

INDABA ZE SARF

NEWSLETTER - AUGUST 2015

SARF

better roads

**SARF at the Sydney
Conference: Making
road safety a reality.**

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FROM THE PRESIDENT'S DESK



Dedicated to better roads for South Africa

The promotion of an ongoing world-class road network, cooperation with the International Road Federation and National Road Associations, as well as the promotion of road safety for all road users.

These are just some of the objectives of the South African Road Federation (SARF), an organisation dedicated to the promotion of the Road industry in South Africa through the dissemination of information, the promotion of sound policies, and education and training.

This newsletter includes all the activities that SARF has been involved in over the past few months, and it's clear that SARF is dedicated to the enhancement of the road sector, acting in the interest of all stakeholders involved, by promoting an effective and efficient road system for social and economic growth. SARF is also committed to capacity building through the facilitation of education and training, he adds.

To achieve its vision of becoming the authoritative organisation representing the broad South African Road Sector, the Federation includes a number of functional committees focused on: Education and Training, Marketing and Communication, Road Safety, Environmental as well as Data and Research.

Over the decades SARF has continued to lobby for the importance of continuous education and training within the industry, and as such it runs numerous CPD accredited courses and seminars to over 1 000 attendees annually in all the major centres throughout South Africa.

SARF courses are accredited by the Engineering Council of South Africa (ECSA), on various aspects of road design and construction, including: Traffic Engineering, Road Pavement Design, Construction and Maintenance, Environmental Management, Design and Application of Hot Mix Asphalt, Urban Stormwater Drainage, Road Safety Audits, Bridge and Culvert Inspection. Further courses offered by SARF can be viewed on the Federation's website.

SARF has also made various bursaries available to South Africans wishing to undertake further education and training in disciplines applicable to the road transport industry.

As a Federation we offer our support to the Department of Transport and its agencies in an effort to reduce the number of fatalities on our roads. We can see that the Department of Transport is actively looking at ways to address the unacceptable rate of road fatalities and agree with the Minister of Transport's view that road safety is a collective effort.



Nuclear Gauge Testing Cape Town



The Nuclear Gauge Testing Cape Town Course, presented by Derrick Coetzee, like all the others was a great success.

An eye opener for delegates was the various aspects of safety that go along with the possession, transportation, handling and storage of the Nuclear Gauges.

Most of the delegates did not have the slightest idea of what to do, and who to contact in the case of an emergency or in the case of an accident.

The physical technical side when handling a Gauge also changed some perspectives where other delegates have already adopted the latest SANS 3001 Test Methods.



Stefan Lotter discussing Road Safety Audit issues with KZN DoT technicians

Road Safety Audit Course



Stefan Lotter with the group of KZN DoT technicians outside the T2 Centre Pietermaritzburg.



Stefan Lotter with the Durban Road Safety Audit Class of 2015 at the Assagay Hotel and Conference Centre, Hillcrest.



The delegates of the Road Safety Audit course at the V&A Conference Centre in Port Elizabeth. Mr. Iqbal Hoosen who was at Mosque at the time.

SARF is continuing to do its bit for the Decade of Action, by assisting with the implementation of road safety audits country-wide.

Our international road safety expert, Stefan Lotter, has facilitated five-day road safety audit training courses in Durban, Port Elizabeth, Pretoria and Cape Town - to develop capacity in the government and private sectors.

The initiative is mainly being driven by SANRAL's requirement for auditing their detailed design projects that was introduced 2 years ago, but there has been great interest from transport and local authorities too. A similar introductory 3-day road safety audit course was held at the T2 centre of the KZN's DoT to sensitise young technicians. The courses have generally been well received by the delegates.



SARF presented two additional Road Safety Audit Courses in Pretoria and Cape Town during July, this time by international road safety expert, Stefan Lotter, as part of SARF and SANRAL's drive to implement road safety audits countrywide.



The courses saw delegates undertaking site visits on a wide variety of road construction sites, including BRT (IRT) schemes, freeway schemes, traffic calming schemes and traffic signal schemes. A further 5-day course is being planned for Windhoek, Namibia in August.



SARF is also planning to host the first ever Southern African Road Safety Audit Conference towards the end of the year (or early 2016), which will bring together delegates that have attended all past Road Safety Audit courses as well as any other interested road safety practitioners.



Although the first training day starts off with a room full of rather sceptical cops wondering what us 'mlungus' can teach them, the atmosphere changes into a spirit of camaraderie and vibrancy that is tangible. This is 'empowerment' at its best adding credence to the maxim that 'Knowledge is Power'.

Brake & Tyre Watch visits Potchefstroom

30 tested
21 failed
70% failure rate

There's something just so special about spending two days training cops. The first day starts off with a group of rather sceptical cops sitting in a training room thinking: "What can these mlungus teach us?" As the day goes on, the interest, interaction and participation become lively and stimulating.

After the second day - the practical day where trucks are taken off the road and put on a brake roller tester with the 'guys and dolls' climbing into the pit under the trucks - the atmosphere is totally changed. By that time, a vibrant camaraderie has developed between the cops and their expert team leaders from our partner companies that is just so fantastic. You can feel the vibe change and the confidence levels rise as the cops put into practice the skills they have learnt.

All this was once again experienced when the Brake & Tyre Watch team visited Potchefstroom to train a group of 72 cops. While the good news is that we left behind 72 cops who previously knew nothing about trucks and were now empowered with knowledge to do their jobs better, the bad news is that out of the 30 trucks taken off for testing, 21 were discontinued.



Manie Roux of Jost presents a prize to one of the participants.

Training Day

The first day is a 'heavy' session with theoretical training provided in a classroom set up with lectures given by our expert partners. This is followed by a second practical day's training.

Only nine trucks passed. That's a 70% failure rate. I'm not sure how one gets transport operators to ensure their trucks are maintained. And that's all that needs to be done. Certainly there are some trucks that are neglected way beyond the point of reasonableness and those operators should not be in this industry. However, most of the trucks would get through if the operators simply paid more attention to basic preventive maintenance.

It's not asking a lot. It's actually spelt out in Section 49 of the Road Traffic Act. It is the duty of an operator to maintain and keep roadworthy the trucks he runs on public roads. Why then are so many not doing so? Is it a lack of mechanical skills and knowledge among their diesel mechanics? Is it a false cost saving exercise? Is it the knowledge that the majority of cops out on the roads will not spot the faults? Is it that some just don't care- that they just don't give two hoots about road safety or any form of professional operational standards?

Whatever the cause, FleetWatch has warned that this type of result – a 70% failure rate - will kick back on the industry as a whole in some or other way. And it has

now happened. The Minister of Transport now wants to introduce restricted operating hours for trucks in the morning and evening to keep them off the roads as a means of reducing the road carnage. It's a crazy and illogical idea but is a kickback – I imagine – to some of the high-profile accidents that have involved trucks.

Without going into the full debate on that one, (FleetWatch has already covered it and will continue to do so), suffice to say that the unroadworthy trucks on our roads have served to put the whole industry in the same basket of bad apples – and that industry now has to fight off a dilly idea of banning trucks at certain times of the day from operating on the roads.

Get those trucks maintained – or do you want to wait for one of your trucks to be involved in a horror accident that captures the nation's attention?

Brake & Tyre Watch CAMPAIGN

INFORMATION PACK



Brake & Tyre Watch

FleetWatch magazine, along with its traditional partners in this project stage the highly successful **Brake & Tyre Watch** road safety initiative on a quarterly basis nationwide.

Brake & Tyre Watch Background

This initiative is designed to raise transport operators' awareness around the subject of efficient braking and tyre checking and is linked to preventative maintenance on trucks, including all safety critical items such as lighting, reflectives, etc.

The project is also intended to empower traffic officials with specialised knowledge, enabling them to perform better in their profession and intervene more frequently in taking unroadworthy heavy vehicles off our roads.

DATE	LOCATION	INSPECTED	FAILED	%
Feb 2006	Gauteng-City Deep	24	21	88%
Feb 2007	Middelburg	35	24	69%
May 2007	Centurion	41	17	42%
March 2008	Midway KZN	26	10	38%
June 2008	Kroonstad	8	7	92%
Feb 2009	Western Cape	25	25	100%
June 2009	Bloemfontein	54	26	48%
Nov 2009	Pietmaritzburg	12	11	92%
March 2010	Port Elizabeth	16	6	40%
July 2010	Rustenburg	7	5	72%
Dec 2010	Limpopo	11	10	91%
Feb 2011	Estcourt	24	20	84%
June 2011	Northern Cape	24	20	84%
Sept 2011	JHB- Langlaagte	24	18	75%
Feb 2012	Midway KZN	12	11	92%
May 2012	Klerksdorp	16	14	88%
Aug 2012	Tshwane	25	17	68%
Nov 2012	West Rand-Krugersdorp	13	11	85%
Feb 2013	Port Shepstone	9	6	67%
May 2013	Donkerhoek	19	14	74%
Aug 2013	Western Cape	41	19	46%
Nov 2013	Marian Hill - KZN	41	29	71%
Feb 2014	Tshwane	12	4	33%
May 2014	Mpumalanga	13	12	92%
August 2014	Ekurhuleni	32	19	59%
Nov 2014	Heidelberg	10	8	80%
March 2015	Potchefstroom	30	21	70%
May 2015	Ermelo	11	7	64%
TOTAL		604	405	67%

Brake & Tyre Watch Training Day

Traffic Officials are trained prior to the hands-on testing day. Training is an important component of the project, for it is very difficult to stop a truck in a roadblock and ascertain whether or not the brakes and tyres are functional.

New braking systems are continually being introduced into new trucks coming into the market, therefore our intention is to offer on-going training to traffic officials to help them better conduct their task out on the road. Training is given free of charge in the interest of road safety by our industry Partners. Each full day's training session focuses on the quality of brake maintenance and determining braking efficiency, through to tyre faults and general issues. It also includes a practical check with a roadworthy truck and trailer.

Brake & Tyre Watch Practical Test Day Event

Our hands-on test day is held at a Vehicle Testing station in the selected Province. The modus operandi on the day is to randomly select trucks from the closest main route (N1/N3/N4) as well as urban centres and put them through a Brake Roller Test so as to ascertain the state of brakes and braking systems on each vehicle. The vehicles are also checked

in the pit for trailer defects and other faults. In order for us to conduct the tests, we work closely with Provincial Traffic Officials and the SAPS in the selected area. The same Traffic Officials who received training on the previous day assist us in pulling the trucks off the road and into the testing area.

The rationale behind this is that all too often accidents are blamed on two things - either 'the brakes failed' or 'the tyre burst'. *FleetWatch* contends that brakes only fail if you fail to put your foot on the brake pedal or alternatively when the operator has failed to maintain the braking system. It is the latter area of neglect that concerns us.

It is a sad fact that many operators, due to the pressures to deliver combined with the current negative economic climate, are skipping their scheduled maintenance intervals - a worrying trend with dire consequences. In an effort to avoid an escalation of this trend, *FleetWatch* publishes the actual results of what we find. Brakes, even though they are a hidden component, together with tyres are the most critical safety items on a vehicle and need to be maintained to the highest standards.

FleetWatch would like to thank each of our partners for their time, effort and dedication to this project. Your passion and commitment goes a long way towards making a difference. As we always say: 'If it helps to save just one life, it will have all been worthwhile.'

FOUNDER PARTNERS

BRIDGESTONE
Your Journey, Our Passion

WABCO

HCV
caring for trucks + truckers

JOST

SARF



Standard Bank

AD-HOC PARTNERS



IVECO



Gabriel

3M



SARF presents at SA Transport Conference



SARF Exhibited at the 34th South African Transport conference that took place at the CSIR Convention Centre from 6 to 9 July 2015.

The Minister of Transport Ms Dipuo Peters was the Key note speaker on Monday, the Theme of the conference was: Transport-Working together to deliver-“Sakha-Sonke”.

448 Delegates attended the conference. Basil Jonsson SARF Operations Director presented a page on Road Safety Audits in South Africa. Sybul Ngobeni and Basil Jonsson manned the exhibition stand.



GIS Survey Course in KZN

A GIS course targeted at those engineers/surveyors who wanted to expand their knowledge was requested by the Department of Transport KwaZulu-Natal.

The course was attended by 23 delegates who showed significant interest in the document management portion of the course. Overall delegates believed the course was useful and well worth attending.

Topics covered included:

- Introduction to GIS, database models and graphic storage techniques.
- Basic understanding of SA survey practices and the importance/understanding of projections and the WGS84 Hartebeeshoek 94 co-ordinate system (a using Satellites) used in South Africa.
- Transportation requirements to enable successful network analysis.
- Document management and the advantage of linking systems with GIS.
- Data capture tools and vectorisation.



SARF Western Cape hosts Freeway Management System Seminar

On Thursday 30 July about 88 delegates attended a SARF regional seminar at the SANRAL Western Region auditorium, on the Cape Freeway Management System (FMS), an initiative jointly funded by the City of Cape Town, the Western Cape Government and SANRAL.

The seminar programme covered the latest developments and enhancements to the Cape Town FMS, international benchmarking as well as ITS capacity and skills development at one of the leading tertiary institutions in the country.

Presentations covered the following topics:

- An overview- Randall Cable (SANRAL)
- Freeway Capacity and Safety Investigations - Minette Coetsee (ITS Engineers (Pty) Ltd)
- Traffic data collection and Network Status Display - David Reed, (TETI Traffic (Pty) Ltd)
- International FMS Experiences - Jeff Dale (Kimley-Horn and Associates Inc. USA)
- University of Stellenbosch ITS Programmes - Dr Johann Andersen (Techso/Stellenbosch University)

Since operations commenced in early 2010 the system has evolved providing added value to the majority of Cape Town's freeway motorists. It has facilitated the coordinated response to incidents, including crashes, on 155 km of Cape Town's busiest freeways thereby significantly reducing delays and associated road user costs.

The system disseminates real-time traffic information by Variable Message Signs (VMS) and social media with more than 120 000 unique social media users as well as live broadcasts to local radio stations.

The CT-FMS has facilitated allocating resources for engineering and enforcement requirements, as well as identifying areas with high pedestrian activity and coordinating law enforcement and educational activities. SARF is indebted to SANRAL (WR) for providing the venue facilities and to Randall Cable, Engineering Manager for Road Network Operations for assembling the programme.



SARF Northern Region's Eighth Annual Golf Day



The SARF Northern Region held another highly successful Annual Golf Day on Friday 29 May 2015.

No fewer than 152 players took to the greens at the Kyalami Country Club for a superb day of golfing and networking. The weather played along beautifully as everyone enjoyed one of the last warm days of Autumn.



With a start time of 10:20, the players took full advantage of the relaxed atmosphere, even those who were having some difficulty, taking it all in their stride. Players and caddies alike also enjoyed the hospitality of various sponsors at the Tee Boxes, entering lucking draws while savouring a cold drink or even a light beer.





SARF Northern Region's Eighth Annual Golf Day



The prize-giving dinner proved to be another highlight this year:

Congratulations to the winning fourball from Nyeleti who led the field with a respectable 94 points.



The players: Sudran Naicker, Dennis Emmet, Stefan van Huysteen and Kumen Govender took the magnificent SARF floating trophy back to the office, and each received an impressive beer mug trophy to remind them of their victory. Runners up were veterans, Marc Owens and team from Armco on 93 points, followed by newcomers to the field from Garrun, who made a good showing on 88 points.



On behalf of SARF's Northern Region, we wish to thank all of the players for their enthusiastic participation and support, which is always appreciated. Finally, our sincerest gratitude to this year's sponsors, including: Goodersons Leisure, Konica Minolta, Auto Bavaria, ILISO Consulting, Jet Patcher, Tempest Car Hire, Bizhub, TOSAS, Road Lab, Garrun, N3TC, Write Scene, and Bell Equipment



Successful AATD in Port Elizabeth



Delegates from all along the coastline of South Africa and as far away as Pretoria attended the course “Assessment and Analysis of Test Data” held on 28 and 29 May 2015 in Port Elizabeth.

The course was organised by SARF and presented by Mr. Ron Berkers. Topics presented at the course, included: basic mathematical and statistical techniques used to analyse and interpret test data. This included analysing techniques like the Chi-square, the T- and the F-distribution techniques which are used in the COLTO 8000 series. Other techniques and concepts used in the COLTO 8000 series were also explained and demonstrated during the course.

Feedback from the delegates was positive. Some delegates even indicated that they would now be able to set up their own basic quality assurance scheme at their companies.



Engineering for Road Safety Workshops Kick off in Ekurhuleni



The first in a series of nationwide workshops on Engineering for Road Safety was hosted by the SARF Northern Region Road Safety Committee Chaired by Gail Bester of SANRAL on the 29 July at the Kempton Park Town Hall.

The workshops, sponsored by SARF are a joint initiative between the SARF and SANRAL, aimed at highlighting how engineering can play a much more important role in road safety in South Africa. The theme of using SANS Standards for Safer Roads gave way to some thought-provoking presentations provided by experts with unique insight into the roads industry.

Vusi Tshabangu, the Chair of the Northern Region of SARF welcomed 229 people to the workshop. Gail Bester, Chair of the SARF Northern Region Road Safety Committee, then introduced the aims of workshop.

Ismail Essa Regional Manager of SANRAL's Northern Region commenced the proceedings by talking about SANS standards and how they can assist with road safety. He pointed out how engineering had contributed to



improving road safety in terms of the Decade of Action Rajan Padavattan of Nyeleti Consulting introduced everyone to the history of EU and US standards and their relevance in South Africa. He showed how from the 1930's to today, crash tests are on-going in order to improve the safety standards of vehicle restraint systems and that although we have SANS 51317 as a national standard, we should not forget about the NCHRP systems.

This topic was followed by a presentation by Hennie Kotze of SANRAL. He gave a very impassioned talk on Temporary Vehicle Restraint systems and showed why only crash tested system should be used. The content of this section of the programme opened the eyes of those present to the dangers of using barriers in ways other than tested.

Edwin Kruger of SANRAL gave a very interesting and thought provoking presentation on Permanent Vehicle Restraint Systems. He posed questions relating to the way forward and designing for road safety based on research. Kruger concluded that South Africa needs to develop its own researched and documented manuals.



Tshidi Ramabya & Sybul Ramabya.

Ismail Essa of SANRAL closed out the morning session on Vehicle Restraint Systems by talking about other types of systems. He reminded the audience that attention needs to be given to phasing out some of the older engineering installations which have passed their sell by date. There is a pressing need to replace these with modern tested system

Garry Savill of the SARTSMA began the session on SANS 1519 parts 1 and 2 roads signs and road markings with a very interesting and eye opening presentation on the Science of Reflectivity.



This was followed by Andre Fabricius of Anfab Consulting who took a novel approach complete with videos to illustrate the importance of correct signage. He introduced the delegates to the correct use of signs for Temporary Road Works (SARTSM Vol 2 Chapter 13 Road Works Signing) as well as Permanent Signage from the SADC Road Traffic Signs Manual.



Marshall Muten of SANRAL took the graveyard session and was able to make Road Markings from SANS 731 an interesting topic to keep those present seated to appreciate his talk on Performance Based Road Markings, Road Studs and Delineation.

Basil Jonsson, Operations Director from SARF, summed up the day's proceedings. He indicated that following the workshops in the other three SARF / SANRAL regions, the presentations and recommendations will be posted on the SARF website.



2 Day - Traffic Safety Officer Training Course in Ekurhuleni

SARF presented a very successful 2 Day- Traffic Safety Officer Training course at the Aviator Hotel in Ekurhuleni. 48 Delegates attended the training course. The Course was presented by John Falkner and Andre Fabricius.





Sydney Conference: Make Safety a Reality

The International Road Federation (IRF) – Roads Australia (RA) Regional Conference for Asia and Australasia, the largest of its type to be held in the Asia-Pacific region concluded in Sydney calling for thought leadership within the national and international road sector when it comes to addressing the pandemic of Road Safety.

Under the theme of road safety and innovating for the future, the joint regional conference has affirmed Roads Australia's and the IRF's commitment to the goals of the United Nations (UN) Decade of Action for Road Safety - to stabilise and then reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at national, regional and global levels.

Both the IRF and RA have pledged to work through their respective policy arms to advance these goals at both industry and government levels.

The conference also reaffirms our organisations' respective commitments to working with stakeholders to facilitate and support the adoption of best-practice in ITS and the implementation of technology to facilitate better outcomes for road users and communities worldwide.

The conference has reviewed a number of innovative case studies, highlighting the significant growth of ITS in improving global road network operations.

From a funding and financing perspective, we support the trialling of road usage charging where suitable and applicable, particularly in an Australian context. The industry will continue to work with all stakeholders to promote sensible debate and further investigations in this area which is gaining traction worldwide.

Safer Children

An obligation not a choice

FACTS

WHO, Global Health Estimates 2014

- Road traffic crashes are the number 1 cause of death among those aged 15-17 years
- the third leading cause of death worldwide among young people aged 10-14 years
- the fourth leading cause of death worldwide among young people aged 5-9 years

OUR OBLIGATION

The State shall take appropriate measures:

- to ensure special care and assistance towards children
- to provide access to education and basic knowledge to parents and children in the prevention of accidents
- The opinions of children must be taken into consideration

Convention on the Rights of the Child

CHILDRENS NEEDS

REGARDING SAFE INFRASTRUCTURE AND THE USE THEREOF

Their leaders need to listen and act on:

- providing a safe journey to and from school
- safe roads to allow children to walk
- speedhumps to slow traffic and safe pedestrian crossings

Child Declaration for Road Safety

OUR RESPONSE AND INTERVENTIONS

- Provision of safe infrastructure for children
- Provision of safe journey to and from school
- Education to safely use infrastructure and understand its function through Youth and road safety campaigns
- Freeway Community Road Safety Education Program

OUTCOME

- Safe infrastructure for children and the use thereof
- Increased awareness among road users
- Decline in pedestrian fatalities and serious injuries
- Reduced Socio Economic impact in communities

#SaveKidsLives



Prepared by: International Road Federation, SA Road Federation
in support of the UN Global Road Safety Week 4-10 May 2015:
Children and Road Safety

SARF
better roads



The IRF and RA called upon leaders from various countries to support the move to place the issue of road safety on a higher pedestal in the Sustainable Development Goals (SDGs) of the UN, which will be finalised in September 2015. It was urged upon the leadership to assist in the propagation of this important and critical issue far and wide, so it garners a large number of votes and is included in the SDGs.

The conference, which has been the largest of its type to be held in the Asia-Pacific region, has welcomed 90+ speakers and 300+ delegates and dignitaries from more than a dozen countries, including: Canada, China, France, Greece, India, the Netherlands, New Zealand, the Philippines, South Africa, Switzerland, USA, UK, Vietnam, Zambia, and Zimbabwe.

We see the conference as a springboard for greater regional and international cooperation to advance the worldwide cause of better, safer roads, and undertake to support and strengthen ties across industry and governments worldwide to realise this goal.



IRF and the next generation

IRF Educating the Next Generation of Global Transport Leaders: Now Accepting Applications for IRF Fellowship Program.

The International Road Educational Foundation is now accepting applications for the IRF Fellowship Program. The IRF Fellowship Program provides a one-time graduate level scholarship to young professionals who have strong academic backgrounds, professional qualifications, leadership potential, and a commitment to return to their respective home countries after graduation.

Since 1949, the IRF has awarded 1,371 grants to individuals, representing 118 countries on six continents. Many Fellows have become high-level government officials, university professors and leaders in the private sector, where they are in a position to exercise a multiplier effect in the transfer of technology and information.

“The Fellowship Program provides IRF members a unique opportunity to meet and develop relationships with the next generation of transportation industry leaders,” said Mr. C. Patrick Sankey, president & CEO of the IRF. “While there are many qualified students around the world, the IRF is seeking candidates who possess a strong passion and believe in the immense socio-economic benefits of having better, safer, and more sustainable roads and transportation networks in their home countries and around the world,” Mr. Sankey added.

According to the Foundation’s Chairman, Dr. Essam Radwan, the IRF Fellowship Program has always been and will always be a catalyst for educating and training the next generation of international transportation professionals. “I have had the privilege of teaching Fellows at three universities: they are all successful professionals in their home countries and take pride in being affiliated with the IRF,” Dr. Radwan noted.



The IRF encourages all its Members in good standing as well as IRF Fellow Alumni to submit nominations. Students not nominated by an IRF Member or IRF Fellow may apply for a grant; however, greater consideration will be given to those students nominated by an IRF Member or Fellow.

In general, candidates are expected to meet these criteria:

- A Bachelor of Science degree (or equivalent) in a transportation-related discipline
- A minimum of 2 years work experience in a transportation-related field
- A commitment to full-time study for a minimum of one year
- The ability to travel to and within the United States of America
- The ability to actively engage in study and/or research in English
- Demonstrated potential as next-generation leader in the road transport industry
- Strong endorsements from national road associations (or similar agencies), IRF Members, and/or IRF Fellow(s)

Application Process

- Students may be nominated by an organization or apply on their own at <http://www.irfnews.org/how-to-apply/>
Nominations must be received by September 30, 2015.



Open Road Overload



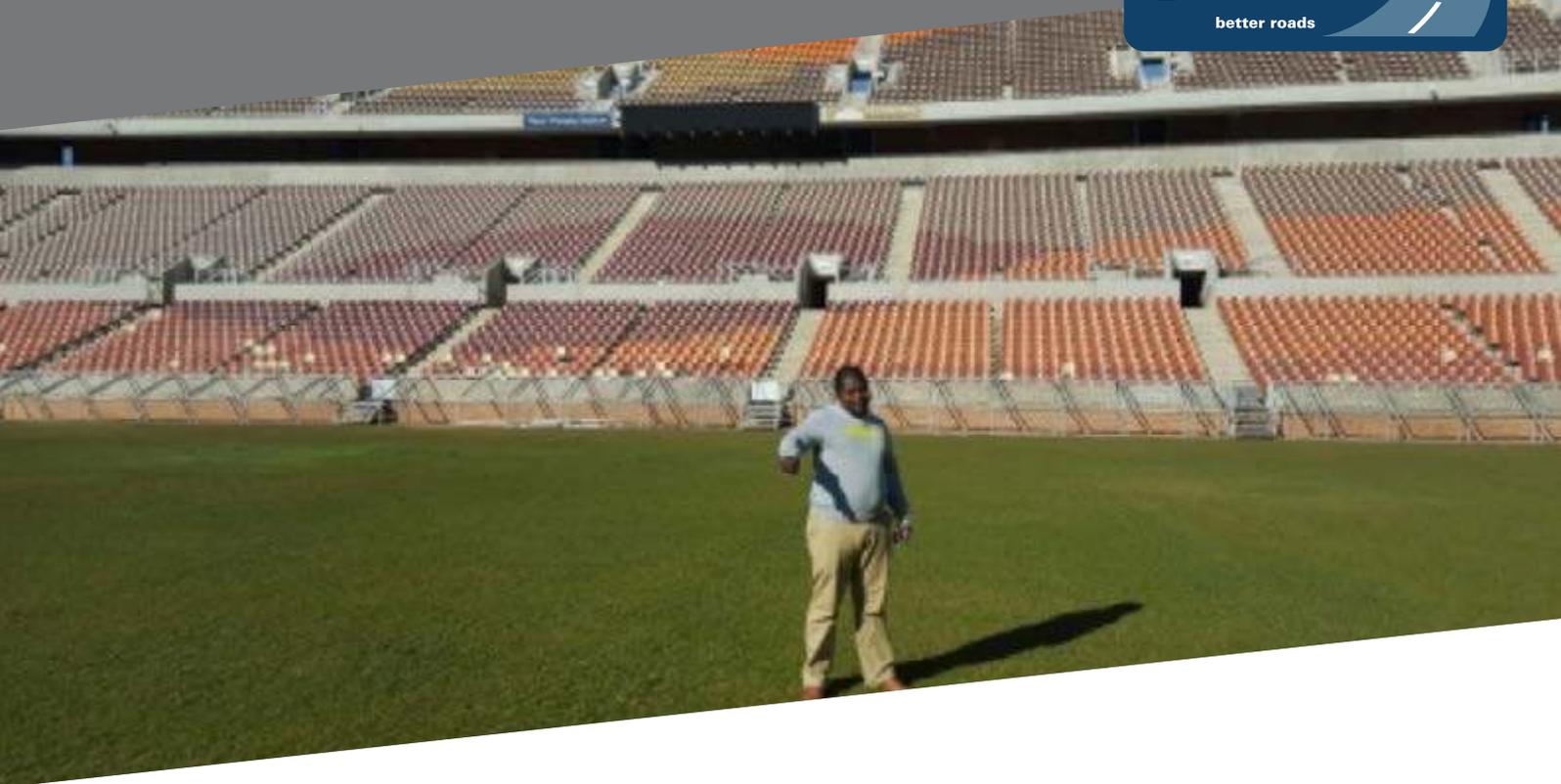
Dr. Paul Nordengen of the Council for Scientific Research says a culture of non-compliance exists in South Africa today where overloading in the transport sector has become a major challenge.

He was delivering a presentation detailing the overload control challenges that exist in the country today at a Transport Forum special interest group session.

“This attitude of non-compliance is widespread while heavy and extra-heavy vehicles are often singled out for overloading, all types of vehicles are being subjected to the practice,” he said.

Nordengen explained that overloading leads to increased congestion caused by damaged roads and accidents, which in turn raises the logistics costs in the country. “Overloading has a bigger impact than most people think,” he added.

“The poor condition of trucks, the lack of maintenance, combined with poor driver behaviour, when added to overloading, creates a recipe for disaster,” says Nordengen. “While South Africa has very good road infrastructure by continental and even international standards, a high number of highways, freeways and high geometric standards, a lot of deterioration, particularly with regards to provincial roads and municipal/metropolitan road networks is evident,” he concluded.



Jabu Xanti on the pitch at the Peter Mokaba Stadium, his dream has always been to play Central Defender for Bafana Bafana. One day Jabu!!!

SARF's Debut in Limpopo

Basil Jonsson and Jabu Xanti visited Polokwane during June to recruit prospective SARF members in the region. A number of SARF events were hosted during the course of the month:

Barry Pearse presented a Bituminous Binders for Roads Course on 2 and 3 June and 26 delegates attended. Prof Phil Paige-Green presented a Gravel Road Design, Construction and Maintenance course On 9 and 10 June and 30 delegates attended this course.

Basil and Jabu met with Contractors, Consultants and Road Authorities on 18 June. On 19 June they attended the IMESA Branch Technical Tour at the Peter Mokaba Stadium, TV instrument studio, +/- 50 Municipal engineering staff attended from the Limpopo Region.

Basil Jonsson was instrumental in making it possible for Much Asphalt (SARF Member) to present on the programme in the morning, and then host the Municipal engineering Staff at their Polokwane Asphalt plant in the afternoon.



Managing a Toll Road Concession

The SARF Northern Region presented a talk on Implementing and Managing a Toll Road Concession on 17 June.

The talk was presented by Neil Tolmie CEO of the N3TC and SARF Deputy President. The presentation was attended by 32 SARF members and Liam Clarke from the Bakwena Toll concessionaire was in the audience to answer questions.

Topics covered included: The Concession Contract; Governance; Discipline from Project Inception; Design, Construct, Finance, Operate and Maintain; Taking care of the Environment; Corporate Social Initiatives; Public Relations and Marketing.





Focus on Child Safety at UN Global Road Safety Week

“Infrastructure and education can save thousands of children’s lives,” says the South African Road Federation (SARF).

Around 186 300 children under the age of 18 years die from road traffic crashes around the world each year. Road traffic crashes are the leading cause of death among those aged 15-19 years, the second leading cause of death for those aged 5-15 years, and the fourth leading cause of death among young people aged five to nine years. Millions more children are injured each year and require hospital care for non-fatal injuries as a result of road traffic crashes. Furthermore, rates of road traffic death are three times higher in developing countries than in developed countries.

This is according to the World Health Organisation (WHO), which is facilitating the UN Global Road Safety Week, together with the United Nations regional commissions. The Global Road Safety Week is currently underway in Sydney, Australia, from 4–10 May 2015 under the theme ‘Children and road safety’.

The South African Road Federation (SARF) is a participant in support of the UN Global Road Safety Week 2015, and is currently sharing local experiences with global participants at this event.

“SARF is dedicated to the promotion of the road industry and road safety in South Africa by dissemination of information, the promotion of sound policies and by education and training,” says Hilton Vorster, Chairman of the South African Road Federation Road Safety Committee. “The main (non-natural) killer of children in South Africa is road traffic crashes. The majority of these are pedestrians and secondly passengers, who are not adequately restrained,” he adds.

This year’s Global Road Safety Week seeks to highlight the plight of children on the world’s roads, generate action to better ensure their safety, and promote the inclusion of safe and sustainable transport.

At the centre of this event is a child declaration, developed with input from children around the world through the #SaveKidsLives Campaign. Through this declaration, children stated that

there is no reason why thousands of innocent children should be killed and injured on the world's road every single day. They stated that not enough is being done, and that the world's leaders need to listen and act.

In terms of infrastructure, the declaration indicated that all children deserve a safe journey to and from school without the fear of injury or death. Roads must be made safer to allow children to walk to school. This includes the development of safe foot-paths and cycle-paths, safe crossing areas and traffic calming measures.

"It is essential that the relevant authorities respond to this plea by providing safe infrastructure for children to ensure a safe journey to and from school. This includes the provision of adequate walkways, raised pedestrian crossings, pedestrian bridges and crossings," says Vorster.

"The implementation of this infrastructure should then be followed by ongoing education to learners, parents and educators on how to correctly use this infrastructure," he added. "If we can achieve this from an engineering and educational point of view we will contribute greatly to the reduction in child fatalities and serious injury," concluded Vorster.



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