

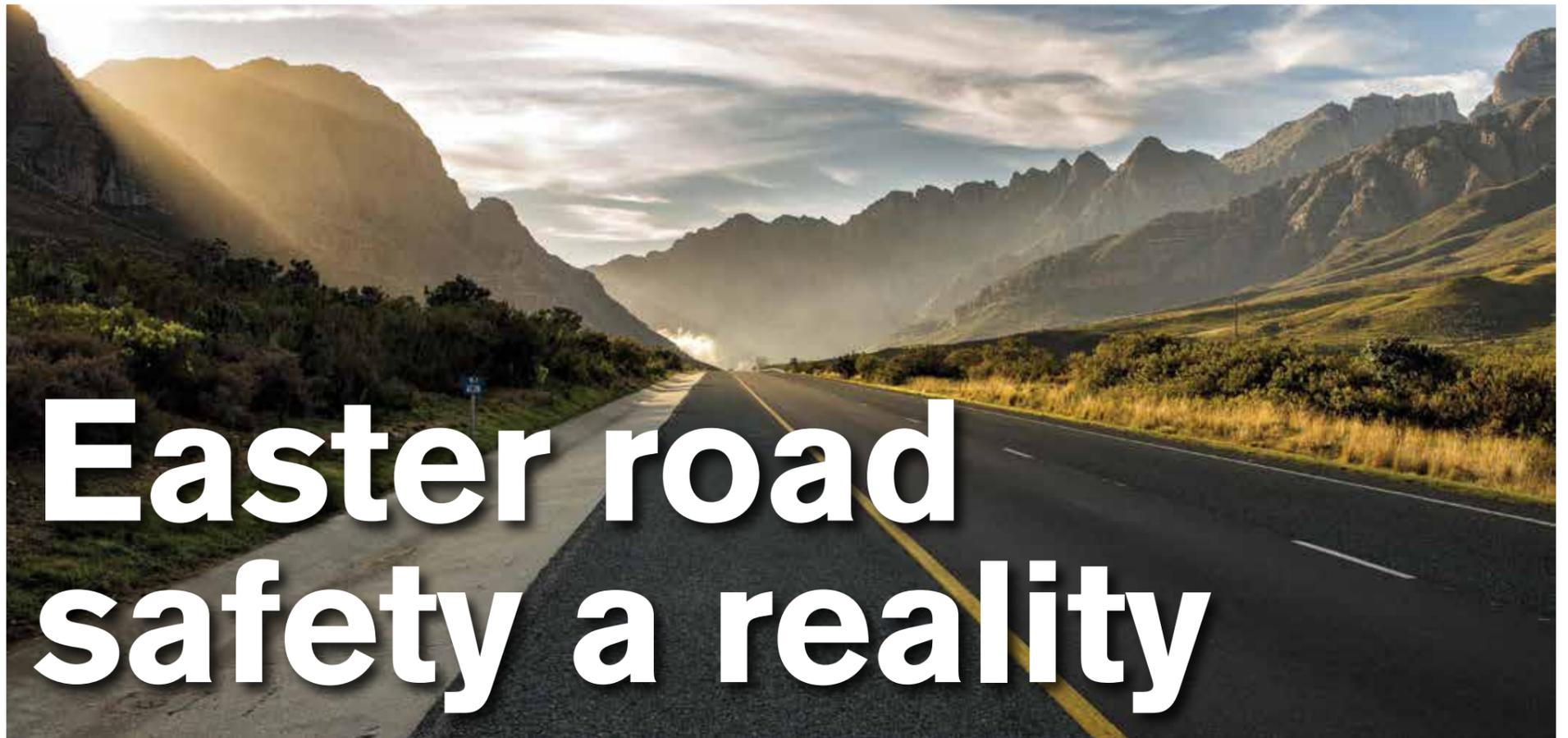
BY THE WAY



THE SOUTH AFRICAN NATIONAL
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Creating wealth through infrastructure

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Easter road safety a reality



Dipuo Peters, Minister of Transport

With road fatalities almost halved during the past Easter break, the national Department of Transport had reason to thank those motorists who took care to obey road traffic rules.

Minister of Transport, Dipuo Peters, however took pains to highlight that the major causes of road fatalities remain human error. They are fatigue, overtaking and reckless driving, and drunken driving.

"In South Africa the Minister of Transport, working together with her counterparts in the provinces and roads transport entities, is leading the campaign to improve safety on our roads. There is a recognition of the long term value of investment in road infrastructure – not only to move goods and services, but also to build safer communities and cushion the impact on health care and social spending," says the spokesman of SANRAL, Vusi Mona.

The combination of more targeted law enforcement and improved driver behaviour with top quality road surfaces on the major freeways, will lead to a reduction in crashes and deaths on roads during peak periods.

"Road users can now see the benefits of investments in quality road infrastructure and the introduction of a wide range of safety features," says Mona.

Mona says engineering solutions to improve the quality of road environments are among the primary pillars of the global efforts to reduce road fatalities and minimise the impact of accidents on the economy.

The initial statistics on accident figures released by Minister Peters show a 46% drop in fatalities during the long weekend despite an increase of more than 330 000 vehicles on the road in recent months.

Mona says it is important to note that some of the most notable drops in accidents occurred in provinces which transferred the management of their major freeways to SANRAL – the North West, Mpumalanga and KwaZulu-Natal.

In each of these provinces SANRAL has started with road rehabilitation programmes that include the filling of potholes, the cutting of grass on the verges and the rehabilitation of the road surface. All SANRAL's construction and rehabilitation projects are accompanied by upgrades to safety features as well as education programmes for communities who live in close proximity to the roads.

"The reduction in road fatalities demonstrate the value that a well-managed and proactive organisation such as SANRAL brings to the country," he says. *"The positive statistics of the weekend should not lull us into a false sense of victory – but at least we have seen a reversal in the trend."*

"Well-meaning South Africans across the country recognise the value of a quality freeway network. And they are increasingly willing to contribute to the funding of road infrastructure through the user-pay methods – because such roads are well-constructed, well-maintained and contribute to the socio-economic development of all communities," says Mona.

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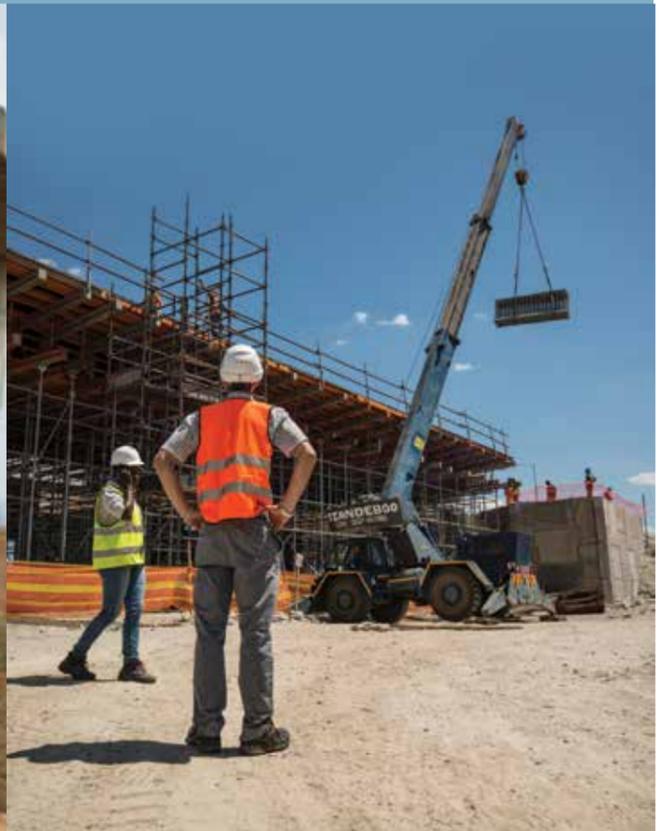
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Geese bring the N1 to a standstill

INFRASTRUCTURE is for the people



School children from Libode will soon be able to cross the road safely to get to school



SANRAL plays an important part in the government's progressive infrastructure development programme which President Jacob Zuma had emphasised during the State of the Nation Address.

Constructing new roads, rebuilding existing ones, improving an intersection, rehabilitating others - all are part of this development programme and play an essential role in helping the economy to grow.

There are major projects throughout the country, too many to mention, but here are some examples:

One of the biggest projects is the upgrading of the R573, better known as Moloto Road, where traffic flows are massive and has seen many accidents. It runs through three provinces - Limpopo, Mpumalanga and Gauteng. The investment is expected to be over a R1 billion for the road part of the programme. So far only routine road maintenance has been undertaken as the project is still in the design phase.

The improved road is expected to increase safety, make access easier for nearby communities and increase economic opportunities.

As with all SANRAL projects, SMMEs will be extensively used, local labour employed and trained, and skills transferred. It not only boosts the local economy during the actual construction phase but leaves behind trained people for whom it will become easier to get jobs while giving SMMEs the opportunity to learn and grow.

At a stakeholder engagement meeting in December last year Transport Minister Dipuo Peters said the R573 "should provide safe access to economic opportunities to the 33 informal settlements within its immediate vicinity" and will be a "catalyst to stimulate economic growth".

The roads agency is proud of its continuing efforts to work with local communities. It leaves a footprint beyond the actual roads it constructs and maintains.

From big to considerably smaller, but not less important for the affected communities - the construction of community access roads and walkways between Mthatha and Libode in the Eastern Cape. This is part of the roads agency's Community Development Programme and the total cost is around R74 million. It includes the eradication of alien vegetation within the road reserve.

Total wages earned during the project were R2.6 million and SMME contractors earned R42.4 million - a significant injection for the local economy.

Boosting the economy in a different way is the rehabilitation and strengthening of the existing road between Standerton and Greylingstad. The road is also widened to accommodate passing lanes, several bridges and culverts and is expected to be completed in the first part of this year.

The road is part of the coal haulage network in Mpumalanga and will improve efficiencies all round.

The total investment is some R651 million while R21.3 million was earned in wages - in itself a major boost for the economies of these two small towns.

SANRAL works closely with both provincial and local governments, as is evidenced by the upgrade of the R24 in Rustenburg. The North West province identified the need to upgrade the road from a single to a dual carriageway to cater for the increased traffic volumes as a result of development in the area.

The work was undertaken at a total investment of R195 million, wages earned were R31.1 million and SMMEs earned R22.5 million - a boost for the city as its main developmental road is improved.

One of the recent most favourite holiday destinations for inland travellers is Ballito on the KZN north coast. In order to handle increased traffic demand in the area, a local interchange has been improved and the investment totalled R119 million. The project has been completed, boosting the local economy with a freer flow of traffic and making life easier for tourists.

In itself this grows the local economy as did the R14 million earned in wages and the R20 million earned by SMME contractors.

An important freight and tourism road in the Western and Northern Cape had to be rerouted to accommodate the raising of a dam wall. This is the N7 which runs from Cape Town northwards to the Namibian border. Major sections of this highway have been upgraded. This has been and continues to be a major benefit for all the towns along the route, and for the whole West Coast region.

Part of the improvements include the re-alignment of some four kilometres between Kransvleikloof and Clanwilliam. The Department of Water Affairs has raised the local dam's wall, raising the possibility of the flooding of the old road, making the realignment necessary.

The total investment was R341 million, wages earned some R2 million and SMME contractors earned work valued at R23 million.

These are some of the examples of the work the national roads agency does throughout the country, boosting local economic growth, improving the lives of communities and leaving behind new skills.

For SANRAL, infrastructure is in a very real sense a boon for people.

Quarry boosts local economy



<https://www.youtube.com/watch?v=Eac5R0KLA7w>

Almost R2 million has been earned in wages at a SANRAL quarry near Ventersburg in the Free State while five SMMEs were appointed through the contract with a total value of R163 million – part of the roads agency's on-going efforts to use small businesses, boost the local economy and leave a legacy.

SANRAL developed the quarry to supply stone for road building and is aimed at reducing the cost of materials, decrease the damage caused to roads by heavy vehicles hauling construction material and to save haulage time.

The quarry will supply crushed aggregate to four roadwork contracts for the upgrading of the N1 between Winburg and Kroonstad in the Free State.

The quarry which is situated in Ventersburg, is supplying crushed aggregate to four roadwork contracts for the upgrading of the N1 between Winburg and Kroonstad in the Free State.

Dumisani Nkabinde, SANRAL project manager said: "This is a game changer. We are going to be saving some R120 million in total. The nearest commercial quarry that could have supplied the four contracts is about 60km away. So just through the trucks moving to collect from the commercial quarry back to the road, the 60km over these four contracts, we are saving some R125 million in real costs as well as cutting back on CO₂ emissions. The R125 million can go to building schools or help us to build more roads."



The upgrading of 100 km of the N1 was necessitated by increasingly unsafe driving conditions. The intersections on this section of the road are not adequate to provide for the heavy traffic experienced in the area, especially during the peak holiday periods.

The vertical and horizontal alignments and intersections of the road also need to be upgraded to ensure the safety of the travelling public.

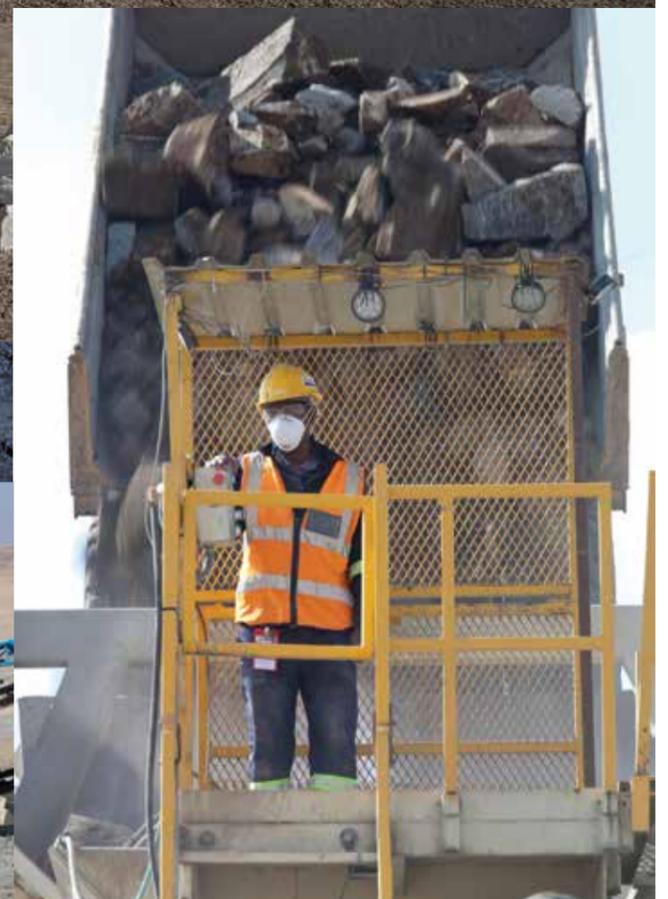
The current high volumes of heavy vehicle traffic are a major safety and capacity concern. The volume of heavy vehicles is expected to increase significantly over the next 20 years.

As part of the project, a 45 km bi-directional single carriageway section of the N1 from Ventersburg to Kroonstad is being upgraded to a divided dual carriageway with a median.

The establishment of the quarry was necessary as the upgrading of the N1 generated the largest crushing contract of its kind on any roads project.

Supplying crushed aggregate from the SANRAL quarry as opposed to sourcing aggregate from current commercial sources will amount to a saving of approximately R125 million during the upgrading of the N1.

The quarry contract is for an amount of R163 million. The first of four contracts begins at Winburg on the N1 and the last contract ends six kilometres north of Kroonstad.



The quarry contract entails the production and delivery of approximately 1.36 million tonnes of crushed aggregate conforming to a range of specifications.

The contract began in January 2015 and the total supply of aggregate should be achieved within the 24-month crushing period.

Project manager Dumisani Nkabinde said the quarry is conveniently and economically located half a kilometre east of the N1 and 5km north of Ventersburg.

"The site will be fully rehabilitated in strict accordance with the approved Environmental Management Plan upon completion of crushing activities and with limited to no visibility from the N1. Various local species of trees will also be planted to promote full rehabilitation of the quarry."

"Safe and sustainable mining practices are embraced and relevant mine health and safety regulations are strictly adhered to," he said.

The quarry contract also empowers the local community through the employment and development of local labour, mainly women and youth, and by providing industry-specific and business skills training to local and small businesses in Ventersburg.

Furthermore several black women-owned companies and potential emerging enterprises were appointed through the contract as sub-contractors and service providers.

Stepping into the critical skills gap

SANRAL hosted an induction day for its bursary and scholarship recipients as part of its efforts to address the critical skills gap, particularly in civil engineering.

A group of students were exposed to a typical work site at the N2 Mt Edgecombe Interchange, a R916 million improvement project currently under construction on KwaZulu-Natal's north coast.

Extending a warm welcome to the qualifying recipients was SANRAL's Eastern Region manager, Logashri Sewnarain.

"I know it's not easy. I was once a SANRAL bursar myself many years ago. It takes a lot of hard work. I had to do it for myself. It's not about your parents or anyone else. It's about your own success."

"It is important for us to understand your struggles as we have a support structure in place to assist you," she said.

SANRAL runs a successful training programme for graduates who are sponsored by the agency.

Sanchia Pillay, a graduate design engineer, completed her degree in 2013 and has since been employed by SANRAL. She has gained vast knowledge and experience working on different projects with consulting engineers, also known as design offices, which have many divisions that perform a variety of functions.

"The most recent project I worked on was the Hammarsdale Interchange. Working for SANRAL has been a great learning curve so far. I find the diversity of work that I am exposed to daily extremely appealing."

"There is continuous development in our line of work. There will always be a need for roads, bridges and new buildings and no two projects are the same," she said.

Kerisha Govender, a graduate construction engineer said the SANRAL bursary had relieved her family of a major financial burden.

"If it wasn't for SANRAL I probably wouldn't be studying engineering."

"After graduating, SANRAL placed me with SMEC Consulting Engineers which opened a door to opportunities for me to gain vital experience and I have since worked on the Mt Edgecombe Interchange."

Top achieving scholar Nikai Jagganath from Durban Girls High School was awarded a SANRAL scholarship in Grade 12.



The diligent matriculant was accepted by the University of Cape Town and is studying engineering.

"I have worked incredibly hard to achieve the results I wanted and I am finally able to embark on a career in engineering, a field I have always been passionate about."

Second year civil engineering student from the University of KwaZulu-Natal and SANRAL bursary recipient, Jernelle Mariemoothoo, said she is most grateful for the opportunity afforded to her by SANRAL.

"Being a SANRAL bursar means the world to me. It has eased the financial burden and given me a chance to fully concentrate on my studies," said the 20-year-old.

Angel Nxumalo, 25, from Nkandla believes she would not be where she is today had it not been for SANRAL. The third-year civil engineering bursary recipient is the first person from her rural community to have received academic sponsorship to further her studies.

"If it wasn't for SANRAL I probably wouldn't be studying engineering, or even studying at all. The bursary provides me with everything I need to make my life and studies easier. I'd like to say a big thank you to SANRAL."

"SANRAL is changing the world with this bursary programme, starting right here with us. I'd like to thank the agency and encourage them to continue changing the lives of young people through this robust programme," she said.

Rhona Erasmus, SANRAL's External Bursaries Coordinator, said the bursary programme started in 2007 and has since been sponsoring students studying civil engineering.

"We currently have 85 students at six universities across the country, of which 20 are studying at the University of KwaZulu Natal."

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“Our bursary programme is very comprehensive, offering among other things, invaluable work experience during study breaks and an employment pipeline for when the students graduate.

“We also offer immense support to the students and reassure them that we are always here to help. Nothing worth having comes easy so students need to work hard to qualify for the bursary,” said Erasmus.

The bursaries awarded to students will cover their tuition and registration fees, accommodation and meals, books and equipment plus compulsory excursion and seminars as well as a living allowance.

Controlling the loads, saving the roads

The overloading of vehicles, especially freight vehicles, is destroying roads and impacting negatively on economic growth. The damage caused grows exponentially as the load increases.

Damage to roads as a result of overloading leads to higher maintenance and repair costs and shortens the life of a road which in turn places an additional burden on the state as well as law-abiding road users who ultimately carry the costs.

Overloading is also a safety hazard that can lead to unnecessary loss of life.

It has been estimated by the Council for Scientific and Industrial Research (CSIR) that 20% of all heavy trucks on the road at any one time are overloaded and 60% of the damage to the road network in South Africa is caused by illegally overloaded heavy vehicles, costing the taxpayer some R400 million per annum.

SANRAL project manager Dumisani Nkabinde said a key aspect of the recent National Overload Strategy is a map to assist planners in deciding on appropriate locations for additional weighbridges.

“One of the sites is between Richards Bay and Mtubatuba at Eteza on the N2.

“Construction work on project began on 1 November 2014 and is expected to be completed by January 2017,” he said.

Some of the key activities that will be incorporated are a complicated system of ducts for electronic and electrical cables, buildings to house the monitoring and testing equipment; construction of an overpass bridge with pile foundations and concrete pavements on the access lanes.



Dumisani Nkabinde
SANRAL project manager



Of cattle and grass

The issue of cattle and grass touches on a very important aspect of the roads agency's overall approach, which goes beyond road safety - its core function of building and maintaining some of the best roads in the world.

The agency does this by constantly improving the road environment. This includes keeping the road reserve clear of any vegetation, particularly grass. And cattle, which sometimes wander onto the road verges, at times even cross the highway.

This does not happen often, but where it does occur, the roads agency acts swiftly.

It closely monitors traffic on roads under its control. The SANRAL Traffic Management Centre, located at the agency's regional offices in Pietermaritzburg, provides real time traffic and accident information. It operates on a 24/7 basis to effectively monitor and respond to incidents on the road such as wandering cattle, which recently were a problem on the N3.

Motorists are urged to exercise caution when the problem does occur.

Fencing does help but despite continuous efforts by SANRAL's maintenance contractor to address the issue of wandering livestock by adopting a variety of fencing options in the affected areas, theft and the damaging of the fences is a recurring problem.

Additional factors are the absence of herdsmen to look after the cattle as well as the prevalence of greener grass on the road reserve as compared with the adjacent overgrazed farmland.

Impounding the cattle is an option and the pound in Howick (not SANRAL) acts.

Cattle and grass – just part of what needs SANRAL's attention. The plus is that the grass cuttings are put to good use.

Cattle and grass are not exactly the first things that come to mind when one thinks of roads. But they are a reality for SANRAL. Both can be a problem but the latter is also a boon.



When the road reserve is cleared of vegetation, the grass is baled and is made available to those who request it - as is happening at the Durban and Port Shepstone sites at present. Bringing much relief to drought-stricken areas.



DON'T OVERLOAD

Overloaded and improperly loaded trucks are one of the leading causes of truck accidents.

The following are signs that may indicate overloading:

- **Sagging vehicle rear-end**
- **Irregular tyre wear**
- **Premature brake wear**
- **Loose, unresponsive suspension and steering**

Ensure your fleet complies with regulations and help keep the N4 Toll Route safe and sustainable for all.

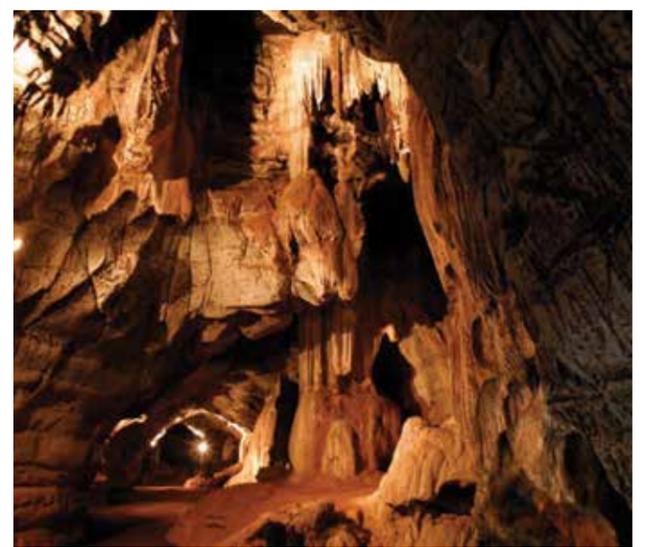
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If you're planning your next road trip, look no further than "the place where the sun rises" – Mpumalanga. However, it will take some planning, for as Winston Churchill said and Louis Armstrong sang: So little time, so much to do.

In fact, there are so many places to visit and so much to see that more than one road trip will be needed to really see what this province has to offer. It is in eastern South Africa and borders on Swaziland and Mozambique.

It really is a case of two distinct halves – a Westerly half consisting mainly of high-altitude grassland called the Highveld and an Eastern half which is sub-tropical and called the Lowveld.

Agriculture, mining and tourism – these are the main drivers of the provincial economy.

Notable too are the excellent highways traversing it, connecting communities and markets, taking tourists to the multitude of places to visit. The main route is the N4, which runs right through the province, from Pretoria down to Maputo and managed as a concession by TRAC.

Not to forget the N2 which comes up from KwaZulu-Natal, joins the N11 at Ermelo and then runs up into Limpopo and the N17 from Johannesburg to Swaziland.

So much to see: the capital Nelspruit; Hazyview, near the Kruger National Park; the Kruger itself; the Sabi-Sands private game reserve; the town of Sabie in the forest with spectacular waterfalls nearby - and, of course, the Great Limpopo Transfrontier Park, an international game park which includes the Kruger, the Limpopo National Park in

Mozambique and Gonarezhou National Park in Zimbabwe.

Be reasonable when planning your road trip, take time and visit as few places at a time as possible so as to fully enjoy them.

Begin with the lake district of South Africa, Chrissiesmeer, which is at the centre of about 270 lakes and pans with exceptional guest houses and sandstone buildings. It is a place of peace and quiet. What you do depends on the time of the year you go: bird watching all year with thousands of flamingos stopping over in late summer.

There is the very popular Frog Night in December when hundreds of people go wading in the water to help identify the huge variety of frog species. Maybe come back in January for the annual wild flower day to enjoy the splendour of field flowers - and see the twelve wild orchids.

Then on to the Sudwala Caves not far from Nelspruit which were formed some 240 million years ago in dolomite rock and big enough to be used as a concert hall. Next door is something for the kids - a dinosaur park which displays life-size models of pre-historic animals. Amphibious reptiles to prehistoric man, not to forget 12 live Nile crocodiles - not much changed from their ancient forefathers.

For something completely different visit one of the coldest places in South Africa, Dullstroom, and also a premier

fly-fishing destination which lies between Lydenburg and Belfast. But there is more: art galleries, an ale brewery, the bird of prey rehabilitation centre and plenty of fine dining.

Then there is the Winter Festival, where music is the main attraction as well as food stalls, artist exhibits, whisky pairing and much more.

Really spectacular is the Blyde River Canyon. It stretches 60 km north of Graskop and, at 30 000 hectares, is the third largest in the world. It is carved out of nearly 2.5 km of sandstone with stunning views of the escarpment – from the look-out point at God's Window the Kruger Park and Mozambique can be seen on clear days.

There is abundant flora and fauna and several waterfalls.

On the edge of the province, on the magnificent Panorama Route is Pilgrim's Rest, a provincial heritage site and formerly a mining town. It is now a major tourist attraction with a wide variety of shops selling antiques, collectables, crafts and curios set amongst a number of historic buildings.

The uniqueness of this historic village is vividly evident in its museums and historic sites. It offers visitors a fascinating window into the past, and captures the spirit of a bygone era and its people in their quest for gold.

Visit Mpumalanga – and visit it again.

Milestone as another part of N7 is upgraded



Upgrading of a key section of the N7, the major economic artery serving the West Coast, parts of the Northern Cape and Namaqualand (and linking South Africa and its northern neighbour Namibia) has now been completed.

Road users will experience vast improvements when driving on the 133km upgraded section between Vanrhynsdorp and Citrusdal, said Kobus van der Walt, Regional Manager of SANRAL in the Western Cape.

Most recently SANRAL completed the section between Citrusdal and Cederberg - some 28km - on the N7 with an investment amounting to R443 million.

Van der Walt says the upgrade is part of a phased approach to the improvement of the N7, stretching from Vanrhynsdorp in the north and as far south as Melkbosstrand. It should be completed in 2017 at an estimated total investment of R4.3 billion.

Derek Wilson, SANRAL project manager responsible for the Citrusdal to Clanwilliam upgrade, said major improvements include the widening of the road with passing lanes at strategic locations providing safe opportunities for faster traffic to pass slower vehicles.

Wilson said 440 jobs were created, of which 120 are permanent and 320 were temporary. The training will help local workers find future employment with SANRAL's routine road maintenance contractors along the route.

Arguably one of the most picturesque roads in South Africa, the N7 meanders along the Olifants River with the Cederberg Mountains providing an impressive backdrop.

Esther Steens, spokesperson for the Clanwilliam Tourism Association, said the community and the tourism industry welcome the new road "with open arms".

"The old road was dangerous, in a bad condition and in great need of an upgrade. The new road is a great improvement and a pleasure to drive, and will most definitely change the tourism industry for the better.

"Not only is this road more scenic than it was before, with many safe stops to view our beautiful agricultural lands of

citrus and rooibos as well as the magnificent Cederberg Mountains, but it is easier to drive, making the trip from Cape Town to Clanwilliam a pleasure. It places the area within the two hour radius from Cape Town – easy for weekend trips or even day visits," Steens said.

Long-distance road transport companies also welcomed the improvements. Manie Bosman, Managing Director of DJ Bosman Transport, whose freight trucks to Namibia are a regular feature on the road, congratulated SANRAL. He said the upgrade represents a "vast improvement" over the old road.

One of the schools benefiting from the new road is the Kweekkraal Primary School, about 60 km from Clanwilliam next to the N7. SANRAL created a special bus stop for learners to safely board their bus on this busy route.

YES to the Wild Coast!

The multi-billion Rand N2 Wild Coast road has been given the green light. It is expected that it will create more than 6 700 direct jobs during the construction period and will do much to enhance poverty relief and local economic growth.

The Presidential Infrastructure Coordinating Committee gave the go-ahead early this year after almost all of the disputes relating to the project were resolved.

SANRAL has, for a number of years, already been working on upgrading the current N2 alignment between East London and Mthatha as well as the current R61 between Mthatha and Ndwalane outside of Port St Johns.

Completely new sections of road are planned between Ndwalane and the Ntafufu River towards Lusikisiki, and

between Lusikisiki and the Mtanvuna River just before Port Edward. This greenfields road which is approximately 96km long will include nine major bridges and three interchange bridges and has been broken into a number of distinct projects for both design and construction.

Two of these are the mega-bridges across the Msikaba and Mtentu river gorges. Due to the size and complexity both bridges have an expected construction period of about 3.5 years. Both have been fully designed and they will be put out to tender first.

Due to the need to bring in international construction experience and expertise as well as the complex logistics involved, the tender periods for the two mega bridges will be close to a year.

During the whole process leading up to the official go-ahead, SANRAL engaged and will continue to engage with various relevant stakeholders regarding concerns and issues. With a project of this nature it is unlikely that all concerns will ever be fully settled and resolved.

However, in response to the biggest concerns that have been raised, SANRAL has been working and will continue to work with all stakeholders to eliminate, minimise or mitigate



N1 upgrade boost for Polokwane

The upgrading and renewal of the N1 near Polokwane in Limpopo encompasses the southern part of the N1 around Polokwane - the Eastern Ring Road in the south to the R71/Tzaneen intersection in the north. The total length of the upgrade is just short of 15 km.

This project will address the substantial increase in traffic on this route over the last 10 years, particularly with regard to heavy vehicles. This reflects the growing trend in population and economic activity in the region and areas to the north, including neighbouring African states.

The Eastern Ring Road was completed in 2010 – ready to meet Polokwane’s 2010 Soccer World Cup’s mobility needs.

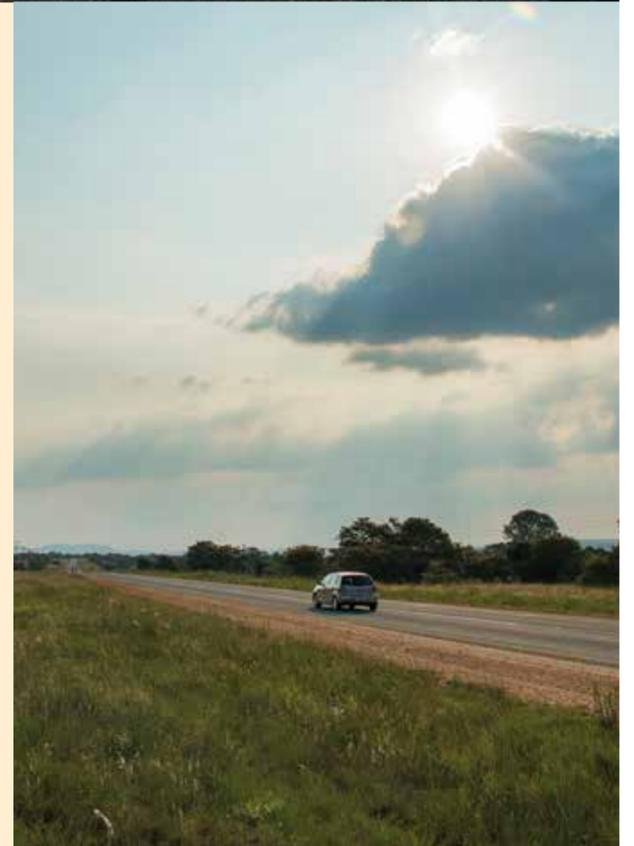
This project completes the improvement and provision of the entire Eastern Ring Road around Polokwane, and will provide for growth in traffic for at least the next 15 years. Truckers, motorists, passengers and pedestrians will benefit from reduced travel times, improved roads,

increased safety and a reduction in accidents.

Construction will end in November 2018. The value of the overall project is about R700 million.

The project will generate between 150 and 230 local jobs, and about R85 million of the work will be undertaken by SMMEs.

Even by SANRAL’s standards, this is a fairly large project, and offers substantial benefits to local communities. Apart from direct employment of workers and SMMEs contracted to assist the main contractor, most goods and services will be procured locally, boosting the economy. SANRAL will also provide limited on and off-site training for locals.



all environmental issues, maximise local employment and SMME development to ensure the project acts as a catalyst for local economic and social development.

SANRAL will be working together with local municipalities, traditional leaders as well as local communities to ensure all persons displaced or negatively affected by the new road will be properly relocated and compensated.

Similarly, SANRAL will be working with the local municipalities, traditional leadership and relevant national and provincial departments to ensure that future development in the area is properly planned and managed.

The project will also include a number of legacy projects, which will predominately be constructed by local SMMEs, including local collector and access roads, pedestrian facilities, agricultural underpasses and overpasses, school sports fields and community halls.

The construction of the bridges will start approximately one year from the start of the tender phase. However, during the tender process SANRAL will go out to tender and construct the approximately 19km of temporary construction haul roads each side of the two bridge sites from the nearest existing roads.

A series of biodiversity offset arrangements are part of the project. These include:

- The creation of about 15 000 hectares of new protected areas under the management of Eastern Cape Parks and Tourism. This conservation project is significantly larger than the actual development footprint of the Wild Coast Road.
- The long-term protection and viability of the Pondoland biosphere and its unique biodiversity.
- Job creation through conservation with the introduction of 300 jobs in the first three years, 160 jobs between the fifth and tenth years and 50 jobs between years 11 and 20.
- Search and rescue operations for protected and endangered flora prior to construction.
- The appointment of an independent monitoring committee with oversight of SANRAL’s environmental management plan implementation during construction of the road.

“We are excited that after 14 years of delay, thousands of people, especially from the Pondoland area, will get jobs and benefit from SANRAL’s skills development programme which was already operating in some of the affected villages.”

Sizwe Kupelo
Eastern Cape government spokesman

Next steps taken in e-toll debt collection

Payment of e-tolls is a legal requirement. Non-payment has consequences and SANRAL has every intention to pursue non-payers and to collect outstanding public monies.

It is simply wrong to assume that e-tolling will be scrapped. Both in the State of the Nation address and the Budget speech there was strong support for the user-pay principle.

Equally wrong are some media reports which have suggested that the Treasury has to bail the roads agency out. Its current financial situation does not require such an intervention.

At issue is R390 million, funded annually over the next 22 years, which is the shortfall arising from concessions announced in May 2015 by the Deputy President regarding the new e-toll dispensation – which saw a substantial reduction in toll fees as well the monthly cap on e-tolls reduced to R225 per month.

The cost of these concessions will be shared between the national and Gauteng provincial governments, as agreed.

The New Dispensation is part of Government's response to questions around the affordability of e-tolls on the inner-Gauteng highways. The roads agency, however, needs the shortfall to be covered so that it is able to service its debt and continue to build and maintain its world-class road network.

Part of the new dispensation is a 60% reduction offer on historic e-toll debt. It ends at midnight on 2 May. Road users are urged to contact the Less60 task team to secure their discount at www.less60.co.za or 087 353 1490. Collection activity has been stepped up and is primarily aimed at those who refuse to pay and those who have not made contact to settle their debt.

Non-payment of e-toll debt has other consequences apart from the fact that it is an offence. The motor vehicle industry has borne an administrative burden as a result of the non-payment of e-toll bills when trading in motor vehicles. Outstanding e-tolls are not known to dealers when vehicles are traded in. To overcome this, the motor industry has requested that such financial burdens be listed on a database, in order to reduce the administrative, commercial and customer service burden that may be experienced when on-selling a vehicle to a buyer.



Cost of New Dispensation concessions to be shared

INVESTOR CONFIDENCE Two successful bond auctions

Investors have confidence in SANRAL as proved by this year's two successful bond auctions in February and March.

Investors have confidence that SANRAL is a well-run, prudent and safe investment. The support by the President during the State of the Nation Address, the allocation by the Minister of Finance in 2016/2017 for the non-toll budget as well as positive comments by premiers such as David Makhura and Phumullo Masualle are proof of government support.

There has been a significant increase in customers requesting statements on outstanding toll fees and also a tremendous increase in customers utilising the electronic lanes at conventional plazas, especially on the N3. As customers start to enjoy the benefits of not having to stop-and-pay and electronic payment, the roll-out of tags will increase even further.

They say all good things must come to an end

**Your opportunity to
receive 60% discount
ends 2 May 2016**

Don't wait 'til it's too late!

The 60% discount offer on historic e-toll debt (from 3 December 2013 – 31 August 2015) ends at midnight on 2 May 2016.

Call 087 353 1490

SMS "callback" to 43360 for an agent to call you back.

SMS identity number * vehicle licence plate number to check your outstanding balance.

Or you can e-mail us at info@less60.co.za or go to www.less60.co.za



T&Cs apply.

Books for the long road

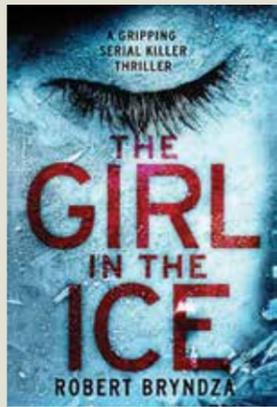
Book Review



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

We have had a spate of best sellers lately with the word "girl" in the title. Think back: *Gone Girl*, *Girl on the Train*, *Girl in the Spider's Web*. But there are more.

Girls, women, mothers, daughters, friends are the protagonists, the martyrs, the glorified, the dying, the murdered, the detectives, the dead – they are not all likeable, these women. They are not all loved. And they are not all missed...but they were all surely noticed.



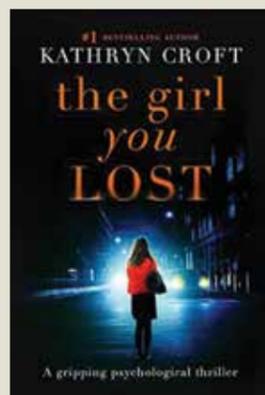
The girl in the ice
Robert Bryndza

"... it is the face of a girl. Her milky brown swollen eyes stared at him, blankly. A clump of dark hair was fused to the ice in a tangle. A fish swam lazily past, its tail brushing against the girl's lips, which were parted as if she was about to speak."

Thus we get to know our first corpse, her body frozen in the sheets of ice in a London park. Discovered by accident. And she is not the only victim. There are others...but they are prostitutes and the media do not care as much about them as about HER. She is a party-loving socialite, the daughter of a prominent and wealthy man. Her name is Andrea Douglas-Brown and she is only 23. She has been reported missing.....and now found. Are the murders connected, is there a serial-killer?

Emotionally damaged DCI Erika Foster is the investigating officer. She has recently lost her beloved husband and while still mourning she is feisty enough to do a thorough investigation. Socially inept, she is a no-nonsense, no holds-barred police woman and she always gets her man.

Twist and turns keep the reader riveted.



The girl you lost
Kathryn Croft

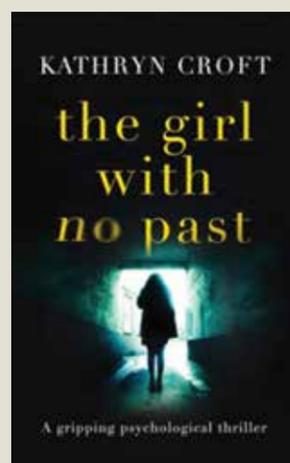
This is a darkly compelling novel of loss, despair, hope regained and unexpected life-threatening entanglements.

We meet a husband and wife team, Simone and Matt, tragically brought to their knees by a great loss: their six-month old daughter Helene has been abducted. No trace, no news, no baby.

Then the story jumps 18 years into the future and we meet a renewed couple. The Potter's have rebuilt their shattered lives. More or less- Simone is still pained and grasps at every little sliver of hope. In this case a huge one: a young woman Grace, makes her appearance and has news of the stolen baby.

Who is Grace and what does she know? Is Helene still alive? The answer is elusive but modern-day DNA and Matt with his MD degree could clear up some disturbing issues. But while they are waiting for results Grace disappears.

Croft's heart-wrenching story is a multi-level thriller that keeps the reader engaged most of the time!



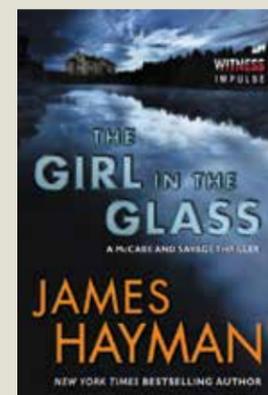
The girl with no past
Kathryn Croft

Leah has spent years running away from her past since she was still a high school student. She lives a desolate life as an adult, the life of a fugitive. She has no contact with the people from her past, her life is a blank, she has a mother she seldom sees, no friends, leads a lonely existence, an existence in a little flat, her work in a library, her books, a solitary life with no social contacts.

And then she meets Julian. Could she have a life like other girls her age?

No, because on the anniversary of THAT DAY, the day 14 years ago that destroyed her future, she receives a reminder: a card that shocks her into the knowledge that someone knows, that THAT destructive day and the horrendous happenings are not forgotten.

It seems that Leah's secret might be deadly and it unfolds in multiple time frames. Does she deserve what is happening?



The girl in the glass
James Hayman

They are both called Aimé Whitby, they are related, they are both murdered. 108 years apart.

The month is June 1904 and Aimé Garnier Whitby is the wife of a prominent man in Maine. She is French, an artist, with wealthy parents who did not like her marriage to Whitby. Her body is discovered on an island owned by the Whitbys, stabbed in the stomach and the letter A carved on her chest. Her lover and fellow artist is found hanging apparent suicide.

The month is June 2012 and 18-year old Veronica Aimé Whitby, is found murdered, in the same method as her great-grandmother. This Aimé is a spitting image of her ancestor and HER lover, English teacher Byron, has also died. Suicide?

Investigators Mike McCabe and Maggy Savage have to bring the killer (s) to justice. Amid lots of red herrings and twists and turns they have quite a few potential suspects but surely the same person could not have perpetrated the same murder 104 years later.

Perspective



Simon Peterson
Southern Region

Overwhelming support for Wild Coast Road

Across the world road construction projects raise legitimate questions about environmental impacts and the value they bring to communities. Decision-makers have to weigh up competing claims, measure the value of arguments, quantify the extent of opposition and support and consider ranges of alternative options.

Often this is a lengthy and time-consuming process. But it's always worth the time and the effort to test opinion and ensure you have a sizeable majority of support among the communities who will be most affected by the building of a road.

The plans to build a new section of the N2 Wild Coast Road close to the Eastern Cape coastline elicited initial controversy.

Communities, quite rightly, asked questions about the possible impact of the road on sensitive ecosystems, on communal property rights and on access to ancestral land and burial spaces.

The initial plans were opened to public scrutiny and community participation more than 14 years ago. This was accompanied by detailed environmental impact assessments (EIA) containing the valuable input from ecologists, economists, historians and agricultural

experts. Some of the content of the original study were taken on appeal and a new EIA process was initiated.

The result is that there are few, if any, road construction projects in South Africa that have been the subject of more consultation, deeper studies and heightened awareness about its impact on communities, the environment and the economy of a region.

This is good and healthy for democracy. However, undue delays also have their costs as prices increase and opportunities are lost.

A democratic government listens to the views of all its citizens – especially the majority of people affected by proposed interventions – and then takes decisions that contribute to the greater good of society.

Interestingly, the original alignment of the road demonstrates exactly the impact of government decisions designed to benefit only a small, but influential, minority.

When the road was originally built in 1936 there were illogical decisions taken to locate it far away from the coast line and deeper into the interior. The interests of some wealthy landowners with coastal properties took precedence and none of the communities living on the land were ever consulted at the time.

This has led to an absurd situation where local residents have to take a 120km detour to move from one village to a neighbouring one. The impact of this incongruity is still being felt on local economic development in the Eastern Cape, on social cohesion and on programmes designed to benefit communities and support the rise of emerging entrepreneurs.

It is no surprise that the region between the Mtamvuna River and Port St Johns is still one of the most impoverished areas in the country. The overwhelming majority of local communities living along the coastline are searching for interventions that will maximise the potential for tourism and agriculture and lead to economic diversification in the fields of mining and agro-processing.

The intended N2 Wild Coast Toll Road can be the catalyst for such development.

Nobody claims that it will be a magic wand that can solve the impact of underdevelopment and marginalisation that has accumulated over decades. But most reasonable members of society – and experts in various fields – agree that almost no initiative can be successfully implemented without a sufficient and adequate freeway that links communities and projects and effectively moves people and products.

As recently as August 2015 the Human Sciences Research Council (HSRC) published the findings of a comprehensive study of attitudes among South Africans towards the proposed new section of the N2 road. The study which canvassed the opinions of more than 3 100 people shows a 98.8% positive perception about the road among respondents.

This is not to deny that there still are vociferous voices that raise concerns and express their opposition against the proposed road development. Some of these issues might represent a small section of community opinion and might raise issues that need to be addressed. Indeed, government has demonstrated over the past 15 years that it is prepared to listen to such concerns and, where required, commission fresh studies or change the original plans.

But there are also voices with negligible legitimacy on this issue. Many of them are from outside of the area and are single-issue activists who fail to take a broader developmental view of the region. Most of them use local organisations with little standing in the community to act as their fronts. Minor figures with a history of discontent and factionalism are elevated to the role of spokespeople for various action groups or crisis committees. Extraneous issues are dragged into the debate to muddy the waters and thwart the wishes of the majority.

*In the final analysis
a responsible
– and responsive government –
has to take decisions based
on scientific research and
analysis and that are clearly in
the best interests of the region
and the majority of its citizens.*

The N2 Wild Coast Toll Road is one such project that has withstood the scrutiny of research, reviews and community participation over more than a decade and a half. There is no reason why the people of the Eastern Cape should still be denied the benefits that will flow from this catalytic development.

What our users say

Letters



Mr. Nazir Alli

Thank you for N11 and Kranspoort upgrading!!!!

Herewith I want to thank you on behalf of all the motorists (and cyclists, and all the farmers and tourist destinations) using the N11 between Middelburg and Groblersdal for all the work on the N11.

Thank you for upgrading KRANSPOORT PASS and constructing arrestor beds in this dangerous pass!!

Thank you for upgrading the whole N11 and that Kranspoort will be four lanes after the upgrade.

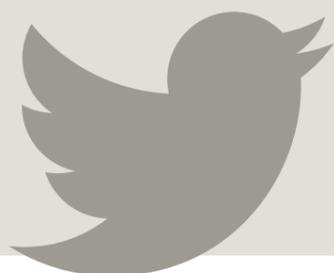
Thank you for upgrading the Keeromspruit Bridge just north of Middelburg on the N11.

I met you at a truck committee meeting in Pretoria about three or four years ago to do a Power Point presentation regarding all the serious accidents in Kranspoort.

Thank you for listening to the pleas of the road users regarding Kranspoort!!! Thank you again for your great work and blessings to you in 2016. (Call me when you are in Middelburg so that I can buy you a coffee or lunch!)

Marcél de Villiers

DOCTOR'S TV ADS Witbank Middelburg cc.



Find us on social media!

Not only is SANRAL right up there when it comes to building quality roads. It is constantly in touch with the most modern communication tools, engaging with road users and customers through Facebook and tweets.

They range from compliments by foreign tourists and thank you tweets for roadside assistance. People in their thousands posted comments and likes, shared our information and some 323 000 participated through our Facebook page between February last year and February 2016.

SANRAL also responded through twitter to hundreds of queries while facts about SANRAL were favoured by hundreds more.

Readers are invited to follow and engage us on our social media platform. Get the real story from us and tell us yours!

This is what the statistics tell us:

www.facebook.com/sanralza/	
Facebook Feb 2015 to Feb 2016	
Activity	Total
People Taking Action	322,950
Post Likes	29,526
Post Comments	1,788
Post Shares	1,051
Link Clicks	19,717
Page Likes	10,181

@SANRAL_ZA	
Twitter Feb 2015 to Feb 2016	
Activity	Total
Replies to SANRAL	
Corporate queries	681
SANRAL Corporate information Likes	418
SANRAL Corporate Information Retweets	704
Clicks on links shared	2,959

@Renche@Renchevdl

@SANRAL_za compliments to Raymond and Malton, who assisted me this morning on the R21 N. Thank you both!

Nandi Labuschange@nandigold13

Never say never. .@SANRAL_za were quick to respond this morning on N1 had a rollback & took my car to safe place. thankful @etolls

Nicholas Cox@revnickc

@SANRAL_za From the UK, I drove for the first time along the N12 into JHB. Good highway, lots of fuel stops available, job well done, guys.

Sidhika Sooklal@MissSeed

Thank you to Mpho and his colleagues at @SANRAL_za! Stopped 4 lanes in rush hour N1 traffic to change my tyre!

Sidhika Sooklal@MissSeed

@SANRAL_za huge shoutout for all the hard work you do! My insurance company had me waiting there for 45 minutes!

AARTO ACT: Encourages Voluntary Compliance with Road Traffic Laws



The Road Traffic Infringement Agency (RTIA) is an entity of the Department of Transport responsible for influencing positive driver behaviour and to encourage voluntary compliance with road traffic laws of the country through the implementation of Administrative Adjudication of Road Traffic Offences Act (AARTO) and its Points Demerit System. RTIA commits to using its legislative mandate to ensure that road traffic laws are adhered to, lives are saved and our roads are safer for all those who use them.

In preparation for the implementation of AARTO nationally the Agency is involved in a series of stakeholder engagement sessions in the form of AARTO roundtable discussions, Sihamba ne AARTO roadshows and partnerships with civic society and the interfaith fraternity in echoing the saying that “road safety is everybody’s responsibility”.

These interventions are in support of the Minister of Transport’s conviction to drive road user behavioural change through robust debate, moral revival and heightened awareness about motorist rights and responsibility on road safety. It is in appreciation of the fact that 90% of all road crashes that occur on the South African road network are often found to have resulted from a violation of road traffic laws. RTIA through AARTO education and awareness campaigns seeks to harness interventions for changing the culture of the road users, heighten the appreciation for more prudence and respect for life on the road.

Objectives of RTIA’s Road Safety Awareness Campaigns under the AARTO Act:

- Mobilise and empower civic society to enhance accountability amongst fellow motorists.
- Mobilise support for the **Million Signature Campaign** towards active participation of civic society as government’s partner in changing the behaviour of the road user.
- Encourage a culture of voluntary compliance amongst road users in South Africa.
- Foster a heightened understanding of road traffic regulations and increased sense of responsibility amongst road users.

CALL FOR A NATIONAL PRAYER DAY:

Bottom Right Picture: “Deputy Minister of Transport, Ms Sindisiwe Chikunga signing the Million Signature petition to declare an Annual National Prayer Day for Road Safety”.



Creating Awareness: RTIA management team during the AARTO Roundtable Discussion themed “Motorists rights and responsibilities under the AARTO Act”.



Getting ready for Implementation: The Chief of the National Traffic Police, Ms Ntsiki Jolingana and Mr Phillip Phurnell from the Automobile Association formed part of the roundtable discussion panel.



About the Million Signature Campaign

As a symbol of citizen activism, Minister Dipuo Peters is lobbying for parliamentary processes to have the first Sunday of October declared a National Prayer Day for Road Safety. South African citizens throughout the country are urged to express their activism by signing the Million Signature Petition to Parliament as well as be part of integrative solutions towards changing the behaviour of the road users by stopping driver delinquency.

In this spirit, the Agency is in the process of moving a petition to gather a million signatures to declare 1 October every year a National Prayer Day for Road Safety, to be tabled by Minister of Transport Ms Dipuo Peters to Cabinet in support of the United Nations Decade of Action “ Make Roads Safe Campaign” visit www.rtia.co.za to sign the petition.



Safety in traffic a basic right for children

Road safety is a basic human right - especially for young children who are most likely to be the victims of road crashes.



Every day more than 500 children across the world die in road crashes. The World Health Organisation has found in a recent study that road traffic injuries are the leading cause of death among 15 to 19 year olds and the second most important contributor to fatalities among children between the ages of five and fourteen.

The global community - including South Africa - is responding to these alarming statistics with a wide range of initiatives, focusing on education, training and awareness. The Six Pillars of Road Safety adopted by the United Nations also emphasises the importance of better enforcement, more effective responses following crashes and the greater utilisation of technology and engineering solutions to create safer roads.

Through the activities of the Department of Transport and the South African National Roads Agency SOC-Ltd - SANRAL - the country is at the forefront of research into educational and engineering solutions.

There is a strong focus on children - preschool and school-going - who are among the most vulnerable sectors of society. They often lack the necessary skills or experience to interact safely with vehicles on roads. They are dependent on the actions of other road users and traffic-planning and infrastructure provision are often not done with the special needs of children uppermost in the mind.

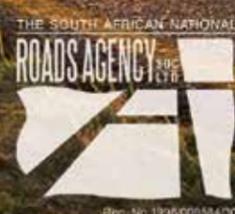
Education and awareness programmes are based on extensive research including studies coordinated by

SANRAL. Road safety programmes will be included in the mainstream of school curricula and focus specifically on safety in and around schools where safe routes and safe places to play are priorities. It recognises the importance of physical activities in the daily routines of children and that this should take place within a safe environment.

Despite the grim statistics there is global optimism that greater awareness about safety issues, improved education and the introduction of new engineering technology will create safer environments and lead to a reduction in the rate of fatalities.

The core business of SANRAL is to develop, fund, maintain and manage the national road infrastructure and to optimise its utilisation.

750 000km	Length of South Africa's road network
21 451km	SANRAL's total network
3 120km	SANRAL's toll portfolio
18 331km	SANRAL's non-toll portfolio



SA joins global study on impact of alcohol on road behaviour

A three year research project undertaken within two South African communities have underlined the importance of better education about the impact of alcohol on road behaviour.

Dr Pieter Venter, the African coordinator of the Global Road Safety Partnership, says the project raised concerns about attitudes towards drink driving and perceptions that alcohol "adds fun to parties" and builds confidence among participants, especially the youth.

The study was done in partnership with the South African Red Cross Society and the University of Stellenbosch. The communities of Belhar in Cape Town and Lekazi in the Mbombela Municipality of Mpumalanga participated in the project.

The objective of the research is gain a better understanding about perceptions and attitudes among communities, and to propose interventions that will lead to changes in behaviour. The information gathered through the project will soon be compared to similar studies conducted in Vietnam and Argentina.

It is essential that drivers consider themselves key partners in road safety



Linking South Africa's landlocked provinces to KwaZulu Natal, the N3 Toll Route carries a constant stream of traffic. Large volumes of freight are moved daily along this national route and on weekends and peak holiday season traffic increases as travellers make their way to the many superb holiday destinations accessible from the route.

N3 Toll Concession (Pty) Ltd (N3TC) manages and operates the N3 toll route between Cedara near Hilton in KwaZulu-Natal and Heidelberg in Gauteng. It follows that the sheer volume of traffic along this route has to be closely monitored and managed to ensure the orderly and safe movement of people and goods. "In this endeavour N3TC relies on various partners along the route to extend our ability to provide a world class transport corridor," said Commercial Manager, Con Roux.

Dave Steele, Road Traffic Inspectorate (RTI) Station Commander for the Ladysmith District is one of the key role players ensuring safety along this route.

Apart from the obvious benefits of visible policing and pro-active law enforcement, Dave highlights the roles and responsibilities of drivers.

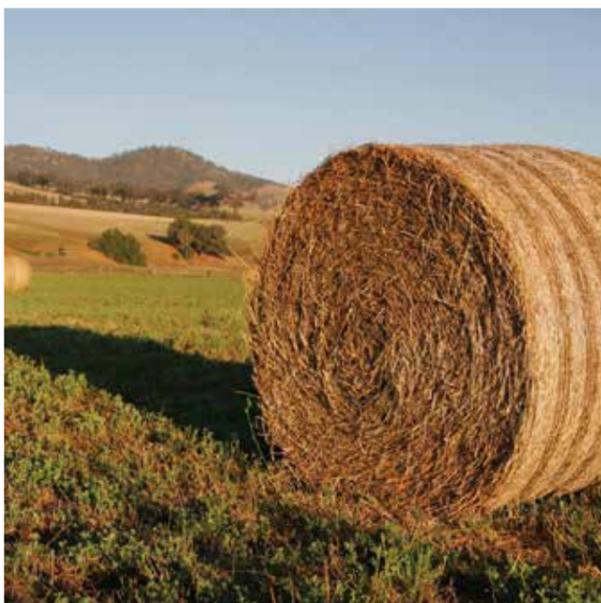
"It is worrying to note that many drivers still do not adjust their behaviour to suit particular road, traffic and weather conditions," he said. "Drivers generally have to be aware of their surroundings and prevailing conditions, and make provision for these conditions when they set out on the road."

"Motorists are our partners in road safety compliance. I cannot stress enough how important it is to adhere to general safety rules. Consider your speed, adhere to the basic rules of the road, stay alert, do not become complacent because you are familiar with a particular route, don't allow yourself to become distracted, ensure that your vehicle is in good mechanical order, consider fellow road users, adapt to conditions and remain patient.

A considerate driver can make all the difference when it comes to road safety," said Dave.



TRAC assists drought-stricken farmers



The drought experienced in some parts of South Africa has sunk its sharp teeth into livestock farmers causing them severe financial problems and destabilising food security throughout the country.

In a bid to bring some alleviation to this crisis, Trans African Concessions (TRAC) recently donated more than 48 bales of grass to Free State farmers. This was after TRAC was contacted by a Barberton farmer who offered to sponsor the transportation of the grass if the company supplied it.

According to farming organisations, commercial and subsistence farmers have lost thousands of cattle as a result of lack of fodder. Although the majority of affected farmers are based in the Free State, quite a distance from the N4 Toll Route, this situation has created a national crisis not only causing food scarcity, but also escalating food prices.

TRAC's donation was made possible through grass cuttings undertaken routinely by TRAC as part of its concessionaire responsibilities. TRAC teams cut and baled grass in the Schoemanskloof area during February 2016.

In Middelburg TRAC has also packed more than 400 bales which have been donated to AgriSA's Project Hope Grass.

"The drought is a harsh reality for South African farmers. In the cities we are, to a large extent, shielded from the devastating consequences of the worst drought in 30 years," said TRAC CEO, Graham Esterhuysen, "However it affects every single one of us in one way or another".



Bakwena ensures children's safety along the N1N4 route



Bakwena, custodians of the N1N4 toll road, in partnership with Wheel Well, is part of The Car Seat For Kids Campaign.

"We consider it a terrible tragedy that four children die on South African roads daily and an average of 40 children are injured every day in road crashes. Car crashes are the leading external cause of death for children up to the age of 15 and these statistics can be drastically reduced, if not avoided all together simply by ensuring that underage passengers are correctly restrained," said Charmaine van Zyl, PR Manager for Bakwena.

This Easter period, Bakwena and Wheel Well are joining forces by hosting a car/booster seat and child safety activation campaign at Total Petroport on the Bakwena N1 north on Thursday, 24 March between 12pm to 6pm.

If you wish to get involved and donate your unused/second hand car seats or boosters, please drop them off at:

Shop U108, Brightwater Commons, Republic Road, Randburg (at Virgin Active entrance by escalators). Alternatively, drop your seat off at a Renault Dealership.



This is the year to become healthy. And By The Way will help you achieve this. We will share recipes with you to boost your immunity, keep you alert and strong on the roads (and at work) and above all, recipes which are healthy and tasty.

Padkos



Superfoods are foods that are very high in vitamins, minerals and overall nutritional value which can help us ward off diseases and live a longer, healthier life.

This edition's superfood is Raw Cacao

Raw cacao (not cocoa) is the term for cold pressed unroasted cocoa beans which keep the living enzymes in the cacao. It is also rich in minerals e.g. magnesium, iron, potassium, calcium, zinc, copper and manganese. Minerals are essential for building strong bones and teeth. And for blood, skin, hair, nerve and muscle function and for some metabolic processes.

Health benefits of raw cacao:

- Lowers insulin resistance
- Reduces blood pressure
- Improves memory
- Reduces your risk of a stroke
- Shields nerve cells from damage
- Boosts immunity
- Reduces your risk of cardiovascular disease
- Fights tooth decay
- Betters digestion
- Improves skin texture
- Creates loads of energy



Raw cacao chocolate muffins

Sugar, dairy and gluten free

These muffins are a favourite with adults and children alike. They will fulfil your desires for a rich and moist chocolate muffin, but without the guilt. In fact, these muffins are so good for you, have two.

yields 12

- 1 tin butterbeans, drained and washed under running water to get rid of the excess salt
- 3 large free range eggs
- 3 tablespoons coconut oil
- 1 teaspoon vanilla extract
- 1 cup pitted dates, roughly chopped
- pinch white pepper
- pinch salt
- 1 teaspoon bicarbonate of soda
- 1/2 teaspoon ground mixed spice or ground cinnamon
- 1 tablespoon chia seeds (optional)
- 1/4 cup Xylitol (or brown sugar)
- 1/4 cup chickpea flour (or any gluten free flour) OR normal cake flour if you are not gluten intolerant
- 1/3 cup raw cacao powder
- 1/3 cup raw cacao nibs or dark chocolate cut into small pieces

Method

- Pre-heat the oven to 180 C.
- Prepare the muffin tin by placing the muffin cups in the tin.
- Put the drained butterbeans, eggs, coconut oil, vanilla extract, chopped dates, white pepper, salt, bicarb, spices, chia seeds (if using), Xylitol and chickpea flour into a food processor and mix until the dates are finely chopped.
- Carefully scrape the mixture into a mixing bowl.
- Stir the cacao powder into the mixture and fold the cacao nibs through.
- Divide and scoop into the muffin cups.
- Bake for 15 – 20 minutes and allow to cool.

NOTE: These muffins freeze well.



Healthy chocolate energy balls

These balls will melt in your mouth and are ideal for a pick-me-up with a cup of coffee or when you get that late afternoon slump.

makes 18

- 2/3 cup pitted dates, chopped
- 2-3 tablespoons coconut oil
- 1/3 cup unsalted mixed nuts
- 1/3 cup sunflower seeds
- 1/4 cup desiccated coconut
- 1 teaspoon chia seeds (optional)
- 1/2 teaspoon vanilla extract
- 1/2 teaspoon ground cinnamon
- 3 tablespoons raw cacao powder

Method

- Put the nuts and seeds into a food processor and pulse until they are coarsely chopped.
- Add the rest of the ingredients and mix on low speed until all the ingredients come together to form a 'dough'. Stop the processor to scrape down the sides if needed.
- If the consistency is too dry, add water little by little.
- Turn the dough out into a bowl and roll into small balls.
- Roll in cacao powder or cinnamon sugar to keep them from being too sticky.
- Store in the fridge and enjoy.

CCTV cameras help road safety

The safety of its road users is a major concern for SANRAL. An important part of this approach is the use of closed-circuit (CCTV) cameras to actively monitor and manage traffic and road conditions on the national network.

As part of its on-going support for small businesses SANRAL contracted Netronix, located in Umhlanga north of Durban. It was its first major project with SANRAL and it installed CCTV cameras on the road network and the eThekweni freeway management system.

Owned and managed by Deena Naidoo, Netronix currently employs some 30 employees with various skills and competencies to enable the successful delivery of quality products and services to the agency.

"It is quite a responsibility being part of the safety of people on our roads. It is a task that we take seriously and give our full commitment to. If that means working around the clock to deliver on project requirements, then that is what we will do."

Some of the greatest challenges experienced on the project was theft and vandalism of the materials used.

On the topic of advice for up-and-coming SMMEs, he said that companies should strive to constantly improve themselves and their capabilities to advance in the industry in which they operate, which will secure continuous work flow.

Netronix is guided by the philosophy that to deliver a network of the highest possible quality, staff must be correctly trained and equipped with the tools and equipment to install, test and report on that network. The company has, therefore, made a considerable investment in this field.

Furthermore, Netronix believes staff training to be an ongoing process. The company continually briefs and trains its staff on new developments and techniques in an industry

characterised by continual and rapid advancement. This has ensured their survival and growth in an environment that is classified as being fiercely competitive.

With a vision to grow exponentially in the years to come, Deena hopes to secure additional large-scale projects with continued support from SANRAL and he would like to see greater linkages between SMMEs and large contractors in the future.

"It is quite a responsibility being part of the safety of people on our roads. It is a task that we take seriously and give our full commitment to. If that means working around the clock to deliver on project requirements, then that is what we will do."



Butterworth youth graduate

Executive Mayor of Mquma Local Municipality Baba Ganjana (centre), together with SANRAL officials, congratulated some of the learners who graduated in Butterworth earlier this month from a learnership programme hosted by SANRAL.

More than 100 learners from Butterworth were assured of a more promising future when they graduated from a learnership programme hosted by SANRAL earlier this month.

The ceremony was held at Magalakangqa village in Butterworth in the Eastern Cape, with 108 graduates receiving certificates mainly for road construction skills.

SANRAL project manager Simphiwe Ngabase said the learners also received generic skills training on bricklaying and carpentry, where they were practically exposed to the building of a permanent site office structure. On completion of the project, the site office was converted to a community hall for local residents.

"The site office was built during the implementation phase by more than 200 bricklaying and carpentry trainees from two wards. Instead of demolishing the building after completion of the project, it was converted for the residents to be utilised as a community centre," said Ngabase.

"During the 2014/15 financial year SANRAL awarded 223 contracts worth R14.4 billion for new works, rehabilitation and improvement, periodic and special maintenance, routine road maintenance, community development, supervision and other activities. Furthermore, SANRAL spent R2.9 billion on contracts with SMMEs, of which more than R1.7 billion went to 765 black-owned firms. In terms of job creation, 19 820 average equivalent full-time jobs were created," he said.



Executive Mayor of Mquma Local Municipality Baba Ganjana (centre), together with SANRAL officials, congratulates some of the learners who graduated in Butterworth earlier this month from a learnership programme hosted by the South African National Roads Agency Ltd (SANRAL).

Beauty of passing without stopping



Here are some examples of comments:

Wesley Madziva@WeszMadzLooking good #MyTagMyChoice @N3Route hopefully you planning on dedicated gates

N3 Toll Concession @N3Route 18 Dec 2015

@WeszMadz Morning Wesley, there are lanes dedicated for tag users at all the toll plazas on the #N3Route. Just choose the Orange lanes.

SA Truckers Traffic @sa_truckers

Retweeted N3 Toll Concession (@N3Route): Tag Payment option is accepted on the #N3TollRoute. The choice is yours. #MyTagMyChoice.

Tiyani Rikhotso @RikhotsoTiyani

The beauty of passing through toll plazas without stopping - thanks to the e-tag. The future is tech. #N1toLimpopo. @SANRAL_za

The recent introduction of automated toll payments at toll plazas across the country, which went live in December 2015 ahead of the holiday season, has been a major success – as evidenced by comments from some road users.

An important part of the success was the availability of information on how to use these special lanes. Help for road users who had queries also played a significant role, such as SA Truckers Traffic's advice that "tag payment option is accepted on the N3TollRoute".

The payment method involves motorists paying their toll fees automatically through a registered tag in their vehicle. This means that they are able to pass through lanes that accept tags as well as other payment methods or through dedicated tag only lanes, the latter where they slow down for the tag to register but are not required to come to a stop.

South Africa was one of few countries around the world with a fully interoperable electronic toll collection system linked to central transaction clearing. The result was speedier traffic flow at toll plazas and increased convenience for motorists.

This is best summed up by one such comment: "The beauty of passing through toll plazas without stopping – thanks to the e-tag. The future is tech."

Road infrastructure given priority

Road infrastructure received priority attention in the 2015/16 Budget delivered in Parliament by Finance Minister Pravin Gordhan in February with the allocation to SANRAL, through the Department of Transport, increasing by an average of 12.4% over the medium term.

Some R14 billion is budgeted for the 2016/17 financial year and this will grow to R17.8 billion by 2018/19. The bulk of this will be allocated to the strengthening of and improvements to the national non-toll road network.

Mr. Gordhan stressed the need to accelerate infrastructure investment so the range and scope of co-funding partnerships between the public and private sector must be broadened. He highlighted SANRAL's approach in this regard, saying the state is "able to draw on our experience in road funding concessions".

Policy certainty over the future of Gauteng e-tolling was also given in the budget through the allocation of R1.4 billion to meet the provisions of the revised tariff structure announced in 2015.

The minister stressed that state entities have to be strengthened so that they can play a propulsive and dynamic role in development, not through protecting their dominant monopoly positions but through their capacity to partner with business investors and industry.



Finance Minister Pravin Gordhan

Overcoming a taxing life

Growing up in a challenging environment is taxing but for learners at the Centre of Science and Technology (COSAT), life is somewhat easier, as shown by the experiences of Asanda Magoda and Pamela Sogiba. SANRAL is a sponsor of COSAT in Khayelitsha.

Asanda matriculated with seven distinctions and is now studying medicine at Wits while Pamela, with four distinctions, is working on a degree in Chemistry and Polymer Sciences at Stellenbosch

Asanda grew up in Makhaza, Khayelitsha in a family of four sisters. Early in life she had to deal with the loss of her father who passed away when she was in Grade 9. She also has a chronic medical condition.

"I was determined to succeed and in the end passed my exams in that year with a 70% plus. I'm interested in maths and life sciences."



Asanda Magoda



Pamela Sogiba

"I was diagnosed with anaemia and a lot of times I felt weak and got tired very easily. At one stage I could hardly walk and the teachers at school had to help me. I missed some exams due to my medical condition."

"Also at the time when my mother lost her job, we had a hard time as a family. But in a strange way, this turned out to be a positive for me – while my mum was at home she could spend more time with me and help me with homework."

"I was determined to succeed and in the end passed my exams in that year with a 70% plus. I'm interested in maths and life sciences."

"I would urge students to take pure maths – not math literacy – as it gives you the foundation and the background you need for further science studies after school."

"Regarding life sciences, I am interested in how the body works and my medical condition spurred me on to find out more. I learned about the role of nutrition and what I should eat."

"While it is complicated, I find it quite exciting – when there is that 'a-ha' moment - when I am able to find the solution to a complex problem."

Asanda joined the school's cooking club where they made dishes and healthy snacks that are sold at school.

"Another passion of mine is to help my friends and to act as a mentor for other students in Grade 12. Every Monday after school I also mentor children from primary school and high school and teach them maths and English."

Asanda says one of the best things she has done in her life is to work with children from an orphanage who have AIDS

or are HIV positive. "For example I help the young ones by ironing their shirts and assist them with their school work."

"I would urge students to take pure maths – not math literacy – as it gives you the foundation and the background you need for further science studies after school."

She attended the University of Witwatersrand's country-wide Targeting Talent Programme in preparation for varsity. The programme is co-sponsored by SANRAL.

In her spare time Asanda likes to listen to music and she loves reading. "Currently I am reading books by Zakes Mda whose African stories I really enjoy."

Pamela also grew up in a challenging environment in Khayelitsha, Eerste Rivier and Cross Roads and lived with her mother after her parents separated.

She enjoys chemistry, mathematics and specifically trigonometry.

"While it is complicated, I find it quite exciting – when there is that 'a-ha' moment - when I am able to find the solution to a complex problem."

She participates in the school's cooking club as part of her extra-curricular activities.

"There is so much junk food around so we decided to make healthy sandwiches which we sell at the school." The profits raised go to a home for the disabled in the area.

"I feel I can make a difference in the world and make it a better place – it is very rewarding to help the under-privileged and bring hope to the disadvantaged."

Pamela enjoys working with animals and she helps to round up stray dogs and bring them in for treatment at the Mdzananda Animal Welfare Clinic.

"My role model is Steve Jobs, founder of Apple, with his motto to 'never give up'. He was unique – and he changed the world with his thinking and drive for perfection. I am inspired by the movie Steve Jobs – The Man in the Machine - and I find it a great motivator for my life."

"I feel I can make a difference in the world and make it a better place – it is very rewarding to help the under-privileged and bring hope to the disadvantaged."

MATRIC RESULTS!

Pamela achieved four distinctions and Asanda seven.

Well done!



Saving geese on the highway

A family of Egyptian geese which tried to cross the N1 North just past the Buccleuch interchange brought traffic to a standstill, attracted numerous rescuers and ended in the successful rescue of seven little goslings.

The operation started at 8.41am one Thursday morning when Marcia Tshisikule, a supervisor at SANRAL's Traffic Management Centre, received a call from a concerned motorist who said some ducks were trying to cross the highway.

"I started moving the Close Circuit Television Cameras (CCTV) to try and see what was happening, and by 8:57am we logged the incident," Tshisikule said, explaining that TMC operators were using cameras with zoom lenses to try and spot the birds.

"We couldn't see anything because those things are so tiny," she said.

The first sighting happened when a motorist stopped on the side of the highway and the cameras were able to pick up the small dots roaming on the highway verge.

"At 9am he got out of his car and started walking on the roadside," said Tshisikule, who in the meantime was busy with other efforts to rescue the birds. She called Randburg SPCA and was referred to the Sandton branch where Inspector Stephen Maila took the call and agreed to go out.

"We were receiving numerous calls from motorists who were talking about stray ducks or geese wandering on

the barrier line of the highway next to the fast lane," Maila said.

Tshisikule, who was looking for any means to help the geese remembered that there were roadworks happening near the Allandale off-ramp, contacted the site and asked for SANRAL's Routine Road Maintenance (RRM) team's safety officer.

"I said to him 'Please, please, please can you go there and get those geese,'" Tshisikule said.

At 9:08am the RRM officer arrived on the scene, followed by the SPCA crew at 9:10am.

According to Maila, the father goose was hit by a car and killed, while the mother managed to fly away. One of the goslings ran under a car and was squashed – but the other seven were successfully rescued.

"They were taken to the Sandton SPCA and we are busy with a rehabilitation centre to see if they are fit to go back into the wild. They are not domesticated, they are wild and they need to be free," Maila said.

SANRAL Project Manager Gail Bester stated that this incident once again proves the agency's commitment in saving lives – even of geese – through the use of technology.



This incident once again proves the agency's commitment in saving lives – even of geese – through the use of technology.

Gail Bester
Project Manager SANRAL



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The Road Accident Fund is coming to your doorstep with its new Mobile Office. Be on the lookout for the RAF Mobile Office in your area where you can lodge new claims and check claims status if you have already lodged one.

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A case for stopping and smelling the flowers



This Easter revisit a slower and simpler time, writes Lebohang Thulo



Nostalgia is defined as the sentimental longing or wistful affection for a period in the past. Something most of us are guilty of.

Even in today's future-focused world we still have rituals to celebrate the past, think of hashtags like **#throwbackthursday** or **#flashbackfriday** that are a weekly feature on social media.

For all the optimism with which we often view the past, not many people will know this, but there was a time during the 17th to 19th centuries when nostalgia was considered a disease.

The word itself reveals its gloomy origins. Nostalgia is made up of Greek words, *nostos* which means homecoming, and *algos* meaning pain.

The disease was thought to be similar to paranoia, marked by a longing for a specific object or place. Those days are thankfully long gone.

Today nostalgia is looked at much more affectionately. We now tend to think that in the past life was easier, children better behaved, summers were longer and fruit tasted so much sweeter. And let's not even start on how far the Rand could stretch – steak dinner anyone?

Spring showers, May flowers

It's during the holidays that most people are especially nostalgia prone. My theory is that it has something to do with the combination of family and rituals that are especially prevalent during this time.

No other holiday is filled with ritual like Easter, although Christmas is a close contender. For many of us the Easter holidays bring back memories of family, food and travel, and often all it takes is a golden oldie on the radio or the sight of something familiar to trigger a memory you hardly knew was there.

For example, those who during the Easter period make the trek to or from the heart of the country, also known as the Free State, will have memories of the flourishing pink and white cosmos which brighten the roads in the eastern Free State during the autumn months of April and May. For a particularly spectacular viewing the R711 between the small towns of Clarens and Fouriesberg offers a cornucopia of cosmos fields.

For others, the sight of the picnic spots that dot the highways across the country is all it takes to transport them to a simpler and slower time when families would actually stop to enjoy a picnic on the roadside. Somehow the food always tasted better the further away from home it was consumed and the simpler it was made. In contrast, today it seems we are in much more of a hurry to reach our destinations, proving the theory that we are indeed living in the age of instant gratification where everything is hi-tech and hi-speed to boot.

And those who visit family living in small towns will find that they are especially suited for nostalgia, mostly because life does seem to move at a slower pace and they often seem untouched by the hand of time.

What was it that Leo Tolstoy said about all happy families being alike? That quote always brings to mind the many amazing small towns we have in South Africa. As unique as each may be, there is a specific feeling that all small towns conjure. Blame it on the gravel roads raising dust as you drive by, the marked absence of traffic, and in some cases, the town donkey lounging casually in the middle of the road.

Some of the best towns in which to experience this vibe include the little Free State town of Gariëpdam with its islands and bays against the backdrop of the Free State plains.

Another wonderful option is Graaff Reinet in the Eastern Cape, which is South Africa's fourth oldest town, and is considered one of its most beautifully preserved.

Also in the Eastern Cape is the picturesque town of Hogsback. Reminiscent of a village, this town is well regarded for its lush green forests and mountain views. Charmingly, the town experiences regular snowfall in the winter months.

I think the message in all this is that rituals and traditions matter, and this Easter take a moment to celebrate the role of the past in our present. And remember to take a snap of all those great moments, who knows they could make for a great **#throwbackthursday** someday.

Games and puzzles to keep you entertained on the long road.

Captivate & Fascinate

Sudoku

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

Crossword

some answers can be found in By The Way

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
1																				
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ACROSS CLUES

- C1:** State President's annual address – 4 words
- A2:** Rotating part of a machine
- G2:** Coarse weedy Malaysian grass
- N2:** To move or proceed
- Q2:** Group of words referring to person
- A3:** Obligated to pay
- G3:** Member of people of Ghana
- L3:** Belongs to us
- P3:** Verb- present or exist
- A4:** Small songbird
- F4:** abbr. for Freezing Point
- M4:** Type of park for kids close to Nelspruit
- A5:** Financial offers
- I5:** Competition for fastest
- N5:** Main division of a long poem
- E6:** abbr. Black Economic Empowerment
- I6:** To show we did not do a piece of writing
- N6:** Unravel
- S6:** Used for comparing people or things
- J7:** To connect words or parts of sentences
- P7:** Tube through which liquids come
- A8:** Stones for road building
- K8:** Spanish for 'yes'
- Q8:** Unaggressive fight
- A9:** Horse's gait
- F9:** Abbr. High Tension
- J9:** Revolutions per minute
- N9: Refers to speaker or writer
- Q9: Refers to male person
- A10: Grass cut and dried as fodder
- E10: Abbr. Electronic tolling
- K10: With reference to
- N10: To win again

- B11:** Abbr. South African Airways
- L11:** Seats in church
- Q11:** Annoying person or thing
- A12:** Abbr. Prepaid
- D12:** Spokesperson for SANRAL
- C13:** Internet domain name for Angola
- F13:** abbr. United Service Organisation
- J13:** A district of Northern Ireland
- S13:** Chemical symbol for Argon
- A14:** Last name of SANRAL's CEO
- F14:** Something that is owed
- M14:** Project Manager at SANRAL Eastern Region
- C15:** Abbr. Overdose
- F15:** Document under seal-law
- K15:** abbr. October
- E16:** Bottom
- J16:** Abbr. United Nations
- M16:** One of SANRAL's graduate design engineers – first name
- A17:** South African National Roads Agency
- S17:** Monetary unit of Vietnam
- A18:** Symbol for aluminium
- E18:** Informal thanks
- H18:** Province of the Rising Sun
- B19:** Solar day as measured on Mars
- G19:** Fish eggs
- K19:** Sloth
- R19:** Naturally occurring minerals
- A20:** What is the R573 better known as - two words
- L20:** Paying less than you normally would

DOWN CLUES

- A1:** Our country must be put back on this road

- C1:** Spokesperson for the Clanwilliam Tourism Ass.
- D1:** Internet domain name for Tonga
- E1:** Internet domain name for Argentina
- G1:** To pass by - time
- H1:** Evergreen large tree
- I1:** Archaic spelling of Flora
- J1:** Brownish colour
- K1:** Domain name for Honduras
- L1:** The self
- N1:** Mining, Tourism and what else is the main economic driver in Mpumalanga
- O1:** Used to indicate two places connected
- Q1:** Name the invest initiative of government - 3 words
- R1:** Deny
- T1:** Investment in what must state-owned enterprises do
- B2:** Scottish word for over
- M3:** Abbr. Unilateral Declaration
- P3:** Things that fastens and binds
- D4:** Old registration indication for Durban
- F4:** Which type of vehicles are destroying our roads
- O4:** Name for Granny
- R4:** Abbr. for Order of the Officer of Australia
- E5:** To flow back or recede.....cut off one B
- J5:** Collection of reminiscences, sketches etc of or about a person or place
- K5:** To keep intact
- L5:** Plant with curly leaves
- S6:** Yellow-eyed mullet
- D7:** Creation of work of beauty
- H7:** Indicate location or position
- R7:** One who bats first -cricket

- B8:** Hold tight
- C8:** Artist
- G8:** Devices for reducing liquid to fine spray
- O9:** To join fabric
- I10:** Common name for lavatory
- D11:** To refrain from doing
- M11:** Living things in garden
- A12:** Which operation is gaining momentum
- F12:** Which caves are in Mpumalanga
- H12:** Informal for cell phone
- J12:** Abbr. for non-smoker
- C13:** Laxative and flavouring agent
- N13:** Chemical symbol for berkelium
- Q13:** Abbr. Alcoholics Anonymous
- P13:** Nota bene, Note well abbr.
- Q3:** Abbr. for East Indian
- S13:** Large light-coloured antelope
- I14:** Abbr. Teetotaller
- E16:** Nocturnal flying animal
- N16:** Males
- B17:** As well
- L17:** What should have been done with e-toll
- T17:** To put into service
- H18:** Cow's lowing
- K 18:** Affectionate for mother
- P18:** Viscose sticky substance
- C19:** Suffix denoting an organic chemical compound
- D19:**and behold
- G19:** abbr. Rural road
- R19:** Not inside
- S 19:** Abbr. Right Honourable

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.