily drive home from work and not remember a single detail of the trip.

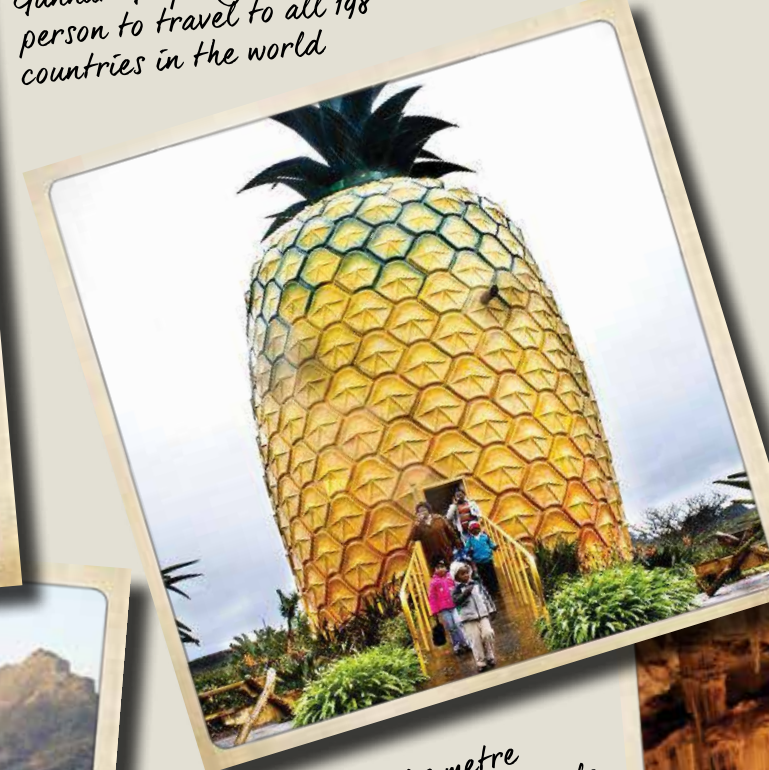
Newness, and travelling in particular, breaks through this. Senses are heightened, the brain is engaged. The body is infused with a feeling of being alive. It is utterly exhilarating.

And the beauty of this is that it doesn't matter what 'it' is that you are seeing. A new location always has something to absorb you 100%.

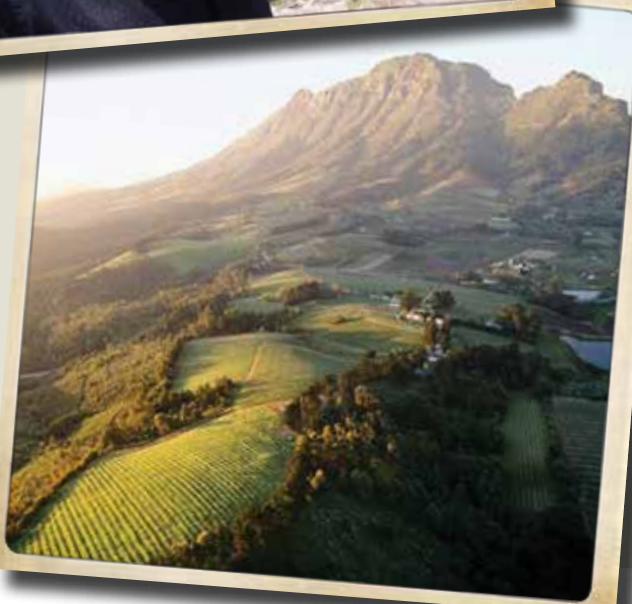
Suddenly you are keenly aware of the sun fighting through heavy fog on the Simonsberg Mountains in the Western Cape at dawn, or the surprisingly cool and earthy air in the Cango Caves in the Swartberg Mountains; or the wonderful absurdity of the town of Bathurst's 16.7 metre giant fibreglass pineapple celebrating the region being South Africa's largest pineapple growing areas.

This slowdown in time also happens in spring. After months of blindly walking or driving past bare brown trees, September rolls in and your eye is caught by a sudden bloom of pink and white flower buds; for a brief moment your senses are heightened, the brain is engaged. The body is infused with a feeling of being alive. It is utterly exhilarating.

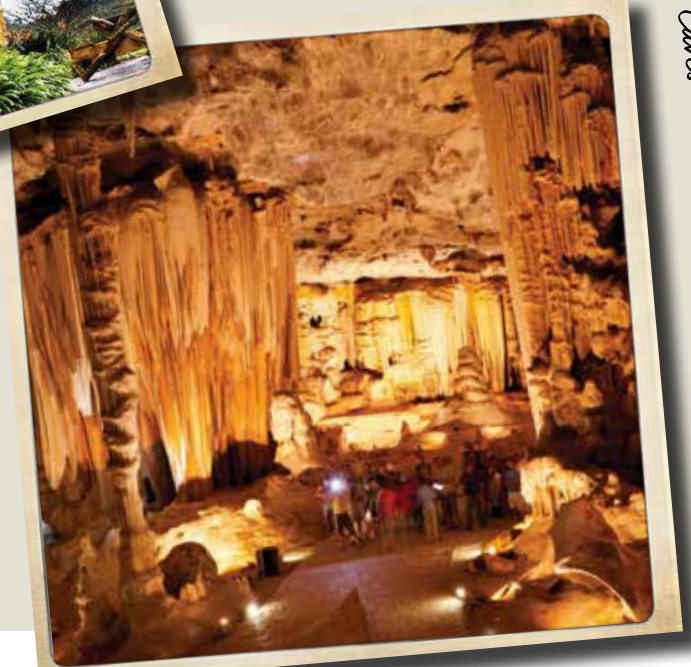
Gunnar Garfor, youngest person to travel to all 198 countries in the world



Bathurst's 16.7 metre giant fibreglass pineapple



Simonsberg Mountains in the Western Cape at dawn



Cango Caves in the Swartberg Mountains

Games and puzzles to keep you entertained on the long road

Captivate & Fascinate

Sudoku

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

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
1																			
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ACROSS CLUES

- A1 Where in the US is the Haas Business School situated
- J1 Where does the N2 from Cape Town connect with N17 to Mbabane?
- Q1 'the' informal (in sport originally golf) – nervous
- A2 Constellation in the Southern twitters that destroy concentration hemisphere near Scorpius
- I2 Scot word for 'call'
- M2 Chemical symbol for cobalt
- P2 Abbr. Los Angeles
- A3 SANRAL CEO
- O3 South Africa's third biggest city
- C4 Severe infectious disease
- I4 Technical name for smallpox
- S4 Abbr. for non-smoker
- A5 Anger, wrath
- E5 Yearly phenomena in Durban in Jun/Jul
- P5 Belief
- A6 Express denial
- D6 Exclamation of pleasure
- G6 Unit of pain intensity
- O6 Armed conflict
- A7 South African for insect
- G7 Variant of Igraine - mother of King Arthur
- N7 Slang for mother
- Q7 Symbol for millibar
- B8 What's heard
- H8 Abbr. English National Opera
- N8 An ornamental sphere
- R8 Scot variant of "ae"
- B9 Shudder or vibration
- I9 Motion of the hands
- Q9 Abbr. of saint
- A10 Precious or semi-precious stone
- E10 Kind of witchcraft

- P10 Remains of burning
- A11 Abbr. Emergency Room
- G11 Who pays for good roads - 4 words
- D12 A group of the Khoisan languages
- H12 Reindeer or elk
- M12 ... Baba – Arabian Nights person
- D13 Acronym: Trans African Concessions
- Q13 Visible impression
- A14 Pilaster – Architectural
- F14 Internet domain name for Angola
- I14 Abbr. for relating
- M14 High in volume
- A15 Surname of Walter, assisted driver on road
- L15 Travelled on boat
- A16 Not outside
- D16 US shortened form of elevated railway
- L16 Abbr. for Transcendental Meditation
- O16 Acronym United Nations
- R16 Noah's vessel
- C17 To see with
- L17 Cloth made of goat or camel hair
- P17 Repeated sound
- F18 Wetland Park which is the country's first World
- Q19 Adding man's former name after Heritage Site present e.g. Lord Beaconsfield, Benjamin Disraeli
- C19 Winning school of SANRAL's quiz
- N19 Internet domain name for Israel
- S18 Domain name for Nigeria
- A20 Acronym South African Airways
- M20 Sandenbergh truck company

DOWN CLUES

- A1 Healthy breakfast
- B1 Period of time
- C1 A sailing ship that has its upper deck removed

- J1 Abbr. for each
- K1 Ancient Egyptian sun god
- M1 Internet domain name for Ecuador
- I2 Academic qualification for prospective CEO at SANRAL
- Q1 Nautical term for outer ends of ship's yard
- T1 Name of egg muffin in today's recipe
- N1 Word for see - ... and behold
- C17 Surname of SANRAL's head of operations in
- D3 Annotation when referring to a book, Mpumalanga article, etc
- E3 Chairperson of SANRAL's board
- F3 In the manner of
- G3 Obese
- L3 Coniferous tree
- O3 SA political party - abbr.
- S3 Small social insect
- I4 "a" used before a vowel
- K4 Means of control
- M4 Not in
- N4 Word "loan" without the vowels
- B5 Another word for cock
- H5 Chief magistrate in old Venice
- P5 Fourth solfa tone
- D6 Shivering
- O6 Articles of the same kind of material
- C7 Foolish person
- J7 Ovary of female fish filled with mature eggs
- P2 Abbr. for loudness unit
- R7 SANRAL's bi-monthly publication – 3 words
- F8 Elf in Harry Potter - not diminutive
- G9 Raised edge of an object
- K9 National Road Agency
- M9 National World Heritage park in Drakensberg

- Q9 Former Soviet Socialist Republic
- A10 Broad-spectrum antibiotics used for infections
- P10 Indicates location
- S10 Scots word for eye
- T10 One of a number of vertical posts
- H11 Short for advertisement
- J11 Abbr. for Indo-European - languages
- N11 Abbr. East London
- O11 University in East London - surname
- D12 Variant spelling of stagy
- F12 Type of bread
- G13 Demure
- Q13 Abbr. Minimum Lethal Dosage
- B14 Childish use of granny
- C14 Internet domain name for Tunisia
- J14 To increase, or lengthen or enlarge
- N14 Cry to attract attention
- P14 North American Indian peoples
- E15 Beer
- H15 Verb used with him, her or it
- L15 Podium for acting
- S15 Malleable metallic element
- R16 Exclamation expressing pleasure
- N7 Layer of acidic humus in cool moist areas
- I17 Abbr. for Variable Message Signs
- N17 Latin: Among other things - inter...
- Q17 Used for ice cream
- F18 Abbr. Immunising Unit
- G18 Abbr. steamship
- H18 Abbr. Ilang Ilang
- J18 Sick
- K18 North West
- O18 Type, class, sort
- T18 Wildebeest
- E19 Variant spelling of 'bye'

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.