



## Another award for excellence in service delivery



KZN Transport Head Dr. Kwazi Mbanjwa and Chief Financial Officer (CFO) Mr. Roger Govender proudly displaying the PMR Golden Arrow Award presented on 15 September to the KZN Transport Department in the category "Provincial Government Departments that have been most effective in achieving their goals over the past 12 months in KZN".

**T**eam Work, dedication and commitment has earned the KwaZulu-Natal Department of Transport yet another award for excellence in service delivery.

The Department was awarded a Golden Arrow Award for the highest ratings received in the category entitled: "Provincial Government Departments that have been most effective in achieving their goals over the past 12 months in KZN." The rating was based on a survey conducted by PMR throughout the province in which more than 8 000 respondents participated. The award was presented at the Professional Management Review (PMR) Africa Business Leader's Breakfast

in Durban on 15 September.

During August this year, the Department also received an unqualified audit report for the 2005/06 financial year. Regarded as one of the best government Departments in the country, the KZN Transport Department has also previously been singled out by various senior government officials, including President Thabo Mbeki and Finance Minister Trevor Manuel, for innovative service delivery programmes such as the widely acclaimed Zibambele road maintenance and Vukuzakhe emerging contractor programmes.

Head of the KwaZulu-Natal Department of Transport Dr. Kwazi Mbanjwa said that since 1994 the Department has remained

committed to providing access to all communities of KwaZulu-Natal within the constraints of a limited budget. "Since the majority of our population own no cars such access is not only limited to road access but also to pedestrian access. Priority is given to the provision of access to schools, clinics and other public facilities. The fact that more than 70% of the Department's budget is allocated towards the upgrading and maintenance of road infrastructure is strongly indicative of how seriously we take our mandated development goal to provide a balanced road network that meets the mobility needs of all KwaZulu-Natal citizens," Mbanjwa said.

KZN MEC for Transport, Community Safety and Liaison Mr.

Bheki Cele said: "I must say that whilst the challenges are indeed enormous, I am happy to report that we are certainly making progress. We remain firmly committed to our ideals of 'Defending the Weak' by empowering the majority of our citizens to participate in government and in our market economy. We will continue to ensure that our programmes are unashamedly pro-poor with the upfront intention of bridging the gap – indeed chasm – between our first and second economies."

During the past decade the KZN Transport Department has received several awards and accolades for innovation and excellence in service delivery. The Department is responsible for the transportation

system in KwaZulu-Natal which includes:

- The construction, upgrading, maintenance and control of the provincial road network;
- The regulation, management and overall control of public and freight transport operations;
- The registration and licensing of vehicles and drivers;
- The regulation of traffic;
- The implementation of road safety campaigns and awareness programmes; and
- The management of the provincial government vehicle fleet.

"We take pride in serving the citizens of our province", Mbanjwa said.

# Driver of the year competition



**MEC Bheki Cele and KZN Department of Transport Road Safety Manager Ms. Thoko Mabaso with winners of the Provincial Driver of the Year competition held at Umdloti recently.**

**H**eavy motor vehicle drivers in KwaZulu-Natal have vowed to do everything possible to support road safety. This commitment was made at the 2006 Provincial Driver of the Year competition held at the Road Traffic Inspectorate (RTI) in Umdloti recently.

These drivers are determined to do away with the perception that South African drivers are bad and want to show that they can be good drivers who obey the rules of the road. They say one of the encouraging signs in this regard is that their employers are prepared to partner with government and some companies have 'put their money where their mouth is' in sponsoring certain road safety initiatives.

The provincial Driver of the Year Competition is an annual event organized by the KZN Transport Department. The aim

of the competition is to reduce the high rate of road accidents involving heavy motor vehicles. This is achieved by stimulating education amongst truck drivers as well as bus drivers and consequently improving the standard of heavy motor vehicle driving.

The competition was started in the early 70's and was revived after 1994. The number of participants is steadily increasing every year and this year about 116 drivers participated as compared to a mere 40 in 2004. The competition is divided into the following categories - best rigid truck driver, best rigid truck and trailer driver, best articulated truck driver, best bus driver and best female bus driver.

Winners of the provincial leg of the competition go on to compete in the national finals. The winners of the national finals represent South Africa at the International Driver of the Year Competition.

Amongst this year's winners of the KZN Competition was Mrs. Nomvula Mbambo from Remnant Alton Transport who was the best female bus driver. Mr. Norman Mbandlewa from the same company was the best bus driver and the overall winner of the competition. Prizes for the winners included cash, trophies, cell phones, shopping vouchers, air tickets as well as accommodation in Johannesburg. The Department also handed certificates of participation to all drivers who

took part in the competition.

Mbambo said they were grateful to the Department for such a programme and stressed that as drivers in KZN, they will always support government in its efforts to reduce road accidents. "This has been a good initiative to address safety amongst operators and drivers of heavy motor vehicles," she said.

KZN MEC for Transport, Community Safety and Liaison Mr. Bheki Cele reiterated that while the main aim of this competition is to improve driving skills, it also needs to focus on educating drivers about human relations, tolerance on the road and anti-road rage behaviour. "We really need to improve our behaviour on the road. At the moment, South African drivers across the racial spectrum are intolerant of one another on the road," Cele said.

***At the moment, South African drivers across the racial spectrum are intolerant of one another on the road," Cele said.***

***For the record***

**A picture of a truck belonging to Tavaneli Transport was used in the story, "Pietermaritzburg Cost Centre leading the province in public private partnership against overloading," on page 6 of the last (July 2006) edition of Igalelo. We wish to state that this truck was not overloaded. Mr. Richard Linklater from Tavaneli Transport is one of the participants in this programme and kindly availed his truck to be used as part of the demonstration.**

# NATIONAL TRANSPORT MONTH

October is national Transport Month. The Transport Month campaign is a government initiative geared towards strengthening the link between awareness-raising and policy measures and to reduce traffic congestion by particularly promoting the use of public transport.

It is particularly for that reason that the Minister of Transport and MECs' for Transport declared October as national Transport Month in order to promote sustainable transport solutions such as walking, cycling, public transport and car travel with two or more occupants, and also to stimulate public reflection about the need to manage unsustainable car use, especially in the metropolitan cities of South Africa.

The Transport Month campaign is now permanently engraved in the calendar as a government initiative to raise awareness on the importance of transport in South Africa's economy and also to showcase government initiatives in improving all spheres of transport service delivery, particularly public transport.

In particular, attention is focused on the concrete steps being taken by government to ensure increased use of public transport; affordability of public transport; promotion of access to public transport; and the promotion of a safer public transport system.

Increasing traffic congestion makes it impossible to sustain the economic growth of major cities on the basis of private car use. The future economic prosperity of South Africa depends on increased investment in public transport. This year's theme: "TRANSPORT - THE HEARTBEAT OF SOUTH AFRICA'S ECONOMY", captures the essence of the role of transport.

Recent improvements in the transport system include:

- Improvements in rail operations and infrastructure.
- The taxi recapitalisation programme.
- The bus subsidy system.
- Investment in public transport infrastructure in preparation for the 2010 Soccer World Cup.
- Bicycles being distributed across the country, targeting learners and adults who walk long distances.
- Travel Demand Management strategies including dedicated lanes for public transport and High Occupancy Vehicles (HOV) will also incentivise private car users to move to public transport.

Multi-faceted initiatives are being implemented to influence road users' behaviour to rethink their travelling choices. Chief among these is the Intelligent Transport System (ITS) that will go a long way in improving road safety and reducing traffic congestion.

ITS is a system whose purpose is to transmit real-time traffic and road conditions information to ordinary road users, traffic authorities and emergency services so that they can make informed decisions in response to traffic delays and bad road conditions.

South Africa has not tested this system until now and a five year ITS pilot project is currently being implemented.

Motorized traffic is by far still the dominant mode of transport over medium to long distances, as 5% of workers use a bicycle to get to work in this country. The Edendale corridor project in Pietermaritzburg is therefore practical proof that cycling and walking can be encouraged effectively.

The Edendale corridor is enabling people to save money and also improve their health through regular exercise such as walking and cycling. Physical movement is good for the heart and the entire human body, particularly muscle development and endurance.

Through projects such as the Edendale Corridor, the success of the Department's Shova Kalula (meaning cycle easily) programme is also highlighted. This programme has seen many a rural school learner in KwaZulu-Natal being able to have access to bicycles. This bears testimony to the commitment of both political and administrative heads, Bheki Cele and Kwazi Mbanjwa respectively, to better the lives of the people of the province.

The Transport Month campaign was officially launched in KZN on 2 October in Durban. As part of the campaign, the KwaZulu-Natal Department of Transport will host various events during October. These include major road blocks, official opening of Main Road 700 near Ulundi, official opening of Main Road 68 at St. Faiths, a "Hands on Day" where senior departmental officials including the MEC and HOD will be deployed to road construction and maintenance sites in the province, visits to taxi ranks and train stations, launch of dedicated bicycle lanes and well as donation of bicycles to rural school learners and a Transport Indaba combined with the official launch of the KZN white paper on transport policy.



Non-motorised transport is part of the integrated public transport plan. Cyclists and pedestrians during peak hours are already a common sight on the Edendale corridor which was constructed by the Msunduzi Municipality in collaboration with the KZN Department of Transport.



During Transport Month the Department will be donating bicycles to rural school learners and adults who walk long distances.



A "Hands on Day" is one of the Transport Month projects in KZN where both MEC Cele and HOD Mbanjwa will be deployed to road maintenance and construction sites in the province.



The Department of Transport is working towards revitalising rail branch lines and improving rail infrastructure in an attempt to encourage passengers and the freight industry to utilise rail more.

# KwaZulu-Natal bus council elected

*History was made in the public transport industry in KwaZulu-Natal when the first provincial bus council was elected recently.*



**MEC Bheki Cele with senior officials of the KZN Transport Department and members of the newly elected Bus Council (KWANABUCO) at the bus operators conference held in the Drakensberg recently.**

**T**he KwaZulu-Natal Bus Council (KWANABUCO) was established to facilitate communication between government and bus operators in an ongoing effort to address challenges facing the industry.

The KZN Department of Transport facilitated the formation of KWANABUCO and the official launch took place at the Bus conference in the Drakensberg recently. KWANABUCO takes over from the interim bus structure which was set up at the Bus Indaba held in Pietermaritzburg in March this year.

Apart from the official launch of

the Bus Council, the conference also adopted resolutions which are part of the mandate of KWANABUCO. The conference noted that the bus industry in KwaZulu-Natal is dominated by a few individuals and does not reflect the demographics of the province.

The conference resolved that shareholdings for prospective tenders must be arranged in a particular manner. It was decided that out of 100% of a tender for a subsidized bus contract, 50% must go to Broad Based Black Economic Empowerment (BBBEE). Also from the BBBEE portion, 25% must be allocated to women, 15% to youth and 10% to people living with disabilities.

The conference further resolved that government and KWANABUCO must initiate programmes to capacitate operators and give urgent attention to the process of transformation of the industry, scholar transportation, access to finance, bus safety and regulation of the sector.

In his opening address at the conference, Head of the KZN Department of Transport Dr. Kwazi Mbanjwa said: "As government, we believe that the bus industry still has a significant role to play in facilitating improved access to public services for the majority of our people, particularly from rural areas. However, the industry needs as a matter of urgency, to

address the lack of reliability and inefficiencies that characterize the current passenger transport system."

He said another challenge was for the bus industry to work closely with the rail and taxi industry in a way that will eliminate duplication, improve services and enhance efficiency of the entire public transport system in the province. "An integrated model system must be implemented, particularly as we head towards the 2010 Soccer World Cup," Mbanjwa said.

The newly elected members of the KWANABUCO Executive Committee are:

1. Mr Alfred Ndlovu (Chairperson)
2. Mr Vusi Ngongoma (Deputy

Chairperson)

3. Mr Mohamed Asmal (Secretary)
4. Mrs Ziphokuhle Malimela (Deputy Secretary)
5. Mr Bonga Cele (Treasurer)
6. Mr Maki Mogale (Public Relations Officer)
7. Mr Alban Mathou (Training Officer)
8. Ms Thobile Ndaba (Additional Member)
9. Mr Mboniswa Saliwavikwa (Additional Member)

The Council will work closely with the regional structures, particularly their chairpersons who enjoy the status of being ex-officio members of the provincial executive committee.

# Bus subsidies are for commuters

**K**ZN MEC for Transport, Community Safety and Liaison Mr. Bheki Cele has issued a stern warning to the bus industry and announced that government will soon have a comprehensive monitoring system in place to prevent misuse of subsidies by bus operators.

He said: "The government will not just hit, but will hit hard on this".

Cele was speaking at the provincial Bus conference held in the Drakensberg recently. The Indaba was convened to elect the KwaZulu-Natal Bus Council (KWANABUCO) and to adopt a formal constitution, in order to assist government and the industry to establish a violent-free, united, democratic, reliable and efficient bus transport industry that will serve the province with safe and affordable transport.

It has come to the attention of Cele that while KwaZulu-Natal spends about R500 million on bus subsidies, all this money is not used for its intended purpose. "We want to put in place a monitoring

system that will ensure that our black empowerment programmes do not only empower certain individuals, but results in a meaningful shift of wealth. It must also be borne in mind that subsidies are for commuters and not for operators," Cele said.

He called upon government and the industry to work together in ensuring that the Subsidy Model Tender Document as gazetted by government is strictly adhered to. "Remember that fronting is a criminal offence. Government will not tolerate operators who fail to adhere to the terms and conditions of subsidy contracts. People who apply for such tenders will be thoroughly vetted before the successful bidder is announced. It is unacceptable that the entire bus industry in KwaZulu-Natal is dominated by just a few families. This must stop now," he said.

The current composition of the bus industry in KZN in terms of race and gender is as follows:

- Indian male – 52.8%
- Indian female – 24.7%
- Total Indian shareholding – 77.5%**
- African male – 17.8%
- African female – 4.0%



**Total African shareholding – 21.8%**

- White male – 0.7%
- White female – 0.0%

**Total White shareholding – 0.7%**

With assistance from the Independent Electoral Commission (IEC), the conference elected the

Provincial Executive Committee of KWANABUCO.

Speaking for the first time as Chairperson of the newly elected KZN Bus Council, Mr. Alfred Ndlovu assured operators that all concerns of the bus industry will be addressed. "This Council will

work with everyone equally and will ensure that all resolutions taken are implemented and all problems are properly addressed. We want to assist our government to achieve its mandate which includes 'a better life for all,' " Ndlovu said.

## Launch of passenger associations to boost public transport



***"The main objective of creating public transport passenger associations is to ensure a formal voice for passengers within the public transport arena."***

**P**ublic Transport Passenger Associations will soon be launched by the KwaZulu-Natal Department of Transport to improve public transport in the province.

Passengers are critical stakeholders and they must be capacitated to provide input and secure their interests in so far as the provision of public transport services is concerned. This can only be effective if it is implemented in a formally structured, meaningful and sustainable manner.

The Department's Acting General Manager for Public and Freight Transport Advocate Simo Chamane said: "The main objective of creating public transport passenger associations is to ensure a formal voice for passengers within the public transport arena."

Chamane explained: "We need to consider and establish rules to encourage the participation of passengers in the provision of public transport services."

He cited the following as the Department's key focus areas:

- To create proper communication channels relating to input and feedback to both passengers and operators;

- To provide proper monitoring and evaluation on milestones and deliverables pertaining to the rights and obligations of passengers;

- To provide a platform for a meeting of minds amongst the stakeholders involved in public transport, including passengers, operators, provincial government and the transport industry in general.

The associations will comprise of local and provincial structures. Local associations are local bodies established wherever organized public passenger transport can be found and where a need for such services has been identified. This level of the association's structure will affiliate to the provincial structure. Its representatives will consist of scholars, elders, experts in public transport, the physically challenged, workers, women and educators.

The provincial level is to be made up of representatives from the local associations. It will have representatives from all four Departmental regions of Empangeni, Ladysmith, Pietermaritzburg and Durban.

Chamane said passengers have rights and responsibilities

which included their right to a safe, reliable, efficient, affordable, accessible and environmentally friendly public transport passenger or commuter service in the province. This means that commuters have a freedom to choose the public transport mode or vehicle they may wish to use from those available.

They must also be able to travel in a vehicle that is not overloaded and that is clean and comfortable. They must be able to enjoy professional and courteous treatment from the drivers and staff of all public transport businesses.

Chamane said passengers had a responsibility to ensure that the vehicle has come to a complete stop before they try to board; to ask the driver to stop only when it is safe to do so and to respect public transport operators and other users of public transport.

He also emphasized that these associations are not aimed at minibus taxis only; it includes the various modes of public transport such as shuttle service, long distance service, metered taxi service, bus service, tourist service, staff service, minibus taxi service, midi-bus service and so on.

# R3, 8 billion transport infrastructure for 2010



Delegates and officials at the KZN Department of Transport exhibition stand at the South African Road Federation (SARF) Conference where Premier S'bu Ndebele mentioned that R3.8 billion has been allocated for public transport infrastructure for the 2010 Soccer World cup.

**T**he necessary economic and social growth sought in terms of the Millennium Development Goals for Africa and the African Renaissance must be achieved. The alleviation of poverty cannot take place without a substantial improvement in road infrastructure. It was (former) President of the USA John F. Kennedy who once said: "It is not wealth that builds roads, but roads that build wealth".

This was highlighted by KwaZulu-Natal Premier Dr. J.S. Ndebele who delivered the keynote address at the South African Road Federation (SARF) Conference held at the ICC in Durban from 11 to 13 September 2006. Hundreds of delegates including international delegates from Tunisia, France, Zambia, Botswana, Tanzania, Switzerland, Ghana, Namibia, Nigeria, UK and the USA attended the three day conference.

This conference came at the right time when South Africa and Africa prepare to host the 2010 Soccer

World Cup.

"The challenge that all of us face is to find innovative ways to provide improved transport infrastructure that will make the less vulnerable undertake productive activities in a wider economy. Solutions to Africa's balanced road network will no doubt lead to benefits that are more tangible such as access, price reduction and service improvements. The stranded will be mobilized quite rapidly and improved service for all road users will lower transit times with positive productivity impact," Ndebele said.

In general, the South African Government is gearing up, and in certain cases has started, to roll out the massive infrastructure development programme across various sectors, estimated at R400 billion over the next five years.

As part of preparations for the 2010 World Cup, R3.5 billion has been allocated for public transport infrastructure. R241 million, outside of the above figure, has already been allocated to host cities for the improvement of public and non-motorised transport in the vicinity

of the stadiums; in Central Business Districts and stadia linkages; in key corridors linking residential areas with CBD's and stadia; as well as in communities where people live. The R3.5 billion will be allocated across the next three years to 2009 with R700 000 for 2006/07, R1.8 billion in 2007/08 and R1 billion in 2008/09. Projects to be funded include dedicated public transport infrastructure, interventions to ensure public transport friendly routes, non-motorised transport facilities, including pedestrian facilities and intelligent transport systems.

Skills shortages have also been found to be a major inhibitor to the rollout of key government programmes. This is so for both Government internal capacity and industry capacity. The recent study by the South African Institution of Civil Engineering called "Numbers and Needs" clearly articulates the challenge we face in the area of engineering, and the picture is equally worrying in other fields within and outside the transport sector.

It is thus very necessary that

industry supports Government in implementing capacity development initiatives such as the Joint Initiative for Priority Skills Acquisition (JIPSA) to bring the urgently needed skills to South Africa, while also rolling out medium to long term capacity development strategies.

Head of the KwaZulu-Natal Department of Transport Dr. Kwazi Mbanjwa told delegates that black economic empowerment in the roads sector was a non-negotiable and that all role-players must embrace and support BEE.

Delivering closing remarks at the Conference, KwaZulu-Natal MEC for Transport, Community Safety and Liaison Mr. Bheki Cele said that two major programmes of the apartheid government were, firstly, the destruction of transport, energy and communication infrastructure in the zone of the so-called frontline states of the SADC, and second, the manipulation of domestic transport infrastructure and services to fit the mould of late-apartheid spatial planning.

"As the new democratic

government, we have indeed made progress and come a long way along a winding road towards building and sustaining a transport system across our region that meets the needs of all our people, rural and urban areas, commuters and recreational travellers, business people and tourists, and the economic enterprises that ensure that transport, in the air, on the road, or on the seas, lakes and rivers, works efficiently. As we head towards the 2010 World Cup, we must experience the thrill of an African World Cup", Cele said.

General Manger: Implementation in the KZN Transport Department, Deputy President of SARF and Chairperson of the Conference Organising Committee Mr. Chris Hlabisa said that the theme for this conference was, "Roads for the African Renaissance – the contribution of the road industry to social and economic growth in Africa," and we will ensure that such a meaningful contribution is indeed realized.

# Zimbabwe Saving Clubs to form their own banks



**Zimbabwe Savings Club members making a concerted effort to ensure the success of their savings clubs.**

**A**s national Government prepares legislation that will make it illegal for Savings Clubs to collect money without adhering to certain prescribed regulations, the KZN Department of Transport is making a timely move to protect the interests of the Zimbabwe Savings Clubs by encouraging them to invest their monies in their own banks.

The new Co-operative Banks Act will require clubs such as Zimbabwe Savings Clubs to form Co-operative Banks and register with the Department of Trade and Industry. In this way these banks will be regulated by Government.

Manager of KZN Transport Department's Development Directorate Glen Xaba, who is responsible for the management of the Zimbabwe programme, said that in order to ensure that members of the Zimbabwe Savings Clubs comply with the law, the Department recently hosted workshops in all four

departmental regions of Durban, Pietermaritzburg, Empangeni and Ladysmith. The primary aim of these workshops was to provide Zimbabwe participants with information so as to enable them to make informed decisions about their future.

The Department's Strategic Planning General Manager James Mlawu who spearheaded the workshops said that the Co-operative Banks Act will require Savings Clubs to form Co-operatives and have a banking licence.

Mlawu said: "Co-operative banks are regulated by government. This means that your money will be much safer than it is in savings clubs. For example, if the treasurer of your savings club is robbed on the way to the bank, you will lose all your money. But if the treasurer of your co-operative bank is robbed on the way to deposit your money, you will get your money back. This is because government will establish what is called a deposit insurance scheme for co-operative banks.

He explained: "Secondly,

government regulation means that your co-operative bank must be run according to strict rules that will be enforced by government if necessary. Therefore, the people who manage your bank will not be free to do whatever they want. They will have to obey clear rules about how to manage a bank.

Mlawu pointed out: "Thirdly, as members of a co-operative bank you will be entitled to receive training from government on all aspects of how co-operative banks should be run and you will also learn how to take advantage of the different services provided by co-operative banks. You will learn skills about how to manage your money and make it grow. Members of the Board of Governors will also be taught how to oversee the full-time managers of the bank, and make sure that they are doing things properly and honestly. Finally, co-operative banks will receive financial assistance from government that would not be given to savings clubs."

He emphasized that Zimbabwe

participants were not employees of the Department, but are contractors who perform a specific job. He said this after contractors raised concerns that they don't enjoy the same benefits as government employees.

Mlawu also said that contractors should be aware that as a poverty-alleviation programme, there are rules that limit the amount of money to be paid under the Zimbabwe programme. "There must be ways to reach a stage where Zimbabwe contractors are able to exit the programme and say thanks to the Department; we don't need your money anymore, you can give it to others who are more deserving than us. In order to reach this stage, it is therefore important that the Department encourages the idea of savings clubs and co-operatives," he said.

KZN MEC for Transport, Community Safety and Liaison Bheki Cele has always stressed that the Zimbabwe programme should not only be seen as a poverty-alleviation programme,

but should be shifted to become a developmental programme. This entails working with Zimbabwe savings clubs to form co-operatives or any other viable business deemed appropriate.

The Department currently has 27 500 Zimbabwe contractors and is working towards ensuring that 40 000 households access Zimbabwe contracts by 2009. Zimbabwe savings clubs throughout the province have collectively saved more than R4, 5 million to date.

Some of the clubs have even established their own businesses. Zamokuhle Savings Club has a mushroom farming project at their Dindi Farm at Vulindlela, outside Pietermaritzburg. Izimbali Zasehlobo Trading Enterprise at Maqongqo, also near Pietermaritzburg, is currently involved in a sewing business, specializing in making reflective vests for road workers.

# Scholar patrol programme saving learners lives



*“Ever since the scholar patrol programme was implemented, we have not received a single report of a child being knocked down by a vehicle. Previously, there was an average of approximately 60 cases each month,” said Assistant Superintendent Johan Olivier from the Newcastle Municipality.*

**A**bout 17 schools in the Newcastle area, of which 13 are in previously disadvantaged areas are involved in the scholar patrol programme. Road Safety Deputy Manager Thandeka Ndaba, who is also one of the Department’s scholar patrol coordinators, said the aim of the programme is to educate school learners, especially those from disadvantaged communities, on effective ways of preventing death and injuries on the roads.

Each participating school is represented by two to three team members, depending on the number of entrance and exit points at each

school.

The selection criteria in the elimination process includes a theory test which is written by all team members as well as a practical evaluation on the road based on the team’s appearance, performance and levels of coordination. The team includes a captain, leader and three additional members.

Ndaba said local traffic authorities from Newcastle and the Department’s Road Safety Directorate were jointly responsible for facilitating and managing the programme which was proving to be a huge success.

“The scholar patrol programme was welcomed with open arms by

all schools involved and parents of the learners did not hesitate to allow their children to join the programme,” said Ndaba.

She said the elimination process will determine which schools will represent Newcastle at the provincial competition which will be held in Pietermaritzburg on 2 November.

Olivier said the scholar patrol programme should be treated as top priority as is the case in most schools where both the school principal and members of the governing body are in full support of the programme. He called on all those schools that are not yet on the programme to join in order

to improve road safety standards amongst learners.

He said that besides having learners who assist in the scholar patrol teams, temporary traffic wardens were also employed to assist learners to cross the road and control traffic for them.

Olivier added that scholar patrol team members received incentives such as certificates, a year-end party as well as free refreshments during elimination and competition days.

Olivier made these comments during the KZN Transport Department’s road safety scholar patrol competition elimination process held in Newcastle recently.

Osizweni Educator Lindiwe Nkosi from Enhlokweni Primary School praised the programme and also confirmed that ever since the programme started, the number of children killed on the road had been drastically reduced.

She further called on parents to encourage their children to participate and assured them that the programme does not interfere with the learning programme at school as the training only takes place before and after official school hours.

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