



Zibambele road maintenance workers get pay increase



National Minister of Transport Jeff Radebe, MEC Bheki Cele and KZN Transport Department CEO Dr Kwazi Mbanjwa celebrating with the Zibambele Womens Club

Participants in the Zibambele road maintenance programme of the KZN Department of Transport will receive a pay hike with effect from April.

Addressing crowds that attended the latest Departmental Imbizo at Ndwedwe recently, MEC for Transport, Community Safety & Liaison, Bheki Cele, said Zibambele workers will now receive almost R400 a month for working three half days a week on provincial roads.

The stipend started at R200, increased to R334, R350, R370 and has now been raised to R390. Their duties include erosion protection, verge maintenance and pothole patching. Each person or contractor maintains about 500 metres of road.

Ndwedwe residents who took part in the Zibambele programme told Cele, who was accompanied by national Transport Minister, Jeff Radebe, and KZN Transport Departmental head, Kwazi Mbanjwa, that the programme had rescued them from abject poverty and despair.

Radebe and Cele presented certificates of recognition of excellence to five Zibambele members who have formed saving clubs that have raised amounts ranging from R3 000 to R8 000. They told Igalelo that they hoped to invest the money in projects like mowing equipment, block-making, hiring out cooking utensils, tents and chairs.

By March this year, 575 savings clubs established by Zibambele members, have already saved close to R2 million as a collective in the province.

Commenting on the Zibambele programme that is dominated by women, Radebe said: "If you are empowering women, you are empowering the nation."

Radebe and Cele also presented certificates of merit to members of the Department's road construction wealth-generation and job-creation programme known as Vukuzakhe, a four-stage advancement programme with approximately 1000 contracts awarded annually.

At Ndwedwe, these companies include emerging construction companies like Bongamandla Construction which is building a drainage system and a side walk.

Mthukutheli Construction and Do-It-Wise Construction companies are both constructing a side walk. Ogujini Construction company is installing kerbs. Mahabayedwana is involved in earthworks, layer works and black topping.

Twenty Zibambele members and 19 Vukuzakhe contractors are upgrading the 31.4 km P100 road estimated at R112 million. Vukuzakhe contracts alone are valued at close to R3 million, coupled with a total of 376 local labour contracts and R200 000 worth of locally procured material.

Radebe said that the forty one questions that were asked by the people of Ndwedwe ranged from shortage of water, electricity and farming resources, to lack of job opportunities and community roads as well as resources to maintain roads.

He emphasized that an interdepartmental collective approach was necessary in order to meet the expectations of the people in a holistic fashion.

Mbanjwa pointed out that a sum of R450 million was needed to repair damage to the roads caused by the recent floods.

The Vukuzakhe budget has grown from R27 million in the 1998/99 financial year, to R450 million in 2004/5. Vukuzakhe has created 120 000 jobs during the past six years.



National Minister of Transport Jeff Radebe hands over a certificate to Regina Ndlovu of Siyathuthuka Construction - looking on is MEC Bheki Cele

"If you are empowering women, you are empowering the nation"

Speedsters resort to illegal devices to escape detection

You will be caught, warns DoT

Despite the fact that technology was introduced about 30 years ago to rigidly enforce speed limits, motorists are still trying to evade the law by various means. During the period 18 to 29 March 2005 about 318 motorists were caught using false registration plates.

During the 1980's National Fuel Regulations were put into place to conserve fuel. Instead of changing their behaviour patterns, people still went to great lengths to avoid being caught speeding. "This is common to other countries as well. Several other cases have been reported in the United States, United Kingdom, Australia and other European countries," explained John Schnell, Manager of the Road Traffic Inspectorate (RTI).

Initially people used aluminium strips, or inserted foil behind the grilles of their motor vehicles to avoid detection. As technology improved from radar based cameras to more sophisticated and reliable laser cameras, so too have people changed by fitting in foil strips to their cars, using false number plates or covering their number plates and licence discs.

"Some motorists travel with two sets of number plates in their vehicles. Some use candle wax to cover their plates or plastic strips with veins so that their number plates are not visible. All sorts of vehicles including trucks try these measures to avoid identification by speed cameras. Sports cars usually do not have number plates. All these actions are prohibited, so if a motorist tries any of them, they are going to commit a crime..."

"This shows a certain immaturity on the part of motorists who would rather spend money and time to evade the law. The plastic strips with veins which are commonly used cost about R150 a pair," said Schnell.

Trick or no trick, motorists using false or concealed number plates will still be caught as modern laser cameras can throw both negative and positive images of the plates and enlarge the image as well making the real number visible to the officers.

Motorists caught will have to pay a fine of R500 and their vehicles will be parked off at the RTI stations until proper legal plates are produced.

Last December a motorcyclist was caught at 232 kilometres per hour. He did not have number plates and had a concealed licence disc. To make matters worse he had a passenger. Recently, during the Easter holidays, another biker was caught travelling at 275 kilometres per hour at Park Rynie, again without number plates.

"We are not prepared to listen to any excuses by motor-

ists who are caught as they show contempt and intention to escape the consequences of breaking the law. The public has been warned several times and should expect no mercy from the Department of Transport," concluded Schnell.



Dean Gobey Instructor and Examiner for driving licences and vehicles with some of the illegal number plates used by motorists

Speedsters nabbed at Park Rynie

Less than a year after commencing work at the Road Traffic Inspectorate at Park Rynie, Chief Provincial Inspector Aboo Aboobaker has firmly established the centre as totally dedicated to 100% compliance.

Aboobaker - known as the man who delivers - started working for the Department of Transport in 1985 as a traffic officer. Within three years he was promoted to Senior Provincial Inspector and in 1995 he was promoted to Principal Provincial Inspector.

In 2003 he was transferred to the Mkondeni Testing Centre at a time when the deadline for the conversion of drivers' licences was fast approaching. "It was a very busy time as people were flocking in to convert their licences. The process was managed smoothly. We received the Premier's Service Excellence award in 2003. When I got to Park Rynie last year most of the officers were demotivated. I am not sure what the nature of the problem at Park Rynie was. My main aim was to motivate staff and get them on my side so that we could work together as a team," said Aboobaker.

His strategy of working as a team was successful as they won a silver award at the 2004 Premier's Service Excellence Awards as part of the RTI Durban Region.

According to most of his staff Aboobaker is a hands-on person. He also joins staff at roadblocks. Herman Grotius, Senior Provincial Inspector said that Aboobaker arrived at the right time. "Park Rynie was not managed properly before he came along. Aboobaker is a hard worker. He motivates all his staff to work as hard. His door is always open to the staff and whatever he promises, he delivers," commented Grotius.

Jenny Pillay, a Senior Admin Clerk said that Aboobaker is a friendly and easy to approach person. "He is not autocratic and pushes for his staff to get everything they need to make their work easier," said Pillay.

Ramlall Brijlall, Senior



Aboo Aboobaker, Chief Provincial Inspector: RTI Park Rynie

Provincial Inspector (who was injured last year in the line of duty) also agreed with his colleagues that Aboobaker is an easy boss to work with. "He is a very accommodating man. He is easy to talk to. He brought teamwork with him, which makes it easy for the work to be done. He also joins us on the roads despite inclement weather. You will seldom find him in his office," he said.

Aboobaker believes that they can catch road offenders by having officers on the road at all times. "You can't catch a fish without bait nor can you win the lotto without buying a ticket. So too you won't be able to catch perpetrators without being on the road. My goal is to ensure that all road users are safe and one life saved is a great achievement," said Aboobaker. He praised his fellow colleagues by saying that it would not be possible to achieve all of this without the dedication of his officers and complimented them for their hard work.

Increase in violations using hired vehicles

Over the past few months, there has been an enormous increase in traffic violations by drivers of hired buses and cars in KwaZulu-Natal.

Igalelo spoke to Renette van der Merwe, KZN Regional Manager of Budget Car Rental in Durban to find out what her company was doing about the problem.

She pointed out that they were unable to accurately track repeat offenders through their computer system. On the other hand there is no correlation between clients who frequently break the law and those involved in accidents in the hired vehicles.

"Statistics prove that a person in possession of a licence for more than 5 years, is less likely to cause an acci-

dent. The major Car Rental Companies therefore do not rent vehicles to any person under the age of 23 or who do not possess a valid unendorsed licence for a period of 5 years or more. We have been forced to change our rules due to the fact that the credit card licence issue date refers to the actual issuing of the card and not to the date when the driver obtained the licence. We are therefore unable to determine how long the holder has had their licence," she said.

Van der Merwe also referred to people who possess their licence but do not own their vehicles. They do not drive regularly and are unable to gain experience on the road. When they need transport they rent a vehicle and once behind the wheel are unable to deal

with the normal hazards of the road.

In most cases when hired vehicles are involved in accidents, she finds that their clients are normally to blame.

She said that their clients run over pedestrians, objects and livestock on the roads, overturn the vehicle when negotiating a sharp bend, or go off the road when driving too fast.

Another hassle for car rental companies is the process involved in the re-direction of fines. This process is rather cumbersome and one staff member is required, per region, to ensure that they are able to deal with the paperwork.

"We often find that second requests are received indicating that the information is not

always processed timeously by the various departments. This not only creates more work for our staff, but also delays the recovery of money by the department. We have addressed this issue with the senior people in the various departments and hope to see an improvement in this area" she added.

MEC for Transport, Community Safety and Liaison, Bheki Cele has also taken note. The MEC has

instructed the Head of Transport, Dr KB Mbanjwa to look at ways and means to curb these incidents. It is envisaged that this process will include rental companies and all other relevant stakeholders.



The various strategies adopted by the KZN Department of Transport resulted in a significant reduction in the number of fatalities on KwaZulu-Natal roads over the Easter holidays in comparison to the previous five years. Collisions on the roads were reduced by 24% while road deaths came down by 7%.

The Easter Holiday Road Safety Launch was held during March at the Umvoti Plaza where all road users were warned and made aware that the Department was going to apply the 100% compliance stance when it came to road safety.

"Our success as KZN Department of Transport lies in the commitment and dedication displayed by our law enforcement officers and other relevant stakeholders," said MEC for Transport, Community Safety and Liaison, Bheki Cele.

Road Traffic Inspectorate (RTI) Officers dedicated all their time to work. No one took vacation leave as they worked a total of 50 000 hours patrolling 298 461 kilometres.

During the period 18 March to 4 April 2005, 224 drivers were arrested for drunk driving, 220 for speeding and 6 for reckless and negligent driving. Motorists were charged for almost 18 000 traffic offences and 428 vehicles were suspended for being unroadworthy. Johan Barkhuizen, a businessman from Tshwane (Pretoria) was amongst the



many drivers caught for speeding when he recorded the highest speed in ten years in this province clocking 275 km/h on his Kawasaki motorcycle on the N2 near Park Rynie. He was fined R31 000.

The Public Transport Enforcement Unit (PTEU) was deployed along popular routes frequently travelled by public transport vehicles which resulted in 20 buses and 92 taxis being suspended for being unroadworthy and a further 222 drivers of public transport vehicles were arrested for not having of the necessary route permits.

The Free State and Eastern Cape joined forces with KZN by holding multi-disciplinary

inter-provincial roadblocks at Van Reenen's Pass and uMzimkhulu. "These inter-provincial operations sent a very strong message to the motoring public that we mean business, and will not tolerate bad road behaviour anywhere in the country," said Cele.

The National Department of Transport deployed nine additional patrol vehicles to high accident frequency locations. These vehicles were fitted with Card Verification Devices (CVD's) which are able to verify driver particulars and information about the vehicle. This made it easier for offenders to be arrested for previous offences.

Four roadside courts were

in operation on the N3 at Cato Ridge and Bergville and on the N2 at Umdloti and Park Rynie. This made it easy for offenders to be prosecuted immediately. 1 100 motorists appeared before Magistrates at these roadside courts.

Fixed speed cameras at high accident locations also played a major role in reducing speeding offences by almost 90%. Although problems still exist in this regard, 90 pedestrians were arrested for walking on freeways, and the Department is planning on implementing more education programmes and remedial engineering measures to pedestrian-proof certain national roads.

Statistics

HIGHEST SPEEDS PER VEHICLE CATEGORY

Light Motor Vehicle
222km/h (legal 120km/h)

Heavy Motor Vehicle
125km/h (legal 80km/h)

Minibus Taxi
156km/h (legal 100km/h)

Bus
136km/h (legal 100km/h)

Motorcycle
275km/h (legal 120km/h)

FIVE YEARS DEATH TOLL

2001 - 101 deaths
2002 - 62 deaths
2003 - 56 deaths
2004 - 41 deaths
2005 - 38 deaths

TOP TEN OFFENDERS

Name	Speed	Fine
Johan Burkhuizen	275km/h	R31 000
Govinsamy Naidoo	222km/h	R20 000
Mboweni Bright Zindela	199km/h	R20 000
Brandon Naidoo	184km/h	to be sentenced
Zeyn Moideen	189km/h	R16 000
H. Khnoethe	187km/h	out on bail
Jeslin James Ganasen	185km/h	out on bail
M.T Xaba	184km/h	to be sentenced
Russel David Chard	182km/h	R14 000
Hendrik Pieter Ferreira	181km/h	R10 000

Test stations to be revamped

Vehicle test stations in KwaZulu-Natal can expect a major revamp due to the recent increase in horrific accidents involving trucks and buses. Truck drivers seem to have no problem in using the roads knowing full well that their vehicles are not fit to be sharing the road with roadworthy vehicles. Statistics released in the past three months indicate that about 2048 truck accidents resulted in fatal and serious injuries. Head of the KZN Transport Department Dr. Kwazi Mbanjwa pointed out that his disappointment lies with the carelessness of truck owners who are allowing their trucks on our roads knowing full well that they are not well maintained.

This follows an accident involving a truck which killed three people on the M19 near Reservoir Hills. It is alleged that the driver of the Lotus Transport truck lost control when the brakes failed. The truck rammed into a pole, hitting a pedestrian and squashing him into another truck. He died instantly. It then crashed into a Mercedes Benz car killing two sisters. The vehicles involved were taken to the Pinetown Testing Centre for inspection where professional mechanical inspectors found the truck to be completely defective. The truck had no brakes at all and the steering wheel was loose. The accident was bound to happen.

John Schnell, Manager of

the Road Traffic Inspectorate said that this amounted to negligence on the part of truck owners. This accident could have very well been avoided if the maintenance was up to standard. Both the truck driver and his co-accused the truck owner will be charged and will face the full might of the law.

Mbanjwa added that they will be moving away from the misconception of only charging the driver when the problem was with the vehicle; we will therefore charge both the driver and owner. "Truck and bus owners must be responsible and ensure that their vehicles are properly serviced and are roadworthy", he said.

All testing stations will be revamped, especially the Rosburgh testing station because many trucks make use of this route where the test station is situated. Legislation is currently being considered that will make it mandatory for trucks, buses and possibly other public transport vehicles to under-go a roadworthy test every six months. The test will include the use of the latest state-of-the-art testing equipment such as laser machines to check the braking system. One such special machine that is to be imported is the infra-red temperature reading machine that could accurately figure out how much of your brakes were used in the event of a collision and also provide visual images to this effect.

Stop killing our officers

Mourners were overcome by grief as MEC for Transport, Community Safety and Liaison, Bheki Cele literally wept whilst addressing hundreds of people at the funeral of Pinetown Road Traffic Inspectorate (RTI) Senior Provincial Inspector Sagren Pillay on 19 April 2005.

Thirty-two year old Pillay was gunned down by a man who was arrested for exceeding the speed limit on the N2 near Shongweni whilst on duty on 18 April 2005. The motorist failed to stop and Pillay together with his colleague Zinhle Ntshangase gave chase. The speeding motorist came to a stop after colliding with a barrier at the Marianhill Toll Plaza. Whilst handcuffing the motorist, he (motorist) unexpectedly took out a gun and shot Pillay in the head, fatally wounding him. The driver and another three suspects fled the scene but were later arrested. John Schnell, RTI Manager said that it was later established that the bakkie was stolen.

Head of the KZN Transport Department Dr. Kwazi Mbanjwa, together with other senior officials from the Transport Department were part of the mourners who assembled to celebrate the life of the late Pillay at the

Chatsworth, PRC Township Church. Pillay was described by his colleagues as a person who put other people's interests first, and who was very sincere and dedicated to his work. Before joining the Provincial Traffic Inspectorate in January 2000, he served the SANDF for six years.

MEC Cele cautioned law enforcement officers to be cautious when posed with danger and to protect themselves adequately. "When a person points a camera at you, smile; but when a gun is pointed at you, do the same and protect yourself. That is self defence," Cele said.

Pillay is survived by his wife of five years Annelene, his four-year-old daughter Shenaya Lee, parents, two brothers and a sister.



KZN RTI officers Neville Meth and Rajen Naicker (in front) carry the coffin of Sagren Pillay.



KwaZulu-Natal Transport, Community Safety and Liaison MEC Bheki Cele and his CEO Dr. Kwazi Mbanjwa pay their last respects to Sagren Pillay

Recapitalization roll-out to be implemented at local government level

The future roll out of the government's recapitalization plan will happen at local government level. Provincial government is pulling out all stops to ensure that the national programme is implemented.

According to KZN Transport Department's Public Transport Policy and Planning Manager S'bu Gumbi, a detailed roll-out plan is one of the pre-occupations the Department is focusing on presently.

This is in line with the latest cabinet decision on the roll-out of the revised taxi recapitalization programme.

To that effect, the office of the Department's Public Transport General Manager, George Mahlalela has spelt out the province's public transport strategy in its latest document entitled "2010 Public Transport Strategy," dated 18th March 2005.

According to the Department's official position

on the matter, there needs to be a clear understanding as to what the various role players involved in public transport are expected to do.

The role players include the government, taxi industry, private sector and municipalities.

As far as government is concerned, their roles can be summarized as follows:

Government

- * Effective regulation and enforcement (all operators in compliance and in possession of valid operating licences);

- * Proper provincial and municipal plans (there are comprehensive systems in place which are accessible and facilitate timeous and effective decision making);

- * Defined financial support (scrapping allowance, related administrative processes

fully implemented);

- * Rendering a facilitation service in support of the recapitalization process (the various stakeholders effectively developed to the extent that they are fully self-supporting).

The Taxi Industry

- * Legal vehicles (all vehicles registered, licensed with every operator in possession of a valid Operating Licence);

- * Creditworthiness of operators (all operators having easy access to structured financial packages and functioning in compliance with generally accepted business practices);

- * SARS registration of operators (all operators fully compliant with SARS requirements);

The Private Sector (i.e. vehicle manufacturers and finance institutions e.g. banks)

- * Vehicle manufacturers must produce accredited vehicles i.e. there has to be an industry wide acceptance of the implementation of safety specifications. Only accredited vehicles used for public transport operations;

- * There must be funding solutions for vehicle acquisition i.e. continuously improving innovative solutions that are currently implemented;

Municipalities

- * The provision of infrastructure i.e. there has to be optimal infrastructure established and geared to meet the needs of a dynamic and constantly growing public transport industry (including appropriate multi-modal solutions).



S'bu Gumbi
(Public Transport Policy and Planning Manager)

Anti-Taxi violence bill proposed as government disarmament programme protects communities

The government's commitment to ending taxi feuds and all forms of violent crimes in affected communities is being stepped up while proposed government legislation seeks to empower the provincial MEC to deal severely with criminal activity in public transport.

Thanks to the presence of unified law enforcement agencies under the control of KZN Transport, Community Safety & Liaison MEC Bheki Cele, violent crimes on the road in particular and communities in general are being brought firmly under control.

Cele's law enforcement agencies received national acclaim for their outstanding performance during the Easter holidays. These include the Road Traffic Inspectorate coupled with the SAPS, and their ongoing attempts at protecting the weak from violent crime, including the taxi industry.

The KZN provincial government has a long-term proposal to legislate against conflict in the industry that has claimed the lives of taxi operators, employees and commuters.

KZN Transport CEO Kwazi Mbanjwa says that although the disarmament programme

is aimed at reducing mainly crime-related incidents, the national initiative is bound to have positive spin-offs for his Department's endeavour to end notorious criminal acts within the taxi industry.

Mbanjwa cited the government's disarmament campaign as part of a translation of the national initiative at fighting violent crimes at provincial level.

MEC Cele has also visited areas like KwaMashu which was identified by the Presidency as one of the areas in the country where crime is most rife, especially with regard to violent crime.

Mbanjwa praised Cele for being firmly behind the introduction of the Public Transport Bill that seeks to empower the MEC to declare any community affected by taxi feuds as a crisis area.

If the bill is passed and becomes legislation, this means that the MEC will be able to suspend public transport operations and recommend alternative transport to serve the crisis area.

He added that the taxi conflict is generally created by greed and the absence of by-laws regulating ranks.

Taxi scrapping allowance can be used for different business ventures

Taxi operators who wish to venture into other forms of business are allowed to invest their vehicle scrapping allowances in other fields. The KZN Department of Transport has always encouraged taxi operators to diversify their investments into avenues like trucking, shipping, buses and other forms of business if they are to grow as business people.

Speaking to Igalelo, the Department's Public Transport Policy and Planning Manager, S'bu Gumbi, said the government has revised and re-defined how the recapitalization programme is to be implemented.

According to the South African government's latest stance on the recapitalization programme as was spelt out by national cabinet in October 2004, the scrapping allowance now stands at R50 000 per scrapped vehicle. The allowance is an incentive to the taxi operator to either continue working in the industry or to exit and venture into other forms of business. The total

budget earmarked for the implementation of the taxi recapitalization programme by the national Transport Department over a period of seven years is R7,7 billion for all taxi recapitalization related activities.

Government is investing billions in the recapitalization programme in order to help taxi operators to become safe and reliable public transport service providers. Government also hopes that its fiscal intervention will enable taxi operators to afford the new vehicles they are supposed to purchase in order to renew the ageing fleet or re-invest the money in other wealth-generation projects of their own choice in the interests of job-creation.

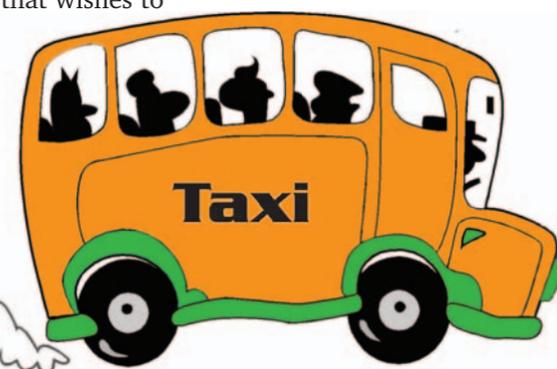
"Obviously, although government is no longer getting involved in deciding which company will produce the new vehicle and has left that in the hands of the country's market economy, government insists that safety requirements or features in the new vehicle must be observed by whichever company that wishes to

make and sell such a vehicle," added Gumbi.

But government has already published safety specifications as amendments to the National Road Traffic Regulations (Number 27401 Notice Number 459) in the Government Gazette dated March 18, 2005, which explain the safety features that must be installed in the new vehicle. The safety requirements include appropriate seating, passage spacing, tyres and brakes.

In view of the fact that when a taxi is involved in an accident, many people are killed, maimed, injured or indirectly affected e.g. children becoming orphans or the entire family being wiped out, it is necessary that government protects the innocent commuter by legislating that safety precautions be observed when producing the new vehicle.

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Report on the construction of the MooiRiver pedestrian bridge in DC24 Dundee

LOCATION

The Mooi River Pedestrian Bridge was built over the Mooi River to serve the Mkhuphuli community in the District of Msinga. Members of this community are involved in Market Gardening on a large scale. The area has also been identified for a Low Cost Housing project.

MOTIVATION FOR THE CONSTRUCTION OF THE BRIDGE

The Mkhuphuli community live on either side of the Mooi River with shopping facilities and access to public transport to Keates Drift and Greytown on the Southern Bank, and Residential and Schooling facilities on the Northern Bank.

Crossing the Mooi River meant using a Ferry boat which was launched from an anchor point and swung across the river by means of a rope.

In fine weather this was safe but a number of students have drowned in inclement weather.

BRIDGE DESIGN

The bridge was designed as a suspension bridge due to the required span of 74m and a minimum 2 metre freeboard requirement, based on 1:1:100

year flood level.

The bridge was built using Emerging Contractors in conjunction with the Department of Transport's Vukuzakhe programme.

The choice of a Suspension bridge as opposed to a fully supported structure with centre piers was based on the nature of the river and the need to resort to piling or Cofferdams for the construction of the Bridge piers.

The Contract to build the bridge was awarded to Amanzimase Construction, a Stage 1 Contractor.

The Contractor worked under the close guidance of the Consulting Engineers and the standard of work was exemplary, which is a tribute to the Vukuzakhe programme.

The site identified for the crossing is the same one used to cross the river using a swing ferry. It is in the centre of the surrounding agricultural lands (Market Gardens). It is directly in line with the pension payout point at the Mkhuphuli Store and on the opposite side of the river, in line with the Nhlesi School.

From an engineering perspective it is the best possible site in that :

- 1) It is the narrowest point in the river.
- 2) The riverbanks are stable

at that point.

3) Due to the rapids, the river level drops off allowing for more freeboard.

4) The solid rock on the opposite bank provides an ideal footing for the concrete abutment and pier.

5) The riverbanks are also high at this point and the river is well contained in the active river channel. This not only assists in achieving the minimum 2 metre freeboards but also reduces the risk of erosion of the nearside riverbank.

TECHNICAL DETAILS

i) All material for the Northern Abutment and anchor blocks had to be physically transported across the river. Work commenced at the beginning of winter and a temporary road had to be constructed to "Wheel Barrow" materials across the river. This included sand, stone, cement and steel beams up to 7 metres in length weighing 3 tons.

ii) The precise fixing requirements for the structural steel required great attention to detail.

iii) The pacing of the structural steel and cables had to be done utilising a mechanical crane under very restricted conditions.

Servicing communities where they live

For the past eleven years the KZN Department of Transport has directed its resources towards servicing the communities in the areas in which they live find themselves. The drive towards participation and urgent transport needs has shifted from the conventional means to that of meeting the needs of the communities where they live and in building an infrastructure that revolves around the strategic vision and goals of the Department. The Vision "Prosperity through Mobility" encapsulates the drive Provincially, Regionally,

Locally and per Area Office of what the Department aims to achieve for its communities. The One Stop Shop concept has reached the furthestmost parts of the province to take the Department's services as close to the people as possible.

In setting out stakeholder bodies such as the Community Road Safety Councils, the Rural Road Transport Forums, the Public Transport Associations, the Vukuzakhe Associations and others the department has drawn members from all walks of life. These representatives are able to prioritise and cater

for various needs of the communities in which they are based. These needs have been documented in the Community Access Roads Needs Study and are updated on an annual basis in the various forums and workshops that the Department holds. This information has now become critical in drawing up the Medium Term Expenditure Framework Programme which sets objectives and goals to be achieved in this period.

Serving the communities where they live is evident in the various programmes and initiatives that the Department

has undertaken in order to achieve their goals. This may take the form of employing Zibambele Contractors to maintain sections of road next to where they live thereby keeping the network in a safe and ride-able condition and also providing poverty relief for the communities through which these roads run. The Vukuzakhe Contractor Programme aims to develop contractors from the various Transport Forum Areas within the Province and equip them to eventually tender and compete in the open market. Priorities such as access roads

to schools, pedestrian bridges, access to clinics, hospitals, police stations and various other facilities are high on the list of what is to be built and maintained. The IDP forums also concentrate on co-ordinating programmes to best serve the communities.

The Department proves over and over again that we deliver on our promises. Targets are met, outputs are achieved and our customers, especially the communities, are satisfied with the results. Whatever might be said, the KZN Department of Transport continues to meet the needs of the communities.

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Make TRANSPORT your career

"Students encouraged to follow a career in transport"



Officer Karl Kok from the KZN Public Transport Enforcement Unit explains to Mloni Mshengu of KwaPata High School how to operate a police radio during "Making Transport Your Career" Day held at the Pietermaritzburg Royal Show Grounds

A Capacity Development Road Show "Making Transport Your Career" initiated by the National Department of Transport was held recently at the Royal Showgrounds in Pietermaritzburg, to inform upcoming youth (grades 9 - 12) about possible learning, bursaries and employment opportunities that the Transport Department offers.

The South African government has budgeted an amount of R180 billion for infrastructure development that it wants delivered within five years. Much of this is focused on the transport and energy sector. At the moment there is a lack of key technical skills, especially engineers. The learners

from various schools around the province were told of the exciting jobs and opportunities that are available in the transport sector.

"This road show is aimed as sensitising our historically disadvantaged communities, especially in rural areas, about possible transport careers, study and employment opportunities," said Transport CEO, Dr Kwazi Mbanjwa.

The Department has spent R25 million on bursaries, scholarships, learnerships, in-service training and capacity building in terms of providing training for Vukuzakhe contractors.

The learners were told that it is important for them to study mathematics and sci-

ence to be able to get into a field in transport. Various speakers from different modes of transport gave talks on the exciting jobs that they do, like pilots, train drivers and bridge constructors. There are 17 tertiary institutions, two in KZN, that offer transport careers.

When Dr Mbanjwa realised that half of the learners in the hall did not know how to use computers, he gave away five computers to learners who paid attention during the talks, for their schools. "Young children should not jump at doing things like drugs and sex as it will kill them. There is a time for everything and right now it is time for you to do something constructive with your lives and get an education," he concluded.



Top: Officer Chris Duma from the KZN Public Transport Enforcement Unit explains to Thabsile S'gudu of Smero High School how to operate a SD2 alcohol tester



Right: Officer Kellie Maharaj from the KZN Public Transport Enforcement Unit explains to Ndumiso Donaldson of Smero High School how to operate a CVD



KZN DoT to host 2nd Africa Conference

The 2nd Africa Technology Transfer (T²) conference will be held in Pietermaritzburg at the newly-built Technology Transfer Centre of the KwaZulu-Natal Transport Department.

The first Africa T² conference was held in Arusha,

Tanzania in May 2001 under the auspices of the Tanzania T² centre. Following the successes of the first conference a decision was made to stage similar conferences in other African countries every two years. This will create a forum for the exchange of experiences and ideas relevant to the transfer of road transportation technologies.

South Africa was chosen as the next host country for 2003, but because of the XXII PIARC conference in Durban, the T² conference was postponed to this year.

Pietermaritzburg was the natural choice as it is the capital of the province and provides easy access to all tourist attractions. It is also centrally situated between Durban, the Drakensberg and KZN's game reserves on the main highway between Johannesburg and Durban.

Over 300 technocrats and administrators who are involved in the road transportation industry are expected to attend this event. The guest speakers include Dr Moges

Ayele (Director, National Highway Administration), Nazir Ali (CEO SANRAL) and Phil Hendrix (Director, CSIR Transportek).

In the three days (Wednesday 21st to Friday 23rd September) the following themes and topics will be discussed:

Theme 1: Technology Transfer Centres - challenges and opportunities

- Sustainability of T² Centres
- Marketing technology transfer
- Knowledge and information sharing
- Collaboration in Technology Transfer activities

Theme 2: Socio-economic aspects in transportation

- Public/stakeholder participation
- Education and community based training
- Transportation initiatives for community empower

- Environmental issues

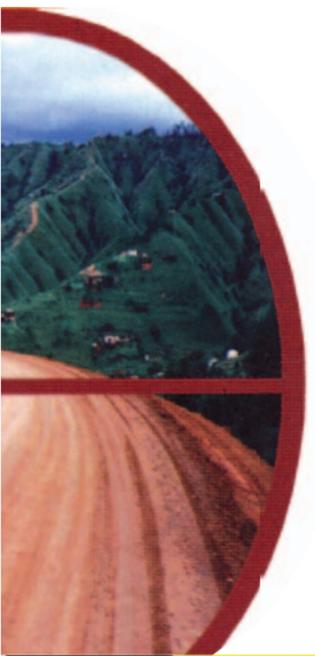
Theme 3: Integrated transport planning and management

- Inter-modal transport
- Regional transport issues
- Transportation in integrated development planning (IDP)
- Public-private partnerships
- Road management initiatives

Theme 4: Appropriate innovations in transportation

- Labour based construction and maintenance
- Low cost sealing roads
- Innovations in pavement design
- Intelligent transport systems
- Road management systems

Anyone interested in obtaining more information should contact the Manager: T² Centre Dr Simon Oloo by fax: (033) 355 8049, or by e-mail: Simon.Oloo@Kzntransport.gov.za.





Heavy Duty Trucks banned



from Field's Hill on M13 - Morning traffic flow will be smoother

As of April 2005 heavy motor vehicles will not be allowed to use the M13 eastbound between Hillcrest and Pinetown during weekdays from 06:30 to 08:00 in the mornings. The Department of Transport has taken this decision in order to prevent traffic congestion that builds up in this area during this particular time.

The Fields Hill section of the main road (M13) is the most congested Provincial road in KwaZulu- Natal. Approximately 30 000 vehicles travel down Fields Hill into Pinetown and Durban and a similar number make the return trip every weekday.

In the morning traffic peaks at more than 3600 vehicles; 60 of which are heavy vehicles. Of these, 25 can be classified as medium to long (6-7 axles) or with a gross vehicle mass exceeding 25 tons. These long heavies, because they have to travel down the hill in low gear, cause serious congestion. Observation from the air confirms this fact and has shown that long queues form behind heavy vehicles. Often a 'bus' of two or more heavies travelling behind each other is formed. This problem is exacerbated by the large property developments coming on stream in the Hillcrest area.

The peak flow of 3600 vehicles is expected to grow to more than 5000 within five years. The already congested flow on the hill is therefore likely to be at very serious levels by 2009. Trucks that enter the M13 during the affected time will be given the opportunity to return to the N3 by taking the Kaiser Road off ramp (main road 454). Traffic officials will pull over those who ignore this option and they will have to remain stationary until the ban period expires at 08:00. Only then will they be allowed to rejoin the traffic. In instituting the ban, the KZN Department of Transport has sought legal advice on

this action. The Department is satisfied that in terms of the National Road Traffic Act (Act No. 93 of 1996), the MEC is legally entitled to arrange for signs to be displayed limiting axle load of the vehicles using the section of road at certain times during the day. "This will benefit the public at large. People will be able to get to work on time as there will be an easy flow of traffic and the heavy vehicles can use the N3 Toll Road to avoid their vehicles being parked off during this period," said MEC Bheki Cele.

Approximately 30 000 vehicles travel down Fields Hill into Pinetown and Durban and a similar number make the return trip every weekday

DOT sponsors disadvantaged learners

As part of its social responsibility programme, the Department of Transport has sponsored 15 previously disadvantaged learners to enrol for extra tuition with the Programme for Technological Careers (PROTECH). PROTECH is a non-profit organisation that provides science, maths and basic IT education and career development programmes to learners from Grades 10 to 12 on Saturdays and during school holidays. In addition to the classes the learners are provided with career guidance and work experience in various local companies. "Every year we select 40 Grade 9's mostly from disadvantaged backgrounds who show potential for maths and science, for entry into Grade 10 at PROTECH for the following year. Our present enrolment is 47 learners per grade. We entered into a partnership with the Department of Transport to sponsor 15 learners who are now in Grade 12. I would describe our learners' attitude as positive, motivated and hard working," said Rose Smuts of PROTECH PMB.

At PROTECH emphasis is placed on the development of practical skills in science and technology. These learners follow careers in related fields after passing matric. Last year PROTECH PMB obtained a 98% pass rate, with 84% of the students gaining matriculation endorsement or University

entrance passes. "Most of our students go on to enrol in engineering, technological (IT) and medical faculties. We also try to help them find placement at tertiary institutions," said Smuts. "Being here has helped me a lot. I am now ahead in my subjects. My marks have also

improved tremendously. If a learner has a problem the tutor explains on a one-to-one basis, and by the time we get to school things are easier to understand," said Zanele Madondo, one of the learners sponsored by the Department. "Not only are we ahead with our school work, but they

also help us apply for bursaries," said Siwe Zimu, another learner sponsored by the Department. "Thanks to these classes, we now actually get to do experiments and understand them better. The experiential training also opens our minds to different career choices," said Ngebo Mbambo, who wants to study Actuarial Science. All the learners spoken to expressed their gratitude to the Department for giving them hope and a better future. The KwaZulu-Natal Department of Transport's Technology Transfer Centre through which the programme is co-sponsored has a commitment to upgrading students from previously disadvantaged communities.

All the learners spoken to expressed their gratitude to the Department for giving them hope and a better future



15 Students sponsored by the Department of Transport accompanied by their Maths tutor Sandile Zondi (Standing second from the left) and English tutor Kaylene Goosen (First from the right standing)

Illegal firearms handed in

The South African government has given citizens a second chance to hand over their illegal firearms and ammunition. This is a derived mission from national government in an attempt to generate a gun free and peaceful country. MEC for Transport, Community Safety and Liaison, Bheki Cele spent the whole of March visiting different areas of KwaZulu-Natal pleading with communities to take advantage of this extended time.

Two days before the end of the initial amnesty period Cele was joined by his counterpart, national Minister Charles Nqakula where he told the communities of Msinga, Ulundi and Esikhawini that people must be confident about their country and not live in fear. They encouraged people to hand in guns and warned them that if they were caught with them after the deadline they will be imprisoned for 25 years for an illegal firearm and 15 years for ammunition.

Most people from different areas expressed the fear of being uncomfortable with the way various law enforcers deal with them. There were similar complaints of police officers and the SANDF raiding at night and breaking down doors and forcefully taking their belongings.

But KZN Provincial Commissioner Hamilton Ngidi defended police by saying that it was not how they operate. They are not trained to be abusers but to be protectors. He challenged people who have complaints to go to police stations and open a case.

Just before the initial deadline people were rushing in to hand in their illegal firearms and ammunition. That was a sign that people were willing to co-operate but needed more time to be brave enough to come forward. Cele emphasized that people won't be arrested when handing in illegal firearms but if the gun proves that a crime was committed with it, the person will be charged. "The amnesty is only for guns, not for the crime committed", he explained.

Cele did not wait long to destroy 2510 weapons of all types at Prospecton. "The response we got from the public was enormous and we applaud the co-operation but those who think we are joking we are after them. We saw the need to extend the amnesty because of the response during the last days, people were becoming brave." he added.

AMNESTY QUOTES

Charles Nqakula Minister of Safety and Security

"By virtue of the powers vested upon me by section 139(1) of the Firearms Control Act, 2000 (Act NO.60 of 2000), I, Charles Nqakula, Minister of Safety and Security, hereby declare an amnesty as defined in Section 138 of the said Act. Under section 139(2)(b) of the Firearms Control Act, 2000, I determine the period during which persons may apply for amnesty to commence on 1 January 2005 until 30 June 2005."

KwaZulu - Natal Premier Sibusiso Ndebele

"We can work best if we rid our province of violent elements including, high on the list, illegal firearms and ammunition. Therefore this amnesty declared for the people to hand over illegal arms and ammunition is welcomed. The new government is bent on one thing: PEACE."

MEC for Transport, Community Safety and Liaison, Bheki Cele

"Criminals have no place in KwaZulu-Natal and will be hunted down and rooted out in our province. Gun amnesty is just one way of ensuring that this will become a reality in a province that has seen its share of violence and criminality."

Provincial Commissioner of KwaZulu - Natal, Hamilton Ngidi

"Violent crime in the province has declined consistently over the past few years and the SAPS are committed to normalizing the situation. We are vigorously pursuing our mission to reduce contact crimes by ten percent and create a more safe and secure environment for our communities."

Head of Department Community Safety and Liaison, Yasmin Bacus

"Gun Amnesty is just one part of our approach. While we want people to heed the national call to hand in their weapons, we also want communities to be aware of the dangers and not to harbour known criminals and their illegal firearms."

They encouraged people to hand in their guns and warned them that if they were caught with them after the deadline they will be imprisoned for 25 years for an illegal firearm and 15 years for ammunition.



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Also catch us on the radio:

Ukhozi FM's Transport Ibandla Tuesday 8-9pm and on P4's Straight Talk Thursday 6.30-7.30pm