



More high-powered traffic police vehicles for KZN

In a move to intensify traffic law enforcement on KwaZulu-Natal's roads, the KZN Transport Department has added 20 new customised Audi A3 two-litre turbo cars to its Public Transport Enforcement Unit's (PTEU) vehicle fleet.

Twelve of these high powered vehicles were handed over to members of the PTEU at a special handing over ceremony held on 5 June at the Department's Traffic Training College in Pietermaritzburg.

Head of the KZN Department of Transport Dr. Kwazi Mbanjwa said that the Department acquired these new vehicles not only to replace the old ones but also because the PTEU has increased its compliment of traffic officers.

"It is imperative that the PTEU be provided with these types of vehicles as this unit is involved in dangerous operations such as Shanela and Thath'Iskorokoro. Taxi people travel in fast cars and are very ruthless. Therefore, we have to adequately equip our members for these types of situations."

"However, this does not mean that we are engaging in a war against the taxi industry in particular, but we want to ensure that law abiding taxi operators are protected from illegal operators and that our commuters are safe on the roads. We know that many stakeholders in the public transport industry are in full support of such initiatives," Mbanjwa said.

He said that as motor technology had improved, the Department had decided to take advantage of innovations to equip their officers better.

Besides having their performance enhanced, the cars boast the Electronic Stability Programme which ensures that the vehicles have more traction and handle well on the road.

Three new 1200cc BMW motorbikes were also added to the PTEU's fleet. These bikes have certain excellent safety features and comforts such as heated handlebars, so that you don't have to wear gloves.

The Motorcycle Unit is involved in escorting various dignitaries including His Majesty King Goodwill Zwelithini, and also assists at events such as the annual Comrades Marathon.



Above: The new customised Audi A3 two-litre turbo cars handed over to the Public Transport Enforcement Unit (PTEU).

Below: Head of the KZN Transport Department Dr. Kwazi Mbanjwa seated on one of the three new 1200cc BMW motorbikes.



“THATH’ ISKOROKORO”



Dr. Kwazi Mbanjwa together with senior RTI officials inspect the wreck of a bus that claimed the lives of fourteen passengers recently.

HUNDREDS OF BUSES REMOVED FROM KZN ROADS

Scores of buses on KwaZulu-Natal’s roads are un-roadworthy. This shocking fact was revealed recently as bus operators started to feel the sting of the KZN Transport Department’s Operation “Thath’ Iskorokoro” in which un-roadworthy vehicles are being removed from the roads.

The operation was officially launched by KwaZulu-Natal MEC for Transport, Community Safety and Liaison Mr. Bheki Cele at the Bus and Taxi Indabas held on 16 and 17 March respectively.

Cele called on bus and taxi operators in the province not to put profit above the lives of commuters.

The Bus Indaba which was held in Pietermaritzburg was attended by more than 300 bus operators and the taxi indaba held in Durban was attended by more than 3000 taxi operators. The main aim of the Indabas was to sensitise bus and taxi operators about the increasing number of road crashes involving their vehicles, as well as to empha-

size the important role this sector can play in the growth of the province’s economy. The Indabas also served as a platform for operators to raise issues of concern and seek clarity regarding new legislation and policy governing the bus and taxi industries.

Cele said that more than 80% of South Africa’s population utilise public transport and therefore public transport operators are responsible for a major portion of people’s lives.

“Government has a responsibility to ensure that you make your money but that people’s lives are not lost in the process. It seems that the majority of bus and taxi operators merely purchase vehicles to make a profit and are simply not interested in providing an effective and efficient service. But this is the reason why many public transport operators are transporting so many of our people to the graves. Only a few days ago the door of a bus was shut on an elderly lady in Durban even before she was able to safely get off the bus,” said Cele.

“The importance of public transport in the majority of our people’s

lives cannot be overemphasised. Public transport operators have a responsibility to ensure that commuters are respected, that commuters are provided with a safe, efficient and affordable service and that they are not killed in our hands. Speeding, overloaded and un-roadworthy buses and taxis are a major problem. We must realise that the people who are killed in these crashes are not just ordinary passengers; they are fathers, mothers, daughters and sons,” Cele said.

“In certain instances an entire family is wiped out in these crashes. We have visited several families after these crashes and I can assure you that these crashes are much more than just statistics. When you leave statistics and deal with families your entire understanding changes,” said Cele.

“Let’s get back to being human beings; we are public transport operators and not undertakers. We must respect the laws of our country. Let’s transport our children safely to school. Please, ‘let us defend the weak’,” Cele said.

Head of the KwaZulu-Natal Department of Transport Dr. Kwazi

Mbanjwa stressed the importance of the public transport industry for the 2010 Soccer World Cup and announced that Operation “THATH’ ISKOROKORO”, targeting un-roadworthy public transport vehicles will be intensified.

“The high number of bus and taxi crashes is unacceptable and therefore enforcement will not be debated. We will ensure 100% compliance. Road Safety is not only government’s responsibility. It seems that for too long only the drivers of buses and taxis were arrested and the owners escaped, but owners must also be held accountable,” Mbanjwa said.

Operation “THATH’ ISKOROKORO” has already seen bus companies lose a large section of their fleet after several buses were found not to be safe for the road.

“We are going to do a proper job and ensure that all buses and taxis are safe. Most of the drivers we spoke to said they had spoken to their owners about the condition of their vehicles, but the owners had threatened to fire them,” Mbanjwa said.

Since the launch of the op-

eration, hundreds of unroadworthy buses have been removed from the province’s roads.

ABOUT IGALELO

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Transport Department budget biased towards 'DEFENDING THE WEAK'



Left: KZN MEC for Transport, Community Safety and Liaison Bheki Cele blows a trumpet as he prepares himself for the presentation of his Department's budget speech for the 2006/7 financial year in the provincial Legislature recently. Above: MEC Bheki Cele passionately explaining how his Department's budget will 'defend the weak'.

“The bigger question that we need to ask ourselves is how do we ensure that the budget we present today defends the weakest thus contributing to redressing the imbalances of the past, particularly alleviating poverty thus bringing a dawn of hope for the weak.”

KWAZULU-NATAL MEC for Transport, Community Safety and Liaison, Bheki Cele has declared that his Department's budget for the 2006/2007 financial year will be unashamedly biased towards the poor and “defending the weak”.

An upbeat Cele said this in the provincial Legislature in Pietermaritzburg recently when he delivered the budget votes for the two provincial Departments he heads, that is, the Department of Transport as well as Community Safety and Liaison.

Cele said the common thread which ran through both budgets was the commitment to create a safe environment for the people of KwaZulu-Natal, especially the downtrodden, while at the same time addressing the imbalances of the past.

He said his Departments would continue with their applauded endeavour to “Defend the Weak”. “The bigger question that we need to ask ourselves is how do we ensure that the budget we present today defends the weakest thus contributing to redressing the imbalances of the past, particularly alleviating poverty and thus bringing a dawn of hope for the weak.”

To this end, Cele announced that the transport department has set aside R1,8 billion for road infrastructure in the province.

“This money is dedicated to the provision of a safe, equitable and balanced road network that meets the mobility needs of all KwaZulu-Natal's citizen and our national and provincial growth and development objectives. We must ensure that our planning provides for sustainable maintenance of the road network. We must ensure that our road network meets the social and developmental needs

of our people.

“This budget includes R240 million to construct roads to areas previously denied access, R502 million for the construction of strategic corridors for the upliftment and economic development of the province and R811 million for maintenance of the existing road network,” he said.

The MEC added that the budget was also geared towards improving access to schools, clinics and community facilities, while contributing to job creation, black economic empowerment and poverty alleviation.

He proudly told the Legislature that his Department would this year break new ground with its pioneering Zibambele programme, for which the department has been showered with kudos.

“There were 27 831 Zibambele members in the 2005/6 financial year. The target for 2006/7 is 32

041. The success of the Zibambele programme receives accolades not only in KZN but in South Africa as a whole.

“Previously, the Zibambele programme has been seen as a poverty alleviation programme. However, there has been a dawn of a new paradigm, which is a shift from poverty alleviation to a developmental programme,” he said.

He also told MPP's that his department would forge ahead with its African Renaissance Roads Upgrading Programme (ARRUP).

The programme is designed to revive rural towns including Highflats, St Faiths, Nongoma and Inkandla.

Cele said that 14 pedestrian bridges had been built during the previous financial year and over 160 kilometres of access roads were constructed during the same period.

He said the department had

moved swiftly to strengthen the various structures within the department, especially improving public transport.

These include the board, the registrar and the panel of assessors, to mention but a few.

He added that this was crucial in order for the department to roll out the taxi recapitalization programme in a manner that is deemed prudent and free of conflict.

An avowed activist on non-sexism, Cele said both departments will accelerate the recruitment and promotion of women into management positions and also intensify efforts aimed at addressing the impact of HIV/AIDS.

The Transport Department has been allocated R2.416 billion for 2006/07.

Bad driving, and not potholes, causes road deaths

A survey has confirmed South African drivers are the world's worst. The results of an international study conducted in 10 countries last year was presented to the Conference on Injury Prevention and Safety Promotion in Durban recently, and South Africa ranked highest for "aggressive and/or threatening behaviour".

According to the research there are at least 18 000 road deaths in our country each year – twice the number of deaths per 100 000 cars than the world average.

These research results have merely confirmed what we at the KwaZulu-Natal Department of Transport have always been saying, and therefore we prefer to use the term "road crash" instead of "road accident". Basically we are killing ourselves on the roads through bad driving, bad road behaviour and poorly maintained vehicles.

THE RESEARCH DID NOT FIND THAT POTHOLES WAS A MAJOR CONTRIBUTORY FACTOR TO ROAD CRASHES.

The decline in maintenance expenditure on national and provincial roads in South Africa started in the 1970's and KwaZulu-Natal was no exception. The true extent of neglect in rural areas only became evident after the abolition of the self-governing territory of KwaZulu and the full integration of KZN during 1994. Fortunately, through the intervention of the new government this negative funding trend is being reversed.

After 1994 the KwaZulu-Natal Department of Transport inherited roads from a number of road authorities in the province, the bulk of which was the 14 700 kilometre network of well-documented provincial roads. Information on the other roads was somewhat less well defined. The challenge facing the Department of Transport was to remedy the road network inequalities that arose out of an old government policy of separate development, while at the same time maintaining the primary road network at an appropriate level.

The Department of Transport adopted a data-driven approach to developing and managing the provincial road network. Some of the notable achievements over the past few years include:

- In 1996 the 'Community Access Roads Needs Study' established and entrenched a consultative forum and identified important community access roads that qualified for inclusion in

the provincial road network. 11 400 kilometres of roads were documented and this was a first attempt at quantifying the rural accessibility backlog. 30 democratically elected Rural Road Transport Forums were set up across the province to inform the Department of Transport of road upgrading needs and priorities.

- In 1998 the 'Road to Wealth and Job Creation Initiative' was presented at the national Job Summit and this raised the awareness of roads as a preferred option for social and economic development.

- In 1999 the 'Road Needs Assessment Study' highlighted the imbalance in the provincial road network and quantified the financial requirements for achieving a minimal equity network. Criteria for classifying roads on a more equitable basis were reviewed and a large number of community access roads and agricultural roads were found to meet the necessary criteria for classification as either district or local roads. This was seen as the first step in moving towards a cost effective and balanced road network for the province.

- In 2001 the 'African Renaissance Roads Upgrading Programme' (ARRUP) was launched with the primary objective of addressing the backlog in the construction of blacktop roads. The Department identified strategic transportation corridors that provided access to rural areas with high development potential and is upgrading these gravel roads to blacktop standard.

- Also in 2001 the KwaZulu-Natal Provincial Roads Act (Act 4 of 2001) was enacted. The Act recognised that the provincial road network and the classification of roads was a reflection of past priorities and was neither equitable nor just. The Act provides the legal framework for declaring a new provincial road network.

The Department has committed itself to the provision of a balanced road network that is both equitable, sustainable and will maximize social and economic development.

The importance placed on the provision of a safe, equitable and balanced road network can be best illustrated by the fact that 76% of the department's budget is set aside for this function. This budget aims to strike a balance between the construction of roads to provide access roads and corridors for the areas previously disadvantaged by the policy of separate development and the need to maintain the existing road network to an acceptable standard.



Common occurrence: A pothole caused by rain seepage below the road surface.

Almost 400 traffic officers for comrades marathon



RTI officers ensuring a successful Comrades Marathon

The KwaZulu-Natal Department of Transport is pulling out all stops to ensure a successful 2006 Comrades Marathon.

A total of 393 traffic officers including officers from the RTI, eThekweni Municipality as well as the Msunduzi Municipality will be on hand to ensure that the route between Durban and Pietermaritzburg is effectively policed. In addition to these traffic officers, members of the SAPS will also be on duty.

The Department's new customised Audi A3 two-litre turbo cars and BMW motorcycles could not have come at a better time. There will also be helicopter patrols and anyone who commits

any offence will be caught and face the full might of the law.

This year hosts the 'UP-RUN' which will start at 05H30 outside the Post Office in West Street, Durban and end at 17H30 at the Oval sports ground in Pietermaritzburg. The distance of the race is approximately 90 kilometres. The programme will include various parallel events such as registrations, exhibitions, road shows, award ceremonies and so on. Owing to the magnitude of this event, various law enforcement agencies will be responsible for the safeguarding of all those involved in Comrades 2006. Many supporters and media personnel will travel along the N3 freeway from Durban to Pietermaritzburg in an attempt to meet the finish line for full coverage of the event. Youth Day

is also commemorated on June 16 and therefore high traffic volumes including public transport vehicles are expected to head to various gatherings within the province.

The Comrades Marathon is an annual sporting event which attracts thousands of local and international participants, supporters and media. Since the inception of the race on 24 May 1921, this spectacular event has developed from a dream of a humble war veteran to a remarkable and well administered road race.

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March for Safety marks anti-road carnage drive



KwaZulu-Natal Transport, Community Safety and Liaison MEC Bheki Cele together with his Head of Department Dr.Kwazi Mbanjwa and other senior officials marched down Warwick Avenue in Durban as part of the departments march for safety. Members of the public participated in the march as well.

A unique March for Safety was staged through the streets of Durban on 4 April, to launch the KZN Transport Department's symbolic road safety awareness initiative against road carnage which has taken many lives.

The ten kilometre-long march attracted a large crowd including departmental officials and community road safety activists.

The walk started from Westridge Primary School in Mayville to Cur-

ries Fountain via Warwick Avenue where a symbolic wreath-laying ceremony was held for the ten victims who died there in a road crash earlier this year.

KZN Transport, Community Safety & Liaison MEC Mr. Bheki Cele, his Departmental Head, Dr Kwazi Mbanjwa, eThekweni deputy mayor Logie Naidoo, Umgungundlovu district mayor Bongsi Sithole-Mlaba, other dignitaries, government officials, members of the taxi council and various stakeholders were present.

Addressing the marchers, Mbanjwa said: "Once more my Department is intensifying road safety plans in the province. So we urge you to be responsible road users."

Mbanjwa explained: "We are also intensifying Operation Juggernaut, which aims to remove un-roadworthy trucks from the road. This operation will be complimented by Operation Thath' Iskorokoro and Operation Khipha S'khotheni which is aimed at un-roadworthy public transport and freight vehicles. We also have Operation

Thatha which will target pedestrians who walk on the freeways because it is illegal to do so."

He added: "Over and above, we also have Operation Emisa, which is a national campaign aimed at reducing the number of road accidents and crashes on the roads in South Africa as a whole."

MEC Cele said there would be no mercy for traffic offenders, stressing that those who defy road safety rules will face the full might of the law.

During the Easter Holiday pe-

riod, the Department also provided free vehicle road worthiness checks at testing centres around the province. Motorists were also encouraged to drive with their headlights on dip during the day. This helps to promote visibility on the road in order to prevent potential crashes. Traffic police supported the "lights on" campaign by patrolling with their blue lights on during adverse weather conditions and at night.

R23 MILLION FOR KZN COMMUTER ASSOCIATIONS

Management and customer care standards in public transport in KZN are set to improve as millions of rands have been set aside for this purpose.

In its quest to defend the weak, the KwaZulu-Natal Department of Transport will intensify its efforts towards the formation of commuter associations so as to help build better business relations between taxi operators, their drivers and public transport users.

Speaking during his 2006/07 Transport Budget Speech delivered

at the KZN Legislature during April this year, KZN MEC for Transport, Community Safety & Liaison Mr. Bheki Cele said the budget allocated to upgrade management and customer care standards in the taxi industry could not have come at a better time.

Cele said: "Capacity building of commuter associations would be the driving force behind the empowerment of commuters. This is intended to ensure that commuters are organized, commuters have a voice, commuters can be listened to

and commuters are treated with the respect and dignity they deserve."

To this end, R23 million has been set aside in order to provide better public transport planning and to ensure that volatile issues in the public transport industry are addressed before they become a problem. Capacity building within the public transport sector, which would include taxi drivers, operators, and commuters, with an emphasis on safety issues, management and customer care, will be of critical importance.

Public transport must focus primarily on the needs of the urban poor and the rural disadvantaged and isolated communities. But our planning must also build a future where public transport is a viable alternative for all travellers. Currently financial support for public transport is applied in different ways.

For example, the subsidy for rail commuter subsidies addresses historical backlogs and operational costs; whilst bus subsidies are operational in emphasis. Support

for the minibus taxi industry takes the form of recapitalisation as a step towards the integration of the taxi sector into a reorganised public transport system.

The public subsidy review is due in September and aims to benefit the commuter, probably through a more equitable subsidy system for rail, buses and taxis, by rationalising route definitions and allocations between different types of transport, and integrating public transport systems suited to local commuter needs.



MEC for Transport, Community Safety & Liaison, Mr. Bheki Cele at the official sod turning of a new bridge in Umlazi.



A pedestrian crossing over a dangerous sewer pipe in Umlazi.

Provincial and local government join hands to better the lives of people in KwaZulu-Natal

KwaZulu-Natal is already living the dream of the South African national government which has called upon local and provincial government to work closely in improving the lives of people at grassroots level.

The KZN Department of Transport in collaboration with the eThekweni Municipality, are reaching out to the people of Umlazi and Dassenhoek with a much-needed pedestrian bridge, a taxi rank as well as a road. These projects are helping local people to find jobs as they address the everyday needs and conveniences that benefit local people.

Interaction between two sections in Umlazi – M and AA – will improve as the construction of the M10 pedestrian bridge is scheduled to be completed in June this year. The KZN Transport Department and eThekweni Municipality have put together close to R500 000 towards the project.

Umlazi residents were in desperate need of the bridge as it

will make it safer to cross the river since the standard practice in Durban townships is to walk on potentially dangerous high sewerage-pipes. Recently an elderly man fell off the sewerage pipe into the river and died.

Heavy summer rains which caused damage to the houses built next to the river have made it impossible for residents to cross the river because water levels have become higher.

A local man who witnessed some of the houses being washed away by the rain said he was happy that the bridge will make it easier for local people, especially school children, to cross the river.

Responding to people's complaints about other pedestrian bridges that needed to be built in the area, MEC Bheki Cele said: "As the Department of Transport we are looking at the whole of KwaZulu-Natal and I therefore appeal to people to bear with us when such requests are not addressed immediately. We cannot only address issues of certain

communities while school children continue to be killed by crocodiles when crossing rivers in other areas".

After the sod-turning for the pedestrian bridge, Cele also officially opened a taxi rank that services three sections, M, N and R at Umlazi.

Addressing the community, Cele said: "It is the mandate of this government to improve the lives of the people by providing transport that is affordable, accessible and safe, and therefore any mode of transport that fails to meet these requirements is not suitable to be used by the people of this province".



MEC Bheki Cele, eThekweni Mayor Obed Mlaba and community members at the official sod turning of the proposed new taxi rank in Umlazi.

Rural road infrastructure provision intensifies and opens up more opportunities for the jobless

It is not only emerging farmers and school learners who benefit from the KwaZulu-Natal provincial government's intensified endeavour to provide rural road infrastructure, but also the hungry and jobless.

The KZN Department of Transport is putting their allocated budget where their mouth is as they continue living up to the expectations of rural people who have been on the receiving end of upgraded and new roads since the demise of the old apartheid government which did not care for them.

Mzumbe and Osuthu residents are the latest proud beneficiaries of the Department's unrivalled commitment to improve the lives of ordinary people, especially in rural areas, through road construction.

KZN Transport, Community Safety & Liaison MEC Mr. Bheki Cele officially opened Qoloqolo Road (D1075) at Mzumbe recently, marking yet another bold step and commitment on the side of his Department to fulfil its mandate of developing rural communities.

Addressing scores of people who attended the opening, Cele indicated that public servants are obligated to serve their communities and to ensure that lives change for the better.

He also indicated that the de-

partment of transport will continue to construct access roads that will enable communities to access schools, clinics and hospitals.

"The delay in the construction of roads is caused by the maintenance of old roads rather than building new ones. I encourage local communities to take care of their roads and bridges that are built in order to ensure that resources are channelled towards new developments".

"I am pleased to announce that since the commencement of the construction of this road, 20 part-time jobs have been created and 14 Zibambele contractors were employed for the construction and maintenance of the road," he said.

He also posed a challenge to the community of Mzumbe to request for assistance from other government departments in order to improve the skills and level of farming in the area.

The construction of the road was as a result of an outcry by the community about the poor condition of the road, particularly during rainy seasons. The bad state of the road made it impossible for emerging farmers and learners from a nearby crèche to use the road.

However, through structures such as Community Road Safety Councils, which are dealing with road safety issues that communities



Construction of a multi million rand bridge showing local labourers being gainfully employed in the projects.

are faced with on a daily basis, the Department was informed of this matter and a delegation of departmental officials were dispatched to inspect the road. The construction of the road was completed during February 2005.

Meanwhile, Cele recently also officially opened road D1820 in Nongoma, Osuthu at a cost of R28, 5 million. This contract was divided amongst 20 emerging con-

tractors which resulted in 272 job opportunities.

A year and a half ago the Department visited the Osuthu community and promised them a road. The department went there again but this time to deliver on what was promised to the people.

Among prominent dignitaries who attended the Osuthu road opening were KwaZulu-Natal's Premier Dr. Sibusiso Ndebele and

National Minister for Safety and Security Mr. Charles Nqakula.

The Mayor of Nongoma congratulated the people of Osuthu, and pleaded with them to look after the road and also asked drivers, especially public transport drivers, to drive safely by complying with the prescribed speed limit.

'Department delivers on its promise made one and a half years ago'



From left: National Minister for Safety and Security Mr Charles Nqakula, the Mayor of Nongoma, KwaZulu- Natal's Premier Dr. Sibusiso Ndebele, MEC for Transport, Community Safety & Liaison Mr Bheki Cele and HOD for KZN Transport: Dr. Kwazi Mbanjwa officially opened road D1820.

Focus on



Members of the Izimbali Zasehlobo Trading Enterprise group who are currently involved in a sewing business as part of the Zibambele initiative.

Successful sewing club emerges from Zibambele savings initiative

“The KZN Transport Department has helped us to move from being unemployed to becoming employers.”

One of the KwaZulu-Natal Department of Transport's prime objectives is to empower people to become independent business entrepreneurs.

This objective is now being achieved as the Department's exemplary poverty alleviation programme for the unemployed in rural KwaZulu-Natal known as Zibambele, has started producing groups of successful business women.

One such group is Izimbali Zasehlobo Trading Enterprise which is currently involved in a sewing business, specialising in making reflective vests for road workers which are sold at R25

each. Izimbali Zasehlobo started as a result of money that was raised following the introduction of Zibambele Savings Clubs. The Saving Club concept has been spearheaded by the Department over the last two years and already millions of rands have been collectively saved by these clubs.

Members of the Zibambele road maintenance programme contribute a minimal amount each month from their monthly allowance that they earn for helping to keep the roads tidy.

Izimbali Zasehlobo Trading Enterprise (meaning 'Summer time flowers') is based at Maqongqo outside Pietermaritzburg. Thanks to government's socio-economic

intervention programme, the group has literally transformed itself from being unemployed mothers to business entrepreneurs.

Izimbali started business in 2003 when Zibambele members responded positively and enthusiastically to the Department's recommendation to save R20 a month from their income. By July 2004, Izimbali saved more than R20 000.

Mrs Greta Gcumisa, one of the members of Izimbali, said the group is made up of 52 members and was registered in November 2004. "Since we started we agreed that the only way to accumulate profit is through charging every member a fee of R5 for coming late or being absent," said Gcumisa.

"The department helped us tremendously in starting our business and transporting us to Durban to buy material. We started with three of our own machines from our homes because it was cheaper that way. We are hoping to buy more machines as time goes on and as the business picks up," said Gcumisa.

She added that some of them already had sewing skills so they did not need any training on sewing. But in every new business there are minor set-backs. What they experienced so far is that they cannot market themselves as yet because the business is still in its development stages. With the help of the KZN Department of Transport who has placed an order for 1000 vests, Izimbali is

sure to be busy for the next few weeks.

"We are very grateful to the KZN Department of Transport for Zibambele. Our children are going to school, some of them even have matric and my daughter is going to College all because of Zibambele," Gcumisa said.

"We are hoping to grow our savings club business opportunities, not only through sewing but we are hoping to also start growing mushrooms and selling them. The KZN Transport Department has helped us to move from being unemployed to becoming employers," concluded Gcumisa.

Zibambele

Department produces mushroom farmers

The KZN Department of Transport's poverty alleviation programme Zibambele is taking a new turn as its savings club initiative is already producing future business women.

Zamokuhle Savings Club members have already made their fourth harvest of mushrooms. The female members of Zamokuhle are part of the Zibambele programme and have started mushroom farming at their Dindi Farm in Vulindlela, outside Peitermaritzburg. They say while this business is a dawn of hope for them, they still need to market their produce to the public.

Speaking to Igalelo, the club's chairperson Phumzile Thabethe, said the project was started in March this year and the first harvest was made in just two weeks. "We were also amazed by the quick growth of these mushrooms. We are grateful that the KwaZulu-Natal Department of Transport has partnered with their provincial counterparts in the Department of Agriculture and facilitated this project."

Zamokuhle which comprises twenty women is expecting to increase its numbers as the project expands. Currently, their nursery has twenty mushroom beds, each measuring approximately three by one metres. Anyone interested in helping this emerging business to realize its goals may contact *Philisiwe Qwabe on 076 669 5958*.



Above: Members of the Zamokuhle Savings Club rejoice after making their fourth harvest of mushrooms.



Left: Ms. Philisiwe Qwabe, Ms. Alice Ngidi and Ms. Phumzile Thabethe examine their mushrooms at their farm before they sell to customers.

Zibambele members get paid R480 per month for an eight-day job



Enthusiastic Zibambele members busy at work.

Those who are spreading untruths about the Department's job-creation and poverty alleviation programme, Zibambele, do not know what they are talking about and are misleading the public.

KwaZulu-Natal Transport, Community Safety and Liaison MEC Bheki Cele lashed out at those who have criticized this successful programme that has enabled many destitute families to put food on the table and to take their children to school.

Cele was responding to comments made about the Zibambele Programme in the provincial legislature in April this year during the presentation of the Department of Transport's budget vote for the current (2006/07) financial year of R2.416 billion.

"I am surprised to hear that some people say this Department is exploiting our Zibambele members by paying them too little money. I need to clarify that under this programme, people only work eight days a month. So if you are not misleading the public, why don't you inform them that they are paid R480 a month for eight days that they actually work?"

"Why don't you further mention that the Department provides these women with tools and allows them to perform other

household duties with these tools, including agricultural activities? I want to challenge all these critics to go and speak to these women for yourselves so that you will have a better understanding of how this programme has changed their lives," Cele said.

Cele added: "People must also note that the Zibambele programme was previously regarded as merely a poverty alleviation programme. However, there has been a dawn of a new paradigm and Zibambele has shifted to a developmental programme. This entails working with the Zibambele Savings Clubs to form co-operatives and other viable businesses".

Meanwhile, members of the provincial legislature have acknowledged that while there has been a slight increase in the Department's budget for the current financial year, this is still insufficient to deal with the infrastructure backlog and the provision of equitable transport infrastructure.

Since 1994 the greatest challenge facing the Department of Transport has been the need to remedy road network inequalities that arose as a result of the apartheid government policy of separate development. This must be done concurrently with proper maintenance of the existing road network.

Rural roads upgrading project changing more lives



Eric Dlamini who was offered a job by the KZN Department of Transport following the unexpected death of his father is flanked by his son S'bu (left) and daughter Ntombi.

‘This road brought me great pain and success,’ says Highflats man.

The death of a Highflats man who was knocked down by a vehicle has ironically changed his son's life for the better.

Four years ago, former KwaZulu-Natal MEC for Transport and now Premier, S'bu Ndebele led the Transport Department to Highflats to invest about R113 million towards a rural road upgrading project under the department's African Renaissance Roads Upgrading Programme (ARRUP).

But apart from benefiting from the ARRUP project as a member of the community who appreciates the new road, Eric Dlamini was offered a job for

the duration of the entire project following the unexpected road death of his father.

Ndebele made the consolation offer to the bereaved family during the sod-turning ceremony for Main Road 68 from Highflats to St. Faiths. Dlamini brought sadness to the occasion when he asked Ndebele what to do after the death of his father as the whole family depended on his father and he (Eric) was unemployed.

Since then, this father of three children has been employed by Emzansi Construction, the consulting engineering firm responsible for the Main Road 68 upgrading project. The company's site manager, Martin

Rundle told Igalelo that Dlamini has always been a disciplined man at work and as a result has been promoted to plant foreman.

“Dlamini started working as a labourer but when we saw his commitment and determination, we asked him to be responsible for our plant. He ensures that all our machines, including trucks and graders are operating properly,” Rundle said.

Dlamini recalled: “I was shocked and deeply saddened by the incident that took my father's life, but I realized when Ndebele promised me a full time job that sometimes when one door closes, another one really does open. It's a strange

thing to say, but who knows, my father would have died anyway by now because he was already very old.”

But Dlamini is not the only person who was in desperate need and who is grateful to the Department.

Phakamile Shoba (48), the supervisor for Stage 1 Siphumakanje Construction, says on top of the income she receives, she has gained a lot of experience in V-drain construction.

Shoba is a widow with five children – two at high school and three at primary school. She says there is nothing she wishes for more in life than seeing her children being educated

because she never had such an opportunity.

“The Department has rescued us because before this project we depended only on helping people put up their mud houses in order to get some money for food and for our kids to go to school”.

Government has committed itself to helping such people through investing funds in projects such as ARRUP. This is yet another testimony of government's determination to create a better life, particularly for the previously disadvantaged rural communities.

DEVELOPMENT BROUGHT TO RURAL COMMUNITIES THROUGH VUKUZAKHE

It has been ten years of dedication and tolerance for Mr Walter Tembe, a stage three contractor who has been advanced to stage four.

The Inkodibe Interchange project couldn't have come at a better time for people like Tembe. One established contractor was awarded the contract and had to subcontract to stage 4 contractors. The sub-contractors are Space Construction, Jeb Trading, TBA Construction, Mabuyela Construction and Makheleni Construction.

Despite heavy rains the sod turning ceremony went on smoothly without any disruptions. Gracing the function were national Minister of Transport Jeff Radebe and his provincial counterpart MEC for Transport, Community Safety & Liaison Bheki Cele, members of Parliament, representatives from the South African National Roads Agency Limited (SANRAL) and members of the public from surrounding areas.

The Nkodibe interchange will not only create access for vehicles but also for pedestrians who use the N2 route. SANRAL together with the KZN Department of Transport will work together to ensure that this project is a success. People from the surrounding area will benefit from numerous job opportunities.

Minister of Transport Jeff Radebe specifically conveyed his message to students, telling them that they are the future. "You must know what opportunities there are for young people and you must grab them and utilise them beneficially" said Radebe.

This R43.5million project is set to be completed in about a year's time. Black Economic Empowerment opportunities will be created in order to see to it that not only major contractors benefit, but emerging contractors as well.

"We are excited about opportunities that are being afforded to us and it shows that government is responding to our needs," said Fikile Ndlovu, a Zimbabwe worker.



Minister for Transport Jeff Radebe, MEC for Transport, Community Safety & Liaison Bheki Cele, KZN Transport Head: Dr. Kwazi Mbanjwa, members of Parliament, SANRAL representatives and members of the public from surrounding areas at the Sod Turning Ceremony.

Foreign nationals moving to KZN on the increase

At least 15 international take up permanent residency in KwaZulu-Natal every week. That's if the number of applications received by the KZN Transport Department's Provincial Driving Licence Help Desk based in Pietermaritzburg - is anything to go by.

Senior Administration Officer Cedric Miya and his team of five administrators are based at the Department's Road Traffic Inspectorate Head Office and together they

handle all such applications received from the entire province.

Miya told Igalelo that over the past six months there has been an influx of applications from foreigners seeking to convert their licences to those used in South Africa.

He also said that British citizens, Americans, Zimbabweans and Pakistanis top the list of internationals that make the most applications in the province - meaning that there is a keen interest to stay in KZN as compared to other

provinces in the country.

Miya said that to apply for the licence the best suitable candidate is a person who qualifies for permanent residency in South Africa, in accordance with the terms and conditions stipulated by the Department of Home Affairs.

"Also, such persons must go to their nearest Driving Licence Testing Centre (DLTC) or local Municipality traffic agency where they will be given a set of forms to fill. According to the National Road Traffic Act of South Africa,

all applications must be accompanied by a letter from the applicant's Embassy or Consul confirming his/her driver licence code as well as the class of vehicle that person is qualified to drive," he explained.

Miya further said that such information together with other supporting documents will then be forwarded by the local DLTC to the Provincial Driving Licence Help Desk. The entire process, which includes the actual issuing of the driving licence card which

is done in Pretoria, takes about six weeks.

The process is also handled with the utmost control and security is handled by specialized units such as the Special Investigative Unit which has the necessary expertise to root out fraudulent applications from time to time. *For more information contact the Department's Provincial Driving Licence Help Desk on (033) 342 4082.*

ELEVEN KILLED IN ISIPINGO CRASH

The safety of our people is one of the key priorities of our government.

These were the words of KZN MEC for Transport, Community Safety & Liaison Mr. Bheki Cele during the memorial service at Folweni on 8 June for eleven people who were killed in a gruesome road crash at Isipingo on 1 June.

Eleven people burnt to death in the crash involving a taxi and a truck on the intersection of the M35 and Old Main Road. According to a witness from the truck involved in the collision, the driver of the truck applied brakes but the brakes failed. A taxi crossed over the road intersection from east to west turning into Isipingo. The truck then hit the centre island and robot and collided with the taxi. On impact the taxi burst into flames and eleven people burnt to death inside the taxi. Five other people were allegedly rescued from the taxi by the truck assistant.

On 31 December 2005 (New Year's Eve) nine people were killed in a road crash between a Toyota Camry, minibus taxi and a bus on the R102 intersection between Old Main Road and Saunders Road also

at Isipingo.

"I want to repeat myself to all drivers to comply with all road rules or face the full might of the law. We as government will continue to do everything possible to assist the affected families in whatever way we can during these difficult moments," Cele said.

In Ixopo earlier this year, 14 people were killed in a bus crash. The day had started out normally as residents of Ixopo and surrounding areas were on their way to attend a social welfare function. However, tragedy struck when the brakes of the bus they were travelling in failed. The bus went down an embankment and overturned. Fourteen people, including school children were killed in this horror crash.

At the memorial service public transport operators got a tongue lashing from KZN Department of Transport's Head, Dr. Kwazi Mbanjwa for not servicing their vehicles and putting innocent lives at risk. "This year we will increase our enforcement on buses. Buses that are un-roadworthy will be impounded and drivers and owners will face the full might of the law," said Mbanjwa.

MEC Bheki Cele said strong action must be taken against those responsible for these accidents.

"It is now clear that these are not just accidents but carelessness and human error. Somebody is not doing what they are supposed to do," Cele said.

He also made an appeal to Social Welfare MEC Inkosi Nyanga Ngubane to ensure that those who were now physically challenged as a result of the accident, are taken care of and that the necessary disability grants are processed as soon as possible.

Education MEC Mrs. Ina Cronje who was also present, pledged her department's support and assistance.



Main: The wreck of the bus that claimed the lives of fourteen people and left many others injured at Ixopo. INSET: Control Provincial Inspector Douglas Ntombela with members of the Public Transport Enforcement Unit checking the roadworthiness of buses in KZN as part of Operation "THATH' ISKOROKORO".

HELP US to reduce deaths on our roads

The KZN Department of Transport says: *'One death is one too many.'*



Photo: Funeral service for accident victims held in Newcastle recently. Inset: The accident damaged taxi in which seven passengers were killed.

KZN MEC for Transport, Community Safety & Liaison Mr. Bheki Cele has appealed to commuters to form commuter forums and to work hand in hand with his Department in addressing problems relating to public transport.

Cele's appeal was made whilst addressing scores of people during a memorial service in Newcastle recently, where seven members of the same family were killed in a

minibus-taxi accident on their way home after attending a wedding ceremony.

The taxi carrying 22 passengers overturned when the tyre burst, leaving five people instantly dead, while two others later died in hospital.

Cele lamented: "No words can heal or undo the pain that the family is going through at this moment. What do you say if a person has lost all the members of her family at once: such a situation is unbearable!"

He said that the ongoing deaths on the roads were mainly due to negligent driving, speeding and un-roadworthy vehicles. Cele added that although the Department of Transport has conducted a number of road safety awareness campaigns, law enforcement must be intensified on the roads.

The pain of losing a loved one through road carnage is unwelcome irrespective of the number of people killed in such a crash.

That is why the KZN Department of Transport says: 'One death is one too many.'

Cele said, "If the cause of that crash is negligence due to a vehicle that is un-roadworthy, it becomes the duty of government to protect the weak innocent commuters from what amounts to gross abuse and unnecessary loss of human life. Vehicle owners cannot replace someone's mother, father, sister, brother, uncle, aunt or grandparent when they are dead as

a result of their carelessness."

"Vehicle owners often do not service their vehicles properly because they are trying to save more money for themselves.

"Sadly, commuters often do not have a choice as to which vehicle is safe to use when they need to make use of public transport – be it a bus or a taxi," he said.

RTI vehicle fleet increases



The capacity of traffic officers to keep our roads safe depends on the availability of adequate vehicles to patrol the roads.

That is why safety on the province's roads received a significant boost as the Road Traffic Inspectorate's (RTI) fleet was increased by fifty six (56) new traffic patrol vehicles recently.

The official handover of the first 20 cars, which coincided with the start of the Easter holiday road safety programme, took place at the RTI traffic training college in Pietermaritzburg.

Mr Chris Hlabisa, the Department's General Manager responsible for Implementation, said there is always greater traffic

congestion in the province as holiday makers flood the coast. "Without the necessary traffic police visibility on the roads, there is a rise in road carnage - that is why we have increased the number of our vehicles," he said.

The unavailability of adequate traffic police vehicles has been one of the challenges for the Department's regional offices. The vehicles were allocated to RTI stations in the various Department of Transport regions of Durban, Empangeni, Ladysmith and Pietermaritzburg.

Hlabisa says this is an ongoing initiative by the KZN Department of Transport to address the shortage of RTI patrol vehicles, something that makes it difficult for RTI officers to perform their duties effectively and efficiently.

"Now that we have this new additional fleet in our hands, we

don't need excuses in respect of vehicle shortages, but we need to see the visibility of our traffic officers' right from down the coast up to the border of Mozambique," Hlabisa added.

These are fully-equipped operational cars with chevrons at the back to ensure visibility of the traffic police vehicles under bad weather conditions and at night. Anti-theft devices have also been fitted making it difficult for these vehicles to be stolen.

RTI's provincial manager, John Schnell said these vehicles will also go a long way in assisting to police those areas that were historically not properly policed. "To this end we will intensify our joint operations with all other enforcement agencies in order to reduce the carnage on our roads".

Main: RTI Manager John Schnell together with traffic officers at the official handover of the patrol vehicles aimed at boosting safety on the province's roads.

Left: PPI Thabisile Mqadi of Pinetown RTI demonstrates how a Pro Laser speed timing machine is used during the handing over of the patrol vehicles.

Even school learners grateful to the KZN Transport Department



Left: Ms. Sebenzile Mkhize, Zibambele contractor from Indwedwe is checking how her grandchild Nhlanhla performs at school while her daughter Bajabulile looks on.



Right: The Mkhize family testifies how the Department's Zibambele programme has changed their life for the better.

Waking up in the morning, going to the neighbours to help them build their mud houses and selling avocados is what a widow at Indwedwe, north of Durban, used to do for her income.

Her major preoccupation was to ensure that her three children and two grandchildren at least have bread on the table even before thinking about school fees and other household expenses.

These were really dark days

for Sebenzile Mkhize (50) and her family until the KwaZulu-Natal Department of Transport's labour intensive road maintenance programme known as Zibambele came to their rescue.

In an attempt to establish how instrumental this Department has been in improving the lives of people in rural communities, Igalelo visited this historically underdeveloped and poverty-stricken rural area of Indwedwe. On arrival at Mkhize's home, Igalelo reporters were amazed at the excitement of Bajabulile

Mkhize (15), the youngest daughter of Sebenzile Mkhize.

She was not celebrating because she came into contact with some fancy dressed people who were carrying expensive cameras and notebooks, but because she saw an opportunity to express her feelings and share her experiences about Zibambele.

Bajabulile recalled: "If I think about our life at home a couple of years ago before my mother joined the Zibambele programme, I wonder why it took so long before this caring

government took over. I am still in Grade 11 because of financial constraints. But at least we have made progress, thanks to the KZN Department of Transport."

She added: "My mum used to help our neighbours to build their mud houses in order to get some money. Sometimes she would go to pension payout points and sell avocados from our old tree. Now even if she still does that, she does it to supplement what she earns from Zibambele."

Sebenzile Mkhize says being involved in this programme has

not only made a difference in terms of her income, but "has also assisted to facilitate the process of getting a child support grant for my three-year-old grandson, Sizwe."

"With the number of hours and days we work per month as Zibambele members, we are still able to perform other household or business duties. One will not be doing justice if I do not thank this Department for ensuring the protection of the weakest in our communities," said Mkhize.

Road safety extends to the disabled



Khanyi Dlungwane (right) plays with her school mate during a road safety campaign which focuses on most vulnerable groups including school learners.

"My eyes cannot see properly, but I can hear very well and my mind is sharp enough to imagine what takes place around me. But despite being visually impaired, there is nothing I enjoy like crossing the road with confidence and knowing all the rules."

This is the pride and joy of Khanyi Dlungwane (11), one of the 200 visually impaired learners at Arthur Blaxall School in Pietermaritzburg. These kids are

already taking advantage of the Primary School Pedestrian Programme that the Department of Transport's Road Safety Directorate undertakes to implement at all primary schools in the province.

In light of the high number of deaths due to road accidents involving school children, the Road Safety Directorate has embarked on an extensive road safety campaign focusing on our most vulnerable target groups, including school learners.

Moreover, this Directorate realized that perhaps the focus should not only be on ordinary schools, but also on schools who cater for the visually challenged because some of these kids are partially sighted and cross the roads alone.

Annually, thousands of children are killed, maimed or injured in traffic accidents. Statistics provided by the KwaZulu-Natal

Road Traffic Inspectorate indicate that in 2003 alone, 106 children (pedestrians) between the ages of 6-12 and 27 between the ages 17-18 were killed on our province's roads.

The Primary School Pedestrian Programme assists learners to be safe and responsible road users. The programme is carried out in the form of entertainment. It teaches primary school learners basic road safety rules such as where the safest places to cross are and how to cross the road.

The edutainment project takes the learner out of the classroom situation and places them in an area where an interactive and fun-filled hour long programme is presented. This project includes a road safety talk with questionnaires and give-aways as well as a puppet show.

Another award for the KZN Department of Transport

T² Apprentice programme for matriculants

The KwaZulu-Natal Department of Transport's apprentice programme for Mechanics has been in existence since 1950.

In the early days, the main aim of the programme was to train a group of mechanics to fill vacant positions within the Mechanical Component. With time, most of the internal posts were filled. However the Department decided to continue training mechanics as its contribution to providing a solution to the national shortage of qualified Artisans.

The apprentice programme targets Grade ten pupils and young people who have successfully completed a N2 technical certificate. The training covers both practical and theoretical aspects over a period of four years. A group of ten apprentices are recruited every two years. Successful candidates obtain a N6 technical certificate and their Trade Test qualification at the end of the programme.

The trainees who are paid benefit from the extensive job training and become qualified earthmoving equipment mechanics. Because of the quality of the programme graduates are sought after in industry. To ensure their safety, apprentices undergo an Induction course and are issued with overalls and safety boots.

Apprentices study modules on Health and Safety, First Aid and Fire Prevention. They are then sent to private training providers for accredited courses on Health and Safety, First Aid and Fire Fighting. New workshops are also being built which will comply with the Occupational Health and Safety Act.

Applicants with a N2 or Standard 10 with Mathematics and Science are invited for an aptitude test. The aptitude test is made up of a mechanical comprehension test and the Blox test. Successful candidates are then invited for an interview.

Each apprentice receives a salary at the end of each month for the four years that they are with Department. All courses and tertiary studies are paid for by the Department.

There are currently six apprentices in third year and ten apprentices in their first year. The course produces competent mechanics at the end of the four year period, by following a specific programme set out by MERSETA for apprentices, which includes covering all modules in L1 to L4 (e.g.) Hand skills, Automotive electrical, fundamentals of heavy duty engines, transmission and differentials.

For further information contact (033) 355 8616.



Above: Eager school kids enjoy the interactive displays at the KZN Transport's Departments career exhibition.

Below: Departmental staff with the winning trophy.



Excitement was written all over the faces of hundreds of learners who visited the KZN Department of Transport's career exhibition stand at the Royal Show Grounds in Pietermaritzburg recently. The career exhibition is an annual event organized by Obers Media in partnership with SABC, and different government departments are invited to exhibit information on the various career opportunities that they offer for the benefit of learners.

The KZN Department of Transport was presented with an award at this event for being the most visited stand, having the best display and being the best in terms of interaction with learners. This award is yet another feather in the cap of the KZN Transport Department which has won various other awards for its innovative programmes and excellent service delivery over the years.

The KZN Department of Transport has become a beacon of hope to many school children who have been exposed to various career opportunities provided by the Department. More and more learners from different schools around the province are displaying a keen interest in the numerous career opportunities that the department offers.

Lungani Dlamini and Thobeka Nkandi from Little Flower High School in Ixopo are just two of the

many Grade 12 learners who spent most of their time with Departmental officials seeking more information on various opportunities.

They were very impressed with the work undertaken by the Department, especially, when they learnt that the Department offers bursaries to deserving Civil Engineering and Mechanical Engineering university students.

"I think one has learnt a lot from the Department of Transport's exhibition stand. I think we will have to invest our time in working closely with the Department so that we utilise the resources which are available to us. It is through working with this Department that we as learners will be able to address the backlog that this country has in the field of engineering," said a passionate Nolly Mtintso of Little Flower High School.

Mtintso was also referring to programmes such as mechanical apprenticeships that the Department offers to people who have a desire to become Earthmoving Equipment Mechanics. The Department's Technology Transfer Centre manages this apprenticeship.

For more information contact: the Department's Technology Transfer Centre on 033-3558005

INVOLVED IN AN ACCIDENT - DON'T KNOW WHAT TO DO? *HERE ARE SOME FACTS TO ASSIST YOU*

What is the Road Accident Fund?

Fact Sheet:

What is the Road Accident Fund?

It is a public entity which has been set up to pay compensation to people injured in road accidents or the dependants of people killed in road accidents arising from the negligent driving of a motor vehicle in South Africa.

Where does the Fund get its money from?

The Fund gets its money from a fuel levy included in the price of petrol and diesel which is paid by drivers of motor vehicles.

Is a lawyer required?

The Fund employs information officers at all branch offices of the Road Accident Fund to assist claimants free of charge. However a claimant may still decide to employ a lawyer. The lawyer will be entitled to charge a fee for professional services rendered.

Details of Information Officers:

Pretoria	Johannesburg	Cape Town	East London	Durban
Mr. Charles Machaka	Ms. Ella Kope	Mr. Zolile Ndila	Ms. Busi Jakuja	Ms. Choice Sihya
(012) 392-5102	(011) 223-0111	(021) 408-3488	(043) 702-7751	(031) 365-2905

Time period to make a claim:

If the identity of the offending driver or owner is known, the claim must be lodged within three years from the date on which the claim arose. (This does not apply to a claim of a minor). If the identity of the offending driver or owner is unknown, the claim must be lodged within two years from the date on which the claim arose.

Who is entitled to make a claim?

1. A person who was personally injured (except a driver who was the sole cause of the accident).
2. A dependant of a deceased victim.
3. A close relative of the deceased in respect of funeral expenses.
4. A claimant under the age of 21 years must be assisted by a parent or legal guardian.

What can you claim for?

1. medical expenses (past and future).
2. funeral expenses.
3. loss of earnings or income if person is disabled (past and future).
4. loss of support for a dependant of a deceased victim (past and future).
5. general damages for pain, suffering and disfigurement in the case of bodily injury. Note: (This is determined after examining the extent and severity of the injury).

How is a claim made against the Fund?

1. A claim must be made on the Claim Form (Form 1) which is available from offices of the Road Accident Fund.
2. Every applicable paragraph must be fully completed.
3. The doctor that treated the injured person immediately after the accident must complete the medical report section in the claim form.
4. The claim form must be signed by the claimant.

What documents must be submitted with the claim form?

In the case of injury the following documents must be attached:

1. A certified copy of the identity document of the claimant;
2. An affidavit by the claimant;
3. The Police report (OAR), police statements and police sketch plan;
4. Documents to prove loss of earnings e.g. salary advice slip;
5. Documents to prove medical expenses; and
6. Copies of hospital records if available.

If the accident victim is deceased the following additional documents are required:

7. Identity document of deceased;
8. Death certificate or post mortem report;
9. Proof of marriage (if claim by spouse);
10. Birth certificates of minor children reflecting names of parents;
11. Proof of earnings of all parties involved; and
12. Proof of reasonable funeral expenses.

The claim form and the accompanying documents must be hand delivered or sent by registered mail to the Fund at, the addresses appearing under Branch Contact Details.

Important considerations:

1. Property damage cannot be claimed from the Fund, it may be claimed from the offending driver.
2. An accident must be reported to the police and the Fund by the driver/owner.
3. Compensation will be reduced in relation to claimant's own negligence.
4. Compensation for a passenger in the offending vehicle is limited to R25 000.
5. Compensation received from the Compensation Commissioner in a case where a person is injured on duty, is deductible.
6. The Fund may require a person to submit to investigations and medical examinations.
7. A claim may be excluded in a case where a claimant unreasonably refuses or fails to co-operate with the Fund in the course of its investigation.

There are certain categories of claims that the Road Accident Fund Act excludes.