

# Investing in ROAD SAFETY

2023

Produced by **SANRAL**



## Message from the CEO

**S**ANRAL, as the agency with the task of building and maintaining South Africa's roads network, takes its responsibility to improve road safety and reduce road accidents seriously. South Africa has among the highest road crash fatality rates in the world, and we have to ensure that we reduce it to acceptable levels, if not eradicate it completely. To this end, SANRAL is committed to the United Nations' Decade of Action to improve global road safety. This international campaign seeks to prevent at least 50% of road traffic deaths and injuries by 2030.

The Global Plan adopted as part of this campaign aligns with the Stockholm Declaration, which emphasises the importance of a holistic approach to road safety, and calls on continued improvements in the design of roads and vehicles; enhancement of laws and law enforcement; and provision of timely, life-saving emergency care for the injured.

It aims to encourage policies to promote walking, cycling and using public transport as inherently healthy and environmentally sound modes of transport.

In this publication, among others, we reflect on the participation by the Minister of Transport, Ms Sindisiwe Chikunga, and SANRAL at the 27th World Road Congress held in Prague in the Czech Republic in October.

Minister Chikunga told the Congress that road safety was one of the most pressing challenges in South Africa, and government was addressing it with multi-pronged policy interventions.

It was clear from discussions at the Congress that regulatory interventions targeting the youth are paying off for countries such as Ireland and Canada. We can learn from them: for instance, putting in place restrictions on how many years of experience young drivers should have before being able to drive on their own, and at what time of the day they are permitted to drive.

Based on the Road Traffic Management Corporation (RTMC) State of the Road Report for 2022, we unpack the key statistics that contributed to the state of our roads – crash statistics, road user volume growth, cost of crashes to the economy, road user behaviour, and vehicle safety.

Road safety is especially important during holiday seasons when many people travel across provinces and to neighbouring countries to visit family and friends.

We hope that this publication can play a small role in helping to improve safety on our national roads.



**REGINALD DEMANA**  
SANRAL: CEO

## Message from the Road Safety Engineering Focus Group



**JASON LOWE**  
SANRAL: Engineering for Road Safety Lead

**A**s infrastructure development across South Africa rolls out at a rapid pace, balancing safe work zones against a backdrop of live traffic conditions on busy freeways is a challenge that needs careful navigation.

An interesting case study is the N2/N3 upgrades currently underway in KwaZulu-Natal.

As part of mitigating congestion and road user frustration, several alternative routes have been identified and are set for improvements which include pavement rehabilitation, upgrade of road signs and road markings, installation of barriers, intersection upgrades and traffic signal optimisation.

Furthermore, no work is carried out during peak holiday times, over special event weekends, such as the Comrades Marathon weekend and any other long weekend, while traffic surveillance continues 24/7 via the Freeway Management System (FMS) to ensure rapid response in the event of an incident.

Much has been reported on road conditions in the media, particularly connecting crashes to construction work. Truth be told, there is zero evidence linking construction conditions and work zones to the cause of crashes.

There are a number of contributing factors including non-compliant driver behaviour. This includes disregarding the rules of the road, ignoring

construction zone warning signs, excessive speeding, reckless driving and, increasingly, distracted drivers engaged with their mobile devices. Further, unroadworthy and unmaintained vehicles that break down due to, among others, running out of fuel; drivers that refuse to have their vehicles towed away to remove the source of the bottleneck rapidly, all contribute to the crashes we see on our roads.

We strive for improved mobility in the long term, but this will require a conscious commitment from every road user. Severe congestion is expected in the Westville and EB Cloete areas during construction. If we could see a 30% reduction in N2/N3 road users during morning and afternoon peak times in these areas, it would go a long way to getting us from where we are, to where we want to be.

Looking beyond the N2/N3 upgrades, from a road safety engineering perspective, safe design of intersections must be contextualised to deal with current South African challenges. Such challenges include encroachment, people living/trading in the road reserve, cattle grazing in the road reserve, and the behaviour change that is needed to ensure compliance.

In essence, road safety engineering solutions are not copied and pasted from global manuals, but tailored to our bespoke domestic conditions.

2-6 OCTOBER 2023

PRAGUE 2023 – TOGETHER  
ON THE ROAD AGAIN

## South Africans need to change road behaviour to reduce accidents and save lives



Commenting after participating in a road safety panel discussion at the 27th World Road Congress in Prague in the Czech Republic, Transport Minister Sindisiwe Chikunga said "We can change our behaviour to prevent accidents and save lives if we drive at the correct speed, take into account what is happening in our surroundings, are more considerate of other road users, are more patient, and avoid driving under the influence of alcohol."

SA has the 11th longest road network in the world, with official statistics showing that human behaviour accounts for 86% to 94% of all road crashes, fatalities and injuries in the country.

Minister Chikunga said road safety was one of the most pressing challenges in SA, and government was addressing it with multi-pronged policy interventions. "SA developed the National Road Safety Strategy 2016–2030 based on the five pillars of the UN Decade of Action for Road Safety, and we are now focused on reducing road crashes," she said.

"We are classifying traffic road safety as an essential service to be visible at all times. We are collaborating with the Department of Basic Education to ensure Road Safety Education is part of the curriculum at basic level. SA has also established a maximum blood/alcohol content for drivers as one of the primary measures to prevent crashes, injuries and fatalities caused by drunken driving."

SANRAL CEO Reginald Demana said it was clear from discussions at the congress that regulatory interventions targeting the youth were paying off for countries such as Ireland and Canada.



Transport Minister Sindisiwe Chikunga at the 27th World Road Congress in Prague, Czech Republic.



"We can take lessons from them, in particular on putting in place restrictions on how many years of experience young drivers should have before being able to drive on their own, what time of the day they are permitted to drive, and others," Demana said.

The panel discussion was opened by former SANRAL CEO Nazir Alli, currently President of the World Road Association (PIARC) and the first ever PIARC president from the African continent. Alli acknowledged that according to the World Health Organization, approximately 1.3 million people die each year due to road traffic crashes. More than half of these deaths are among vulnerable road users like pedestrians, cyclists and motorcyclists, and 93% of the world's road deaths occur in low- and middle-income countries. Sub-Saharan Africa has the highest road death toll, at more than 30 fatalities for every 100,000 people.

"While innovation in the quest for improved mobility is no doubt a global priority, it can never overshadow the tragic loss of life and must in fact be used to arrest this trend," Alli added.

The United Nations Secretary-General's Special Envoy for Road Safety, Jean Todt, shared his message of support virtually, encouraging the commitment that PIARC member countries have shown to the Decade of Action for Road Safety, whereby road deaths should be halved by 2030, as well as Vision Zero, that advocates for zero road fatalities.

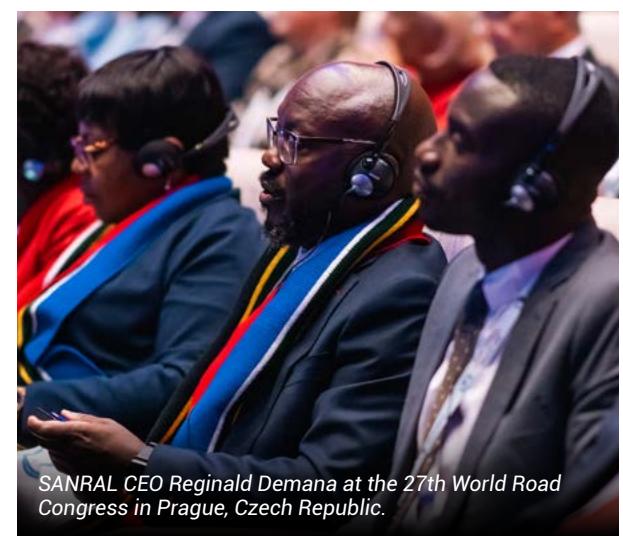
Ministers from over 20 countries painted a similar picture of pedestrians being most vulnerable, as they

are in SA, and challenges with speeding, distracted drivers – especially those using mobile phones – and drunken driving.

In sharing strides made in the Czech Republic, Transport Minister Martin Kupka reflected on how despite having access to impressive technology, they still rely on increased visible policing and making sure that rules meant to save lives are enforced.

In closing, he expressed his confidence that the delegation of Ministers from across the world are making progress to get to Vision Zero.

Minister Chikunga held a bilateral meeting with Minister Kupka, and agreed to cooperate on areas including roads and rail infrastructure, technology transfer, road safety and law enforcement.



SANRAL CEO Reginald Demana at the 27th World Road Congress in Prague, Czech Republic.

## REALITY CHECK

With the ever-changing South African roads landscape, we give insight into some key statistics, as reported in the Road Traffic Management Corporation's State of Road Safety Report for 2022.



# STATE OF SA'S ROADS



## NUMBER OF FATAL CRASHES/PEDESTRIAN FATALITIES



Fatal crashes decreased by 1.5%, from 10,607 in 2021 to 10,446 in 2022



Fatalities decreased by 0.8%, from 12,541 in 2021 to 12,436 in 2022



43% of road user fatalities are pedestrians, increased from 41.5%



Cyclist fatalities remained at 1.4%



Male fatalities account for three-quarters of total road fatalities



Children aged 0 to 14 years account for 10.2% of fatalities



41.4% of fatalities occur in the age group 25-39 years



60.8% of road fatalities occur over weekends (Friday-Sunday)



## MAIN CAUSES OF FATAL CRASHES IN 2022



Accident with pedestrian, 25.2% (25.6% in 2021)



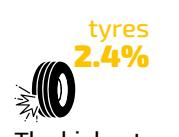
Single vehicle overturned, 18.5% (19.8% in 2021)



Human factors are the greatest cause, at 88.24%



Road environment, with road surface being slippery or wet accounts for 2.5%



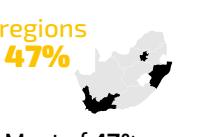
The highest vehicle factor is tyres that burst, at 2.4%



In 2022, 10,466 fatal crashes resulted in 12,436 fatalities



Road fatalities increased by 1.5% from 2021 to 2022



Most of 47% of fatal crashes involving pedestrians are from Gauteng, Western Cape and KwaZulu-Natal



According to the World Health Organization, approximately 1.3 million people die each year as a result of road traffic crashes.

- More than half of all road traffic deaths are among vulnerable road users like **pedestrians, cyclists, and motorcyclists**.
- 93% of the world's fatalities on the roads occur in **low- and middle-income countries**, even though these countries only have around 60% of the world's **vehicles**.



\*RTMC State of the Road Report for 2022



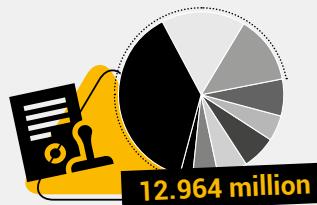
Cost of crashes R198.79 billion

## NUMBER OF CRASHES PER PROVINCE, 2021-2022

Province	2021	2022
Eastern Cape	1,316	1,215 ▼
North West	704	667 ▼
Free State	609	569 ▼
Gauteng	2,289	2,321 ▲
KwaZulu-Natal	2,143	1,998 ▼
Limpopo	1,118	1,070 ▼
Mpumalanga	1,013	1,012 ▼
Northern Cape	327	325 ▼
Western Cape	1,088	1,269 ▲

The estimated adjusted cost of crashes for 2022 is R198.79 billion

Between 2022 and 2021, the highest decrease is in the Eastern Cape, at -7.7%, followed by KwaZulu-Natal (-6.6%) and Free State (-6.6%). The only increases are in the Western Cape (16.6%) and Gauteng (1.4%).



## NUMBER OF CARS REGISTERED

At provincial level, as at the end of December 2022

Gauteng	38.33%
Western Cape has	16.23%
KwaZulu-Natal	13.42%
Mpumalanga	7.10%
North West	5.09%
Eastern Cape	6.61%
Limpopo	5.99%
Free State	4.97%
Northern Cape	2.26%

The three provinces of Gauteng, Western Cape and KwaZulu-Natal together have 67.98% of registered vehicles

The number of registered vehicles increased by 0.06%, from 12,957 million in 2021 to 12,964 million in 2022.



2,850,000 printed per annum

## NUMBER OF DRIVER'S LICENCE CARD HOLDERS

Driver's license card holders registered on the National Traffic Information System (NaTIS) are 61.1% males and 38.9% females, which means more males are killed on the roads.

An average of 2,850,000 cards per annum were printed in the past two financial years. Since NaTIS was commissioned in 1998 it has printed over 60 million driver's licence cards.

The backlog is currently 350,000 cards (before August 2023).

The new driving licence card coming in November 2023 will have improved security features, including biometric data, holograms and watermarks, to reduce fraudulent licences and improve road safety. It will also be registered for 8 years instead of 5.

# Walk wisely to stay safe

Many road crashes involve **pedestrians**, which are people walking in the road or next to it. Like other road users (e.g. drivers), pedestrians must obey road rules so that they can stay safe on the road. **Learn how to stay safe as a pedestrian by completing the activities below. Then check the answers at the bottom!**



This learning material has been taken from the SANRAL Road Safety Education Programme, which is aimed at all South African schools within 5km of a national road. Print this page and complete the activities with your children!

## Walk this way!

The list below includes actions that can be taken by pedestrians. Match the action with the correct picture by filling its number into the space provided. Then, circle the word showing whether that action is **SAFE** or **UNSAFE**.

1 Wearing light-coloured clothing at night

2 Walking with your back to oncoming traffic

3 Walking in the road instead of on the verge/pavement

4 Ignoring or disobeying traffic light signals

5 Looking left, then right, then left again, before crossing the street

6 Walking while facing oncoming traffic



SAFE / UNSAFE

## Stay alert!

When distracted, a pedestrian might do something that puts them or others in danger. Which of the points below are distracted behaviours that pedestrians ought to avoid? Tick the box next to the correct answers.



a Crossing the road while using a cell phone

b Looking left and right before crossing

c Eating or drinking while walking near a road

d Holding a bag while crossing the street

e Searching in a bag while waiting at a pedestrian crossing

f Swatting at an insect while trying to cross the road



ANSWERS: ACTIVITY 1: (a) 5 (SAFE) (b) 4 (UNSAFE) (c) 6 (SAFE) (d) 3 (UNSAFE) (e) 1 (SAFE) (f) 2 (UNSAFE)



# ONE SECOND SLOWER CAN AVOID A CRASH.

Driving at high speed is dangerous. It requires a faster reaction time from the driver, since your car covers more ground than when you're driving at a slower speed. If you're running late, call ahead to let everyone know that you're delayed. One simple decision

**SANRAL**



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Weary motorists were encouraged to take a break at the SANRAL tent when they stopped at a filling station in Abbotsford in East London.

# THE POWER OF 1



Lebogang Djantje, a taxi driver from Kathu en route to Johannesburg, was most impressed with the flavoured oxygen bar, which he described as pleasantly refreshing. "You have to keep your wits about you all the time and reckless overtaking is a frequent occurrence on the long road," he said.



SANRAL reminded motorists to take regular breaks when travelling long distances and warned of the dangers of drinking and driving. SANRAL staff interacted with motorists, offering road safety information and tips for long-distance travel.



Twin brothers Yona and Renaldo Jimi (14) from Mahikeng were visiting relatives and wasted no time in attempting to set up some high scores at the gaming station.

**S**ANRAL's road safety campaign, Road Safety One, is specifically geared to encourage individuals to take responsibility to do the one thing that will make our roads safer. This is the power of one. Whether it is making a conscious decision not to use a cellphone while driving, not drinking and driving, taking breaks at dedicated rest sites, or using dedicated pedestrian facilities to cross busy roads – that one thing can make a life-or-death difference.

During peak travel times, especially over holidays and long weekends, various road safety activations are rolled out across the country to engage road users and encourage improved road user behaviour, so more people can arrive at their destinations safely.

With massage therapists doing head and shoulder massages, nail technicians taking care of manicures for those tired hands, an oxygen bar to aid relaxation, as well as a digital gaming station and jumping castle for the children, there are always more than enough reasons to take a break and visit SANRAL's road safety activation stations.



Max Orekenge, a driver from Kuruman was en route to Upington when he stopped by to see what the excitement was all about at the Elegant Fuel stop on the N14 in Kathu. He took full advantage of the opportunity to rest and relax by getting his hands done as well as opting for a neck massage. "This is a great initiative, to educate people about road safety, but it should happen throughout the year, and not just during the holidays. I spend a lot of time on the road. Too many young people are driving under the influence of alcohol, while older people drive too aggressively," he said.



The entire family can enjoy a break from their long journey at SANRAL's road safety activation stations.

# SANRAL partners with local cyclists to promote road safety



**S**ANRAL recently partnered with the Moshawane Cycling Club in Mahikeng, North West, to raise road safety awareness for cyclists, who are among the most vulnerable of road users. The event took place, earlier this year, under the theme 'Cyclists matter on our roads'. A cycle ride was hosted to promote road safety for bicycle users, who are at high risk of getting injured and killed on the country's roads.

The 40km ride started from Moshawane multipurpose centre, home to the local cycle club, then proceeded to The Crossing Shopping Centre/Curro Academy, Montshioa Stad, Lomanyaneng, Danville and Lonely Park Village. About 50 cyclists, mostly youth and young riders, took part.

Moshawane Cycling Club coach Phumzile Bekwaphi said the initiative is a great way to sensitise motorists about sharing the road with cyclists and other road users.

"We previously had a challenge with motorists, who usually bullied us on the road, but through such initiatives we are slowly turning the tide and seeing a positive change in how motorists treat cyclists on the roads," he said.

Bekwaphi says bicycles have become a reliable form of transportation for many people, some of whom cycle to school or work, so motorists need to create a space and share the road with them safely.

Among the safety principles emphasised were looking before entering or crossing the road, and the importance of wearing safety gear like helmets and other protective gear.

As custodians of road safety, SANRAL has a responsibility to ensure the safety of all road users, including bikers, cyclists, and pedestrians.

*"Around 12,000 to 14,000 lives are lost on our roads annually. Through such partnerships we hope to reduce these numbers drastically. A key part of our strategy for road safety focuses on those stakeholders who are often overlooked or not considered for road safety campaigns. Much like motorists, cyclists are also prone to road fatalities, and are often more at risk on the roads. Previous road safety campaigns targeted mostly four-wheelers, which left a big gap in the promotion of bicycle safety."*

– *Progress Hlahla, SANRAL Northern Region Manager*

## Motorcycle safety

SANRAL hosted a similar awareness initiative for motorcyclists, who are also among the vulnerable road users. The initiative took place in Pretoria, Polokwane, and Nelspruit, and included both theory and practical activity. It focused on the importance of riding safely on the road – what riders should look out for, where to ride on the road, safe following distance, defensive riding and how to brake safely during an emergency, motorcycle inspection for any faults on the bike before going on the road, the importance of wearing protective gear such as jackets, helmets, gloves and footwear, correct sitting position, safe cornering and throttle control, and correct leaning angles when cornering.

*"Motorbikes are very fast, but there's less skill among the riders. People just get bikes and start riding. The aim of this initiative is to educate bikers to be safe and upskill their riding, to ensure that no lives are lost on our roads. We all have families, and we want everyone to be able to ride home safely to their loved ones."*

– *Sfiso 'Iam63' Themba, Professional rider and trainer*

# Emergency repairs to restore six bridges along the R75

**S**ANRAL has commenced with repairs to six bridges along the R75 between Despatch and Jansenville in the Eastern Cape to restore them to a safe state.

The six bridges affected are the R75/Botha Street, R75/Swartkops River, R75/R367 (Union Avenue), R75/R344 (Daniel Pienaar Street), R75/Rautenbach River near Glen Connor and the R75/Delport's River near Jansenville.

The repair work started on 21 August 2023 and is being undertaken by the contractor, Civils 2000. It is estimated that the emergency repairs will be completed by 20 June 2024.

"Road infrastructure deteriorates over time as it nears the end of its life cycle. We have taken strong measures to restore these bridges to their safest state, and to ensure their durability to withstand the harsh weather conditions we have experienced in recent times," said SANRAL Regional Manager for the Southern Region Mbulelo Peterson.

Remedial works to the bridges comprise replacement of bridge joints, installation of precast concrete parapet handrails, refurbishment and replacement of bridge bearings, crack and spall repairs, repairs to concrete sidewalks and other minor structural repairs.

***To undertake the required bridge repairs, vehicular traffic approaching the affected bridge structures along the R75 has been reduced to a single lane, and the necessary temporary accommodation of traffic signage and traffic control facilities are in place and operational.***

Repairs to the R75/R367 (Union Avenue) also include jacking the bridge deck to replace its bearing. A portion of the R75 between Botha Street and the R367 (Union Avenue) will be closed and traffic will be diverted via Algoa Road (R368) and the R367 respectively. The necessary temporary traffic signage, control facilities and information boards will be in operation during lifting and lowering operations.

"Earlier this year we also completed emergency repairs to the R335 bridge within the same area, and we are happy with the state of the infrastructure," added Peterson.

The speed within the work areas along the R75 will be reduced to 40km per hour, and SANRAL appeals to motorists to be patient and adhere to the temporary signage, control facilities and speed limit, and not to overtake within the single-lane zones.



*Emergency repairs to the R335 bridge were completed in the first quarter of 2023.*



Transport Minister Sindisiwe Chikunga stepped up government's war on potholes with the introduction of the Vala Zonke War Room, located at SANRAL's Central Operations Centre in Centurion.

"Introduction of this Vala Zonke War Room is a natural progression to ensure success in the war against potholes, after the launch of the Vala Zonke campaign nearly a year ago," Minister Chikunga said.

"We have reflected on the progress made through the Vala Zonke campaign, observed learnings from the processes, and addressed some of the practical challenges. Through this War Room we are reaffirming government's commitment to this campaign aimed at eradicating potholes across South Africa's road network," she added.

Minister Chikunga also said that several private sector entities, particularly in the freight industry, had made commitments to partner with government to improve the state of South Africa's roads.

In June this year the Minister directed the Department to address the current state of roads in an integrated way through the 'War Room' approach. This is part of a holistic response to the rapid deterioration in the condition of the road network.

SANRAL's Chief Executive Officer, Reginald Demana, said the national roads agency would coordinate the war on potholes and work in close cooperation with other roads agencies at provincial and municipal level.

"The data captured will be important for SANRAL to respond appropriately. For example, if we get recurring potholes in a specific area, that could be a sign that there is a need for a longer-lasting solution, perhaps a redesign of the road to ensure that it is suitable for current traffic needs."

The basic principle of the War Room is to gather everyone responsible for carrying out the intervention by the Department of Transport, as directed by Cabinet, for road maintenance, refurbishment and the Vala Zonke campaign, in one room where they can coordinate the most appropriate response.

"The Vala Zonke War Room is equipped to capture and report on all information that will be uploaded via the Pothole app by road users." - Reginald Demana

#### Benefits of the War Room include:

- **Communication.** It will enable effective communication between members of the team and the public.
- **Information management.** Visual information will be conveyed more effectively, with visualisation of the data and facts. On-site specialists will be able to analyse the data and respond appropriately.
- **Focus.** The team works exclusively on the Vala Zonke campaign.
- **Centralised.** The Vala Zonke War Room is the central hub where all pothole-related issues are addressed and resolved. This will be done in real-time as information flows in and is swiftly responded to.

SANRAL was appointed as the coordinating agency to drive the Vala Zonke campaign, which includes the harmonisation of all data and information on potholes and providing the technology and technical knowledge to ensure quality service delivery.

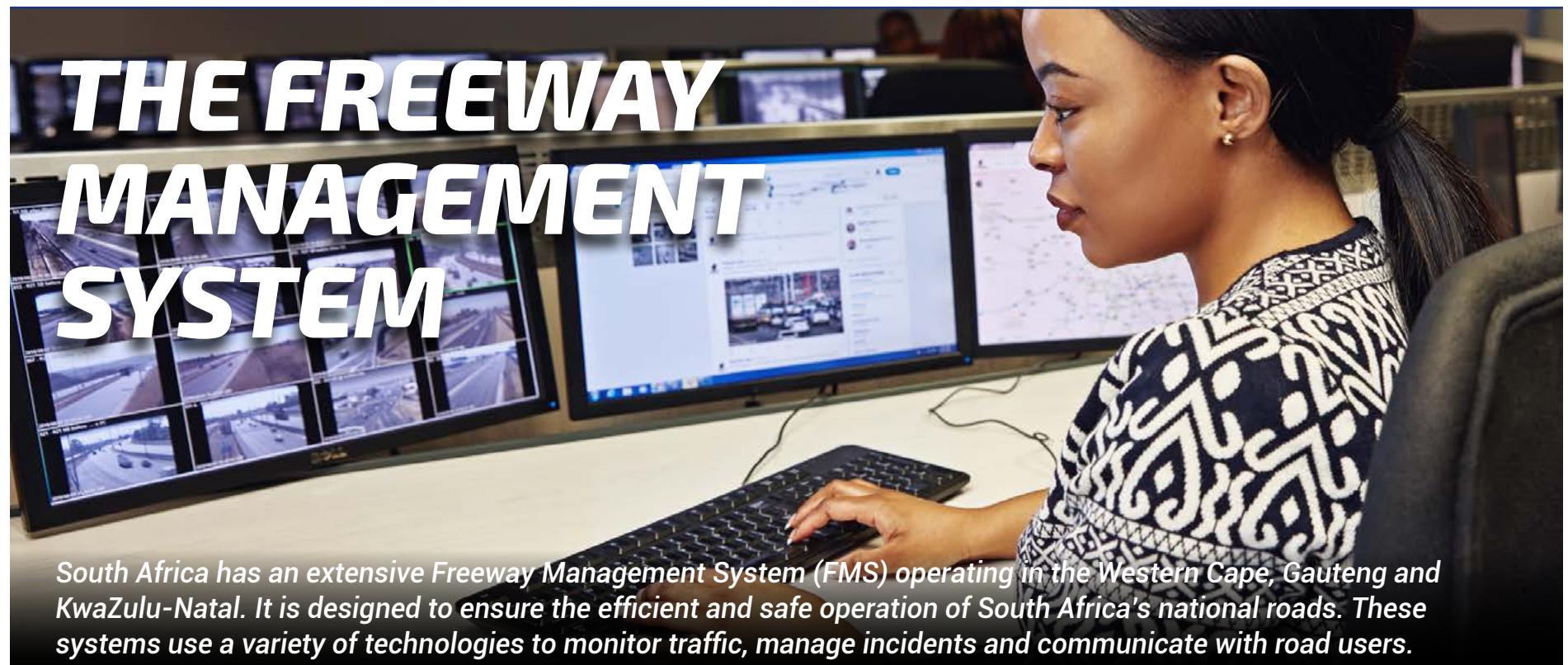
SANRAL Board Chairperson Themba Mhambi stated that SANRAL executes its work not as an independent entity, except in terms of administration, but as an integral component and agent of government.

He encouraged South Africans to continue reporting potholes via the Pothole app, as this is the start of a meticulously documented process flow that assists government in identifying the problem, as well as in holding various roads authorities accountable to the people of South Africa.



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# THE FREEWAY MANAGEMENT SYSTEM

South Africa has an extensive Freeway Management System (FMS) operating in the Western Cape, Gauteng and KwaZulu-Natal. It is designed to ensure the efficient and safe operation of South Africa's national roads. These systems use a variety of technologies to monitor traffic, manage incidents and communicate with road users.

## WESTERN CAPE

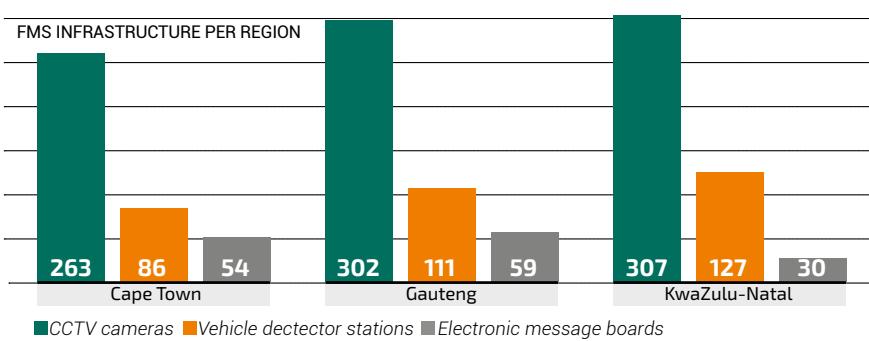
The Cape Town FMS is a project jointly funded by City of Cape Town, Western Cape Government and SANRAL.

The Western Cape FMS consists of:

- 263 CCTV cameras,
- 54 variable message systems
- 86 vehicle detection sensors
- 10 weather stations

These are spread over 179km to monitor and manage the major freeways around Cape Town.

The graph below provides a comparison of FMS infrastructure within different regions.



### Extension of the Western Cape FMS network

Inclusion of the N2 from Sir Lowry's Pass to Botriver Greenfield is on the cards for the 2023/24 financial year, with 38 cameras and 2 variable message systems proposed to be implemented on this section.

### Crime prevention thermal cameras at Airport Approach

Airport Approach Road is a key link to the airport, and additional measures are being investigated to ensure the safety of tourists, motorists and pedestrians in the area. A pilot project was implemented using CCTV analytics on thermal cameras to detect and capture crime incidents on the network faster.



### Incident management (Western Cape)

As technology improves, incidents on the network are now detected in 2 minutes 52 seconds, 2 seconds faster than the previous year. And when it comes to saving lives, every second counts.

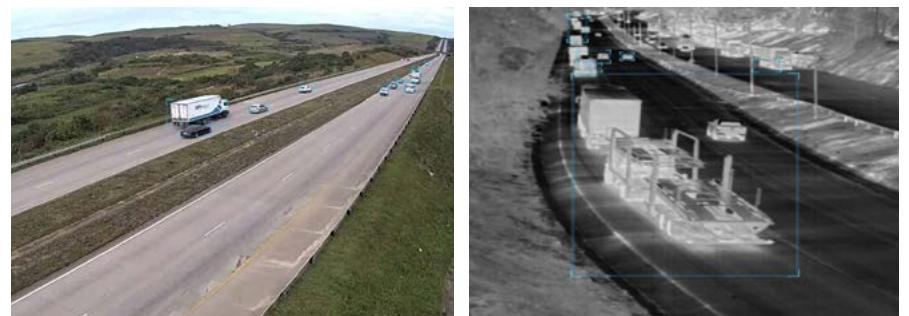
The FMS teams continuously work to improve incident management and coordination. Through stakeholder relations and post-incident assessment, FMS has reduced the fatal incident clearance time to just over 3 hours.

## KWAZULU-NATAL

The FMS in KwaZulu-Natal covers the N2 (from Prospecton to Shaka's Head) and the N3 (from EB Cloete Interchange to Cedara off-ramp). The two freeways are monitored by 409 cameras (185 along the N2, 223 along the N3 and 1 on the M13). This includes security cameras to monitor the infrastructure. In addition to the cameras, 25 variable message signs and 127 vehicle detection sensors are utilised.

### Extension of the KZN network

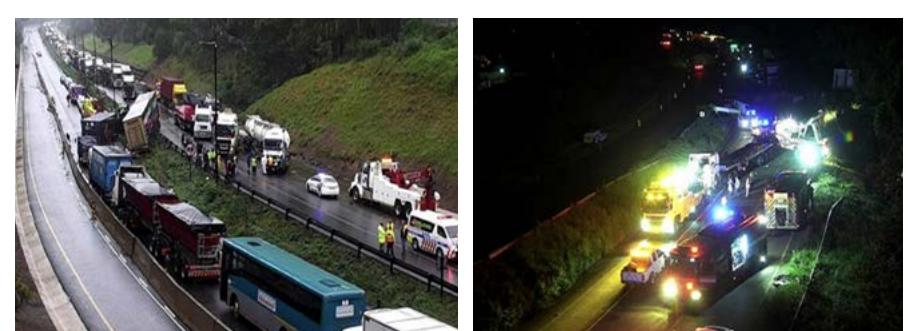
The network has expanded on the N2 from Watson Highway to Shaka's Head, with 44 cameras (29 surveillance and 15 security) in place on this section.



### Innovative new camera systems

Due to the high rate of incidents involving heavy motor vehicles on the Townhill section of the N3 during the construction/upgrade of the roadway, measures were implemented to detect incidents more efficiently. A thermal camera was installed together with 100/100 (100% coverage of a section of road) surveillance of the roadway.

Further to this, the N2/N3 network was upgraded with new analytic Avigilon cameras. This has assisted in detecting incidents immediately, with audible alarms installed in the Traffic Management Centre (TMC) and improved management at crash scenes.



# MOSSEL BAY PROJECTS BOOST COMMUNITY DEVELOPMENT



When road safety meets community development, it culminates in something special. From a road safety perspective, SANRAL recently completed two slope stabilisation projects in Mossel Bay.

Collectively these two projects have injected more than R27 million into local businesses in the Southern Cape, with an estimated R7 million spent on local labour. The importance of infrastructure upgrades to drive economic recovery after the COVID-19 pandemic cannot be overstated.

Slope stabilisation is an area of geotechnical engineering that is very complex, and the risk of slope failure is not something generally spoken about – until the slope fails. Without doubt, a slope collapsing onto a roadway can have catastrophic consequences.

Many of South Africa's roads are well over 40 or 50 years old, so extensive maintenance is key to sustaining them. This applies not only to the road surfaces, but also to the slopes in the road reserve on either side of the road. Slope stabilisation plays a pivotal role in road maintenance and ultimately in the safety of road users, by preventing potential rockfalls and landslides.

Infrastructure upgrades are used to drive economic recovery through opportunities for local labour. Hundreds of unemployed persons from Mossel Bay Local Municipality were eager to benefit from SANRAL's slope stabilisation projects on the N2 in Groot Brak and Hartenbos Hills.

Project Liaison Officer for the Hartenbos Hills project, Jongilizwe Tyatya, explained that unemployed people who applied had to register their details. Then they received a numbered

ticket, which they had to throw into a box used for a 'shake-shake' (lucky draw) process. Loudhailers were used to inform communities about the job opportunities. The response spoke volumes of the need for economic relief.

"We particularly prioritised opportunities for youth on these projects," said SANRAL Project Manager David le Cordeur. SANRAL's commitment to youth development makes every effort to address the holistic development of young people all year round. Over and above employment and training opportunities on this project, an additional cohort of young people were given driving lessons and assistance with obtaining their driver's licence.

"In our commitment to support the youth, we had to decide between helping many or targeting our support where we would see maximum impact," said Project Liaison Officer on the Groot Brak project, Deline Malgas. "That's when we decided to assist young people who had already

made the effort to obtain their learner's licence, with realising their dream of having a driver's licence."

The six young people who were selected completed their driving tests at the George Traffic Department in August, and today their future looks a little brighter.

"This is when we begin to see impact, way beyond the completion of our projects. A driver's licence is a life-changing tool which these young people can use to access many other developmental opportunities. It boosts their efforts to find gainful employment, or even to start their own businesses," said Le Cordeur.

Tyatya added that the project has changed the living conditions of some households in Sonskyn. "People that have benefitted from the work opportunities were able to make a change in their homes, as many households were solely dependent on social grants."



# FAQs

## Who is SANRAL?

The South African National Roads Agency SOC Ltd (SANRAL) was established in April 1998 by an Act of Parliament as an independent company to operate South Africa's national road network. It is a public company with share capital within the requirements of the South African Companies Act, and is governed by a Board of seven members. The Minister of Transport is the sole shareholder of SANRAL, representing government.

SANRAL is a state-owned entity (SOE), category 3A, and is not allowed to make a profit. It is not a business enterprise. It is responsible for a national road network of 22,253km increasing to 35,000km. This network is gradually expanding, as a growing number of provinces request the agency to take over the management of some of their primary roads. SANRAL is an implementing agency for road planning, construction and maintenance, on behalf of the Department of Transport.

## What is the length of South Africa's road network?

South Africa has the 11th longest road network in the world, at 750,000km. The national road network managed by SANRAL spans almost 23,500km. This makes up only 3.6% of the total road network, but carries 43.8% of all traffic, and up to 84% of all long-distance road freight.

## What are the costs associated with road maintenance?

Crack sealing, cleaning drainage structures and grass cutting cost between R11 and R20 per linear metre. A reseal costs between R70 and R200 per square metre, depending on preparatory work. Pothole repairs cost between R200 and R400 per linear metre of length.

## What is the annual cost of crashes to the South African economy?

Crashes cost the country approximately R198 billion per year.

## How can I contract for work with SANRAL?

Construction work is all given out on tender. SANRAL's projects are guided by a commitment to SMME development, a 14-point plan that prioritises

community engagement, a transformation policy that seeks to advance black business, and an overall strategy that is aligned to the government's National Development Plan.

All first-tier tenders can be found in the following publications:

### Government Printing Works Tender Bulletin:

[www.gpwonline.org.co.za](http://www.gpwonline.org.co.za)

### E-tender portal – National Treasury:

[www.etender.gov.za](http://www.etender.gov.za)

### Daily Tenders:

Lead2business: [www.l2b.co.za](http://www.l2b.co.za)

SANRAL website: [www.nra.co.za](http://www.nra.co.za)

SAFCEC: [www.safcec.org.za](http://www.safcec.org.za)

CIDB: [www.cidb.org.za](http://www.cidb.org.za)

Subcontracting tenders are advertised in specific local and regional newspapers linked to the areas in which the services will be rendered.

## How does SANRAL facilitate economic participation of SMMEs?

In line with its Transformation Policy, SANRAL set up Supplier Development Desks in all of its offices. (Visits are by appointment only.) The primary purpose of the desks is to provide the following services:

- direct support and development to SMMEs and entities owned by people in designated groups
- respond to various queries from SMMEs and other potential service providers
- assist SMMEs with registrations, e.g., SARS, CIDB, CSD and DoEL
- provide information to SMMEs on SANRAL's transformation initiatives
- facilitate contact between SMMEs and SANRAL's strategic partners
- advise on upcoming training sessions, workshops and information sessions
- research, monitoring and reporting – trend analysis, tender feedback

The desk also has a virtual component and may be reached on **SANRAL's supplier portal:** [www.sanralesdd.co.za](http://www.sanralesdd.co.za).

The same information will be available virtually that is available from the physical desk. In addition, second-tier (subcontract) tender opportunities will be advertised on the online portal.

## Which other agencies fall under the Department of Transport?

### Airports Company South Africa

[www.airports.co.za](http://www.airports.co.za)

### Passenger Rail Agency of South Africa

[www.prasa.com](http://www.prasa.com)

### Ports Regulator of South Africa

[www.portsregulator.org](http://www.portsregulator.org)

### Air Traffic and Navigation Services

[www.atns.com](http://www.atns.com)

### Cross-Border Road Transport Agency

[www.cbrta.co.za](http://www.cbrta.co.za)

### Railway Safety Regulator

[www.rsrorgza.co.za](http://www.rsrorgza.co.za)

### Road Accident Fund

[www.raf.co.za](http://www.raf.co.za)

### Road Traffic Infringement Agency

[www.rtia.co.za](http://www.rtia.co.za)

### Road Traffic Management Corporation

[www.rtdmc.co.za](http://www.rtdmc.co.za)

### South African Civil Aviation Authority

[www.caa.co.za](http://www.caa.co.za)

### South African Maritime Safety Authority

[www.samsa.org.za](http://www.samsa.org.za)

## Does SANRAL offer bursaries, scholarships and internships?

Yes! SANRAL continues to support skills development in engineering and the built environment in the form of bursaries, scholarships and internships. Scholarships are available regardless of subject choice. **Applications open 1 June and close 30 September 2024** and will be available on the SANRAL website.

Applications for internships are considered throughout the year and can be sent to:

[internshipswr@nra.co.za](mailto:internshipswr@nra.co.za) (Western Region)

[internshipsnr@nra.co.za](mailto:internshipsnr@nra.co.za) (Northern Region)

[internshipser@nra.co.za](mailto:internshipser@nra.co.za) (Eastern Region)

[internshipssr@nra.co.za](mailto:internshipssr@nra.co.za) (Southern Region)

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