



Don't be a road hog, warns Cele

In an effort to reduce road rage and let the traffic flow, the KwaZulu-Natal Department of Transport has embarked on a campaign to encourage motorists to drive on the left lane, unless overtaking on the right, and doing so when it is not hazardous.

KwaZulu-Natal MEC, Bheki Cele, and his Transport Department Head, Dr. Kwazi Mbanjwa, launched the 'Keep Left, Pass Right' campaign at the Marianhill Toll Plaza recently with the aim of reducing congestion of traffic/vehicles on the road by promoting the keep left practice to allow free flow of traffic.

One of the most fundamental laws of the road is 'Keep Left, Pass Right.'

"In KwaZulu-Natal we are upholding and enforcing this rule," Cele warned, adding that in South Africa there are no specific laws that provide penalties for road rage.

Referring to drivers, he said: "The blaring of a horn, angry shouting and rude hand gestures are not allowed on the road. Highway insanity, that has drivers' engaging in physical fights or using their

vehicles to smash into other drivers, sometimes forcing them off the road, will not be tolerated. In this type of situation, it is advised that you keep left and stay composed.

"According to a road rage survey conducted by the Automobile Association recently, 47,7 percent of respondents, both perpetrators and victims, were accompanied by children during reported episodes of verbal or physical abuse. This behaviour only reinforces aggressive habit formation in children."

Cele recalled December 13, 2004, when he launched the new slogan 'From Zero Tolerance to 100% Compliance,' with the intention of ensuring that when rules of the road are not obeyed, the law enforcement agencies act decisively.

"It is for this reason that the Department of Transport in KwaZulu-Natal is embarking on a campaign to encourage road users to comply fully with the most important rule of the road which says vehicles must be driven on the left hand side of the road," Cele added.



KZN MEC for Transport, Community Safety and Liaison Bheki Cele and KZN Transport HOD Kwazi Mbanjwa applauding the successful launch of the 'Keep Left, Pass Right' campaign



Traditional music artist Hhash'elimhlophe leads EtheKwini Mayor Obed Mlaba (left), Kwazi Mbanjwa and Bheki Cele in a dance at the campaign.



Motorists being informed of the 'Keep Left, Pass Right' campaign.

Ladysmith RTI's special operations with a mission

Despite a shortage of manpower, the Road Traffic Inspectorate (RTI) in the Ladysmith region has initiated several special operations with a mission to save lives.

These operations include delegating officers to form special operations as requested by MEC Bheki Cele and the Head of Department Kwazi Mbanjwa, as well as operations dedicated to regional high accident frequency areas, regional deliverables and monitoring government vehicle abuse within the Ladysmith region.

Speaking to Igalelo, Ladysmith Regional RTI Commander Mzothule Gumede stressed that RTI's core function is to save the lives of the people of this province through effective goal-directed law enforcement.

Gumede outlined some of the critical issues and strategies his region has implemented in trying to curb road crashes and reduce fatalities.

He said: "Not only does this region assist in curbing road accidents and fatalities, but our RTI Nqutu station is also doing very well in terms of impounding stolen vehicles. To date, Nqutu has impounded 71 vehicles of which 24 were declared stolen by the

local South African Police Services.

In dealing with the identification of high accident frequency areas, Gumede said, "it is common knowledge that when there is a problem there should be a cause to that problem. Hence, we make sure that we identify our red spot areas and ensure that our officer deployment is in accordance with our identified red spot areas," he added.

Gumede said, "We also make sure that all our Rural Road Transport Forums (RRTF's) and Community Road Safety Councils (CRSC's) are consulted. In these community forums we share information with our stakeholders and discuss law enforcement challenges with our Road Safety Manager. This helps us to influence the way road safety education is conducted, that is, in line with the realities we as traffic officers experience on the roads.

"We also make sure that we work very closely with our engineers to ensure that the road infrastructure is kept to an acceptable standard. Our officers are tasked to report about road conditions on a monthly basis to ensure that we implement road safety," added Gumede.

In dealing with contingencies, Gumede said that his region has gone



Chief Provincial Inspector King Gama at Dundee

the extent of introducing a special operational unit known as Asibambisane, meaning (Let's work together).

Gumede said, "Our region has put control measures in place to make sure that we sustain our achievements.

All our Road Safety issues are discussed at monthly meetings without fail so that we closely monitor progress and address shortcomings immediately."

"Our regional Information Officer has been tasked to prepare regional accident statistics on a monthly basis, which will always give us an indication as to where and when accidents are taking place and what the causes are. These statistics are given to all station commanders to plan their activities in accordance with accident statistics on hand," he concluded.

ABOUT IGALELO

Igalelo is produced by the KZN Department of Transport's Communication Support Directorate. Letters to the Editor as well as general comments can be forward to: Igalelo News Editor, KZN Transport Department, Private Bag X9043, Pietermaritzburg, 3201. Tel: 033 - 355 8624. Fax: 033-355 8632. Website: www.kzntransport.gov.za

IGALELO STAFF

EDITOR: Logan Maistry
NEWS EDITOR: Piwe Mkhize
PHOTOGRAPHY: Master Mosunkutu
EDITORIAL TEAM: Melvin Rampedi, Lungile Ndlovu, Bongiwé Dlamini, Hamraj Gunpath, Michelle Dally, Phindile Myeni, Karen Bole, Lindi Shezi, Thulile Nzama, Elton Naidoo
TRANSLATION: S'bongiseni Thabethe

TRANSPORT RADIO PROGRAMMES

Ukhozi FM's Transport Ibandla- Tuesdays 8 - 9 pm and P 4'S Straight Talk- Thursdays 6.30 - 7.30 pm

RTI policing Durban's unique geographical road network effectively

The Department's Durban Road Traffic Inspectorate enjoys the sound collaboration of other law enforcement agencies, including Metro Police, the South African Police Service (SAPS) and others.

What makes policing traffic in Durban different is the unique geographical set-up of this economically strategic region of KwaZulu-Natal. The region comprises seven stations, namely Groutville, Umdloti, Pinetown, Rossburgh, Winkelspruit, Park Rynie and Port Shepstone.

The stations operate highly sophisticated speed-timing equipment, to deal with speedsters along the N2 and N3. During the Easter period as well as December/January of each year, the

region runs three roadside courts along the N3 at Cato Ridge, N2 North at Umdloti, and also N2 South at Park Rynie. These courts are meant to assist those motorists who enjoy doing business with RTI by providing them with quick access to justice. All the stations have mass bridges, which facilitate the weighing of heavy vehicles.

Speaking to Igalelo, Durban's Regional RTI Commander Shadrack Nxumalo said, "The importance of this exercise is to ensure that there is less damage to the road network, and to ensure that officers can check on the roadworthiness of vehicles. At random, alcohol road blocks are conducted using modern equipment that detect alcohol in drivers, which equipment is stored in the Booze Buses used by RTI."

Nxumalo explained, "On the side of the road, officers are issued with CVD's, a hand held device used to verify drivers' licences and to check on the warrants of arrest the driver of a vehicle may be wanted for."

He said, "Furthermore, there is the

Rossburgh Station which has previously been purely a law administration centre. We have now introduced an enforcement unit to carry out activities related to enforcement."

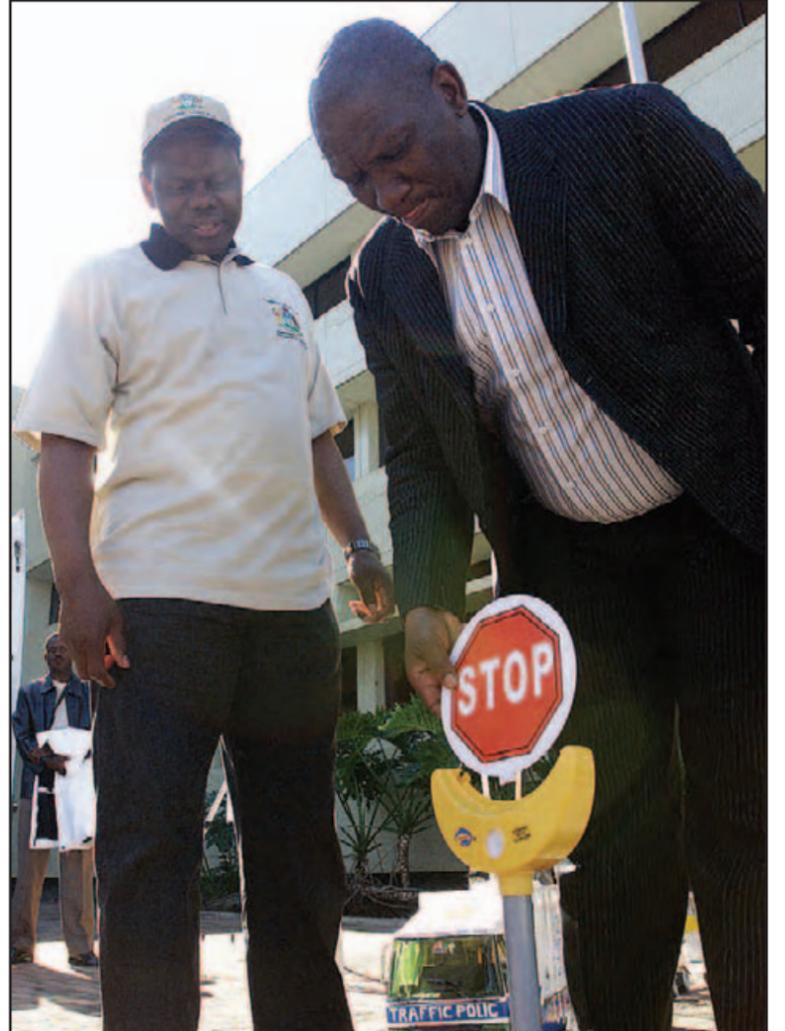
Nxumalo pointed out that amongst enforcement activities to be performed is the challenge of inspecting driving schools who conduct driving lessons. "Driving schools have a contribution to make in ensuring that our roads are safe because safety on our roads begins with the driving school."

"We will be paying more attention to Driving School Operations. It is our responsibility to ensure that legislative compliance is enforced at all cost. It is pleasing to report a positive contribution in a small way. Once we have increased the number of members in the unit better results will be achieved. We need to close the circuit with certain driving schools and the way they conduct their business," said Nxumalo.

Tenth Transport Department stakeholders' summit staged at Ulundi



Bheki Cele and Kwazi Mbanjwa inspect the Ulundi Summit display



The KwaZulu-Natal Department of Transport Annual Summit which reports to stakeholders on the achievements and challenges of the Department was staged at the former Legislature in Ulundi.

Stakeholders of the KZN Department of Transport from all corners of KZN crammed Ulundi for two days to attend the Annual Summit. This is in line with the Department's tradition since 1992 of taking into account input from various stakeholders at grassroots level when planning and implementing its programmes. Four commissions were held in which stakeholders together with senior

departmental officials charted a way forward towards addressing the challenges posed by the Expanded Public Works Programme, Public Transport Planning, Prioritising of Infrastructure Projects and Road Safety and Law Enforcement. A sum of R1, 810 billion was allocated during the past financial year to provide transport services to the citizens of KwaZulu-Natal, but still not all the challenges were met, MEC Bheki Cele, told stakeholders. In road infrastructure the department promised 22 000 Zibambele contracts but achieved 980 more. By 2009 40 000 contracts will be awarded. R750 million was spent on Black Economic Empowerment as compared to the allocated R600 million. Road Safety and Traffic Law Enforcement educated 30 000 adults, 6 million vehicles were screened for speed, and 35 890 vehicles were checked in roadblocks. In Public Transport the levels of taxi violence decreased tremendously and the transport plan for the province was finalized. The Department also completed its state

of the art Technology Transfer Centre where the International Technology Transfer Conference will be hosted in September this year. Despite successes, there are still challenges, but Cele informed the thousands of people that despite the limited budget, they will try and address some of the challenges. He continued to say more emphasis will be put on pedestrian bridges, so it will be easy to access schools, clinics, police stations, heritage sites and other community facilities, especially in rural areas. Corridors have been identified which will exploit the opportunities associated with the 2010 Soccer World Cup. The corridors are Pietermaritzburg/Durban, Ladysmith/Durban, Empangeni/ Durban and Port Shepstone/ Durban. The stakeholders were extremely delighted when their representatives were called to collect trophies. Vukuzakhe, Zibambele, RRTF's and ARRUP stakeholders received recognition for their hard work. Trophies were awarded to Best Public Transport Bus Company,

Community Road Safety Council, Individual Vukuzakhe contractor, Vukuzakhe Association, ARRUP Project Liaison Committee, Rural Road Transport Forum, Zibambele Contractor and Zibambele Savings Club. Vryheid Community Road Safety Council was the overall winner under the category of Best Community Road Safety Council.

Cele informed the stakeholders that despite the limited budget, they will try and address some of the challenges.

KWAZULU-NATAL DEPARTMENT OF TRANSPORT ANNUAL SUMMIT 2005 RESOLUTIONS AS ADOPTED BY THE COMMISSIONS

1. COMMISSION ON PUBLIC TRANSPORT

1. On transport planning:

- To involve councillors in the development of transport plans.
- To improve relations between district and local municipalities.
- To ensure public ownership of transport plans.
- To build organizational and institutional capacity at municipality level.
- To develop each mode (taxis, buses, aviation and maritime) in order to meet the challenges faced by the community.

2. On public transport infrastructure:

- To develop a rank improvement programme - municipalities to implement this programme.
- To increase investment in the development of ranks, bus and taxi stops.
- To extend ranks in townships and rural areas.
- To ensure community and taxi associations participation in rank planning and development.

3. On 2010 soccer world cup:

- To develop a 2010 public transport plan by end of July 2005.
- To integrate public transport planning with other aspects of 2010 activities.

4. On scholar transport service:

- To recognize scholar transport as a dedicated service.
- To accelerate the development of a special permit for scholar services.
- To extend subsidies especially of buses to scholar services and to the previously disadvantaged areas.
- To compile a development programme.

5. On public transport subsidies:

- To extend subsidized services to unserved areas.
- To affirm Africans in subsidized contracts.

6. On the taxi recapitalization programme

- To conduct a road show to achieve the following:
 - Information dissemination.
 - Recommendations on how to implement this programme.

7. The road shows must target the following:

- Taxi associations
- Bus operators



Bheki Cele presenting the 2005 Budget Speech at the KZN Legislature, Pietermaritzburg

- Community structures
- Municipalities

2. COMMISSION ON PRIORITISATION OF ROAD INFRASTRUCTURE

A. Major Challenge: Shortage of funding and additional funding of R1, 1 billion per annum required over the next 10 years.

- Promote integrated and interspiral planning and operations to maximize our resources.
- Revisit budget allocation formulas and strategies to include the population densities and poverty levels. Revisit the 85/15 split to address the infrastructure backlog.
- Revenue generated from sales, fines, etc. to be distributed back with bigger percentage to Department of Transport Road Infrastructure programme, especially for the road backlogs.
- Dedicated fuel levy be introduced in the province for road infrastructure development as done in other provinces.
- Roll-over of funds to be redirected to the departments that can manage the appropriate expenditure of budgets.
- Promote public private partnerships in the construction and maintenance

of roads- to include plough back funding from the concessions and toll roads revenue.

- Treasury to establish contingency fund to address emergency requirements and to be accessible by all departments.

- Powers to declare an area a disaster area without waiting for the National Government to declare that area themselves.

B. Construction Industry

- Fronting is still a problem – Some kind of Mpimpa hotline to be established.
- Consultants need to stop mal-administration that cripples the development of emerging contractors.
- Vukuzakhe contractors must be members of the associations to protect them against abuse.
- Department not to keep consultants for too long but procurement act must be followed.

3. COMMISSION ON ROAD SAFETY AND TRAFFIC LAW ENFORCEMENT

1. Adult Pedestrian

- The project should be categorized as

- formal and non-formal.
- Have captured audiences and dates.

2. School Driver Education Programme (SDEP)

- The selection process should be revised (i.e.) managers and CRSC members should take part in the selection of learners.
- Learners should go through an interview process before final selection to prevent nepotism.

3. Interfaith

- A calendar of activities should be drawn up by all sectors within the faiths (Sunday schools, women and youth) for road safety.

4. Scholar Patrol

- Schools in high-risk areas should be identified and speed humps built.
- Department of Transport should work in partnership with the municipalities to fast track the process.
- Project to be speeded-up because it is too slow.
- Each region to know the schools that are at risk in the programme.

5. Participatory Education Techniques (PET)

- The objectives of the project have to be stressed and clarified since the focus is not about the competition but about skills development.

6. Omela Ekhaya

- Legislation should be drafted to imprison people who drink and drive and people who drink and walk.
- Increase the number of taverns that participate in the project.
- Increase the number of days from two to three.

7. Child in Traffic

- A pilot project called “Multi Media” which will replace the Child in Traffic programme.
- Strengthen the Memorandum of Understanding between the Department of Transport and the Department of Education.

8. Law enforcement

- Ensure that RTI officials do attend CRSC meetings.
- RTI officials should be visible on gravel roads as well.

- PTEU officials should change their attitudes.
- Charge truck drivers who load people at the back of their trucks after off-loading their goods.
- Intensify law enforcement on over-loading.
- Enforce the “drive left pass right” rule.

4. COMMISSION ON THE EXPANDED PUBLIC WORKS PROGRAMME

A. Institutional

- All directorates’ budgets to include EPWP elements and targets (e.g.) women, youth, disabled, co-operatives and skills.
- In-house (in the department) technical skills must be increased.
- Senior management within DoT to have

EPWP targets written into SMS contracts.

- All databases across various departments to be integrated for tendering purposes.
- Department to launch a provincial summit where various departments agree to measurable targets to reduce employment over a five-year period.
- Get province to roll out other contracts using the Vukuzakhe and Zibambele systems.

B. Vukuzakhe

- Take Vukuzakhe beyond road construction into other economic sectors (e.g.) mining.
- Department to ensure that public servants do not tender for Vukuzakhe contracts.
- Department to ensure that nepotism or irregular dealings do not occur in awarding of contracts and registration of Vukuzakhe contractors.

- Vukuzakhe contractors to have associations for tender purposes.
- Mixing of opportunities – long term to lead to sustainable growth of emerging contractors and to maximize opportunities for stage1 contractors.
- Work done and experience gained outside department needs to be considered when evaluating contractors (e.g.) Public Works.

7. Assistance with the provision of plant (Public Private Partnerships.)

C. Zibambele/Labour intensive

- Creating a cadre ship from existing CETA learner ships and integrating them with labour intensive work.
- Appropriate materials to be supplied to Zibambele contractors especially in the sandy areas.
- Other opportunities such as in the agricultural sector.



The presentation of awards during the 10th KwaZulu-Natal Transport Department 2005 Stakeholders Summit



National taxi driver competition for road safety launched in KZN



Public-private partnerships have once again given birth to a national taxi driver competition geared towards promoting safety on South African roads.

The pilot project is sponsored by Commuter Net and Brand Housing, with the support of the KZN Department of Transport. It was kick-started in Durban and Pinetown taxi ranks recently.

The winning taxi driver will receive a sum of R10 000 and his or her association will get R5000 when the finals are held in October this year.

According to Lazarus Sentso from the national Department of Transport, the aim of this competition is to inculcate a culture of safety on the road. Sentso said that after KwaZulu-Natal, Eastern Cape, Gauteng and Western Cape, will be used to pilot the competition which will eventually become a national competition.

Sentso stated that the competition is steadily getting the support of the taxi drivers' as they are nominated by commuters. The drivers write the theory test and the practical part of the competition follows afterwards.

Sentso says there was still a need to encourage female taxi drivers to take part in the competition.

"The aim of this competition is to engender the spirit of Ubuntu amongst taxi drivers so that they take care of their passengers and respect them so that there will be a good working relationship between the passengers and the drivers," he added.

The practical component of the contest was staged on the 19th, 20th, and 21st of May 2005.

The finalists are as follows: Benencius Zuma from Pinetown taxi rank, Derrick Dube from Isipingo taxi rank and Patrick Mlambo from Warwick taxi rank.

KZN Transport Technology Transfer Centre to be officially opened



Departmental employees experimenting with quarry to make gravel material which is used for rural road upgrading at the Technology Transfer Centre

change the soil into a hard surface".

Members of the Department's Vukuzakhe road construction initiative as well as Zibambele road maintenance programme are benefiting enormously from the centre since the material they use for the upkeep of roads is now produced in the laboratory.

Mbanjwa says: "The centre has been useful to the Department of Transport's Road Traffic Inspectorate (RTI) when wishing to determine the life span of a particular road. It is the centre which provides scientifically correct measurements in that regard. Such measurements help the RTI to prioritize and better understand which road needs protection from trucks since trucks are responsible for much of the damage that occurs on our roads."

Mbanjwa is optimistic that the centre is gradually reaching out even to school learners from rural areas who visit the Department to learn more about technology in transportation.

He adds: "This project is already exposing Mathematics and Science learners to technology, such as computers and technical subjects. This is to bridge the racial gap, so that the rural learners become equal to other racial groups who were exposed to laboratories and technology during the previous government. This positions the rural learners on the favourable side of the job market for the near future."

The centre is essentially meant to provide a support service for transportation needs in rural dominated provinces, including KwaZulu-Natal, Eastern Cape, Mpumalanga, etc.

It offers refresher courses to government technical staff members and in-service training to university and technical students, says Mbanjwa.

"Our Department is sponsoring educational programmes and career guidance initiatives that seek to develop school pupils who specialise in subjects like science and mathematics," he says.

Mbanjwa recalled how the centre started when he was part of a delegation to see Washington DC's Federal Highway Department in the United States during the late 90's. It was then that he had heard of the existence of a Pretoria-based technology transfer centre that was serving mainly the Gauteng province.

Mbanjwa resolved that a similar centre was needed to service the rural communities from the other provinces. Consequently, officials from the Federal Highway Administration visited the Department of Transport head office in Pietermaritzburg to discuss the funding and knowledge-sharing.

However, after meeting with the provincial treasury, it became apparent that KwaZulu-Natal could pay for the centre on its own. The Federal Highway Administration was tasked with handling the skills development needs of the centre, including the personnel exchange programme.

In September this year the Technology Transfer Centre of the KZN Transport Department at Head Office in Pietermaritzburg is to be officially opened by a representative from the South African Presidency.

This centre seeks to ensure that there are technical, scientific and engineering solutions to the challenges facing rural roads development in the country since development begins with accessible roads.

KZN Transport Department HOD

Kwazi Mbanjwa who played a major role in facilitating the establishment of the centre says: "The centre has a highly advanced laboratory and field testing facility which helps with quality control, research, training and data collection."

He explains: "For instance, KwaZulu-Natal has a shortage of gravel, so the centre is enabling us to produce gravel stones by mixing soil with chemicals so that we can face the challenge of providing roads in the rural areas. The chemicals

2nd Africa Technology Transfer Conference, KwaZulu-Natal
Department of Transport,
Pietermaritzburg,
21-23 September 2005

INTERNATIONAL GATHERING CALLS FOR INFRASTRUCTURAL DEVELOPMENT AND ERADICATION OF BORDER BARRIERS

The International Transport Convention which was held at the Polokwane International Airport attracted about 2000 international and national delegates in Limpopo who made far-reaching resolutions about challenges faced by the various transportation sectors in the world, particularly Africa.

KZN MEC Bheki Cele led a high-powered delegation to the convention which saw the public and private sectors, including our own department mounting sizeable exhibitions.

National Transport Minister Jeff Radebe who officially opened the convention said Africa faces serious challenges due to poor infrastructure. However, he said African Transport Ministers are committed to promoting transport regeneration, investing in improving African networks and meeting the challenge of the Millennium Development Goals in Africa.

He explained that after meetings they had with other African Transport Ministers, they drew a preliminary plan and that at least by 2015 some of the challenges should be achieved.

He highlighted some of the items discussed, including harmonising transportation standards in developing countries in relation to the developed world, ceasing 50% of transportation vehicles that are being imported, the eradication of physical barriers and non-physical barriers along transport corridors, maritime ports and inland waterways in Africa, and an end to leaded petrol.

"It is a fact that lack of rural feeder roads to a certain extent does prevent potential investors and tourists from

experiencing both eco and cultural tourism that some of our remote villages have to offer. Hence we continue to experience poor stimulation of our local economic development," said Sello Moloto, Premier of Limpopo in his welcoming address.

Inputs were made from different parts of the world, including Malawi, Zimbabwe, Germany, transport agencies, Airports Company of South Africa and Cosatu.

Dipak Patel of Standard Bank said the transport sector was an industry that employed many people globally and in South Africa, accounting for a substantial number of jobs in the national economy.

He said that transport must not be seen as only meeting business objectives, but also to meet other pressing national and social objectives, such as increased social integration, improved access to employment and economic growth, and a better life for all citizens.

Cosatu President, Willie Madisha tabled his concerns that transformation should take place everywhere. Madisha said that black workers were denied access into mainstream train driving. Cosatu fully supports the policy of public transport regulation adopted by government because it is the only means to eliminate violence and allow the industry to transform and be on the same level as other modes of transport.

Like most delegates who expressed dissatisfaction regarding border delays, Malawian Minister of Transport and Public Works, Henry Mussa said it is difficult for operators to plan their logistics effectively as they spend a lot of time in the process which translates



into costs.

With the cooperation of South Africa, Malawi and Mozambique the Road transit Corridor has served Malawi effectively for long but to ensure a continuation of smooth running, Border Post Delays and Cross Border Documentation issues need to be resolved promptly.

Germany's perspective was that in order for the transportation industry to grow, questions of accident prevention, energy safety and energy efficiency, reduction of air pollution and noise needs to be dealt with because these issues affect economic growth.



Pictured at the Departmental exhibition stand in Limpopo are Bheki Cele, Kwazi Mbanjwa and RTI officers Maharaj and Duma after receiving a certificate for the Department's exhibition stand in Limpopo.

CELE'S RESPONSE TO REPORTS OF MASSIVE INVALID CREDIT CARD DRIVING LICENCES



MEC Bheki Cele has welcomed the announcement by the National Department of Transport that the Special Investigation Unit has been tasked to investigate and plug loopholes in Credit Card Driving Licences.

Cele said, in KwaZulu-Natal the department has distributed more than two hundred state of the art Card Verification Devices (CVD's) to its Road Traffic Inspectors to ensure that they are issued with the latest technology so that holders of fraudulent and invalid driver's licences are apprehended, and removed from our roads. He said the department has also put in place stringent measures to ensure that Driving Licence

Testing Centres do not have the ability to authorize the issuing of invalid driving licences. The Credit Card Driving Licence has a three dimensional Bar Code which is impossible to interpret or replicate.

"Fraudsters, who have tried to duplicate the Credit Card Licence using sophisticated photocopiers have discovered to their detriment that the cards can be identified as fraudulent by the CVD's," he said.

According to Cele, in testing centres operational realities have shown that fingerprints of elderly people, people missing digits, people working in industries like bricklayers and textile mechanics, etc, lose their definitive fingerprints, which cannot be read, and therefore the card producing facility will out of reality issue the Credit Card Drivers Licence that will read "No Print", but is considered valid and lawful.

The department has been inundated with queries from hundreds of drivers, especially the elderly who have this sign on their cards. We want to assure them that their licences are indeed valid and lawful.

He said in respect of eye tests, the Road Traffic Act gives applicants the right to produce certificates from Optometrists that indicate the competency of an applicant to hold a licence. This covers cases involving the elderly, and a number of special cases, like people using special lenses. The South African Registered Optometrists Association has produced a standard form which is used to ensure the system cannot be cheated. Licences issued in this manner are also considered valid and lawful.

In 2003, the department also introduced the Live Scan Unit. Through the touch of a finger, the device can read the Natis history of the applicant with regard to renewals. It also has a built in eye testing facility that is free from human interference.

South Africa is a signatory of international agreements that govern the conversion of international licences. This allows for foreign nationals to substitute their foreign licences for South African ones under conditions that the applicant's licence has a photograph, that it is written in English, and if not, an official letter from the applicant's

embassy is attached confirming the validity of the licence. The decision to approve these applications is centrally controlled and cannot be issued at the licensing station, but only by the Natis Help Desk in Pietermaritzburg.

South Africans living overseas have also benefited from this agreement in that South Africans with foreign licences who want to convert to South African licences can do so under the same conditions. South Africans living abroad who also want to convert their licences to those of their host countries are also able to do so.

"The Department of Transport in KwaZulu-Natal has also throughout the years been a leading force in the fight against corruption and fraud in the issuing of licences. It is in this province that Asiphephe, the no no-nonsense road safety programme was initiated. We have also established dedicated units, like the Public Transport Enforcement Unit (PTEU) and its sub-unit, the Traffic and Transport Inspection Unit with deals with fraud investigations to rid the province of this major menace to road safety," Cele said.



Inkosi Menzi Hlongwane of AmaNgwane, Bergville is busy in discussions with KZN MEC Bheki Cele during his visit to AmaNgwane

Entonyeni river gets bridge as plans to develop AmaNgwane take shape

Time frames have been put in place for development of the community of Intando AmaNgwane in Bergville under the leadership of Inkosi uMenzi Hlongwane.

The construction of a pedestrian bridge crossing over Entonyeni river will commence soon for the safety of the community, especially school children. MEC for Transport, Community Safety and Liaison Bheki Cele was saddened to find out that a number of children were killed whilst trying to swim across the river.

Cele said representatives from the SAPS and SANDF will also work towards the creation of community policing forums in this area.

“We want to work peacefully with the police but the way they treat us is unbearable; we hope that the honourable MEC will intervene



Community of AmaNgwanwe paying attention during MEC Cele's address

strongly because there will be serious bloodshed in this tribe,” said a community member.

The community of AmaNgwane invited Cele to discuss issues of security due to a faction fight between the reigning Inkosi and the former acting Inkosi. Other concerns were stock theft, brutality of the community by police officers, the need to upgrade roads, the inefficiency of the courts

as well as the acute need for job opportunities in this community, other than trading with dagga which is illegal.

Inkosi Menzi Hlongwane is one of the youngest Amakhosi in KwaZulu-Natal. He was inaugurated in November last year by his Majesty King Goodwill Zwelithini. Problems started when the former acting Inkosi had to step down because the leaders

felt that Inkosi Menzi was ready to take over from his late father. But the factions came to a resolution as to how they were going to deal with this after meeting with MEC Cele.