

INDABA ZE SARF

Newsletter - December 2016

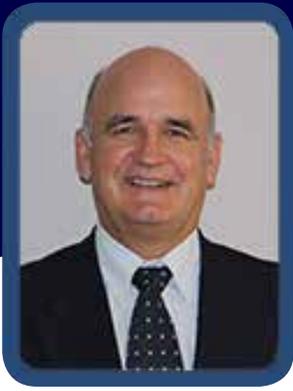


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From The President's Desk



Dear Members and Stakeholders

It has been my great pleasure, honour and privilege to serve as the President of this Federation for the past year. Being elected for this important role has without a doubt been one of the big highlights of my career so far.

The year 2016 has been full of economic and political turmoil, and sometimes it can be quite distressing. There's no doubt about it, 2016 has been a tough year. But with every distress signal there's also a new opportunity. We live in a country where today, tomorrow and the next day are all completely different, there's always a new opportunity for all South Africans.

In saying that, what are the opportunities for SARF? How can we do our bit? In 2014 we adopted the SARF business plan and the strategies outlined in that plan are still being successfully implemented today. I also believe that the success of that plan lies in its simplicity.

When you review the four pillars: Skills Development, Stakeholder engagement, Sustainable practices, and Safety – with everything we do, we always take a moment to look back on how it impacts on those four pillars.

A few highlights for the year, include: the addition of 56 new members, the presentation of no less than 35 courses around the country, and training of a phenomenal 1 535 individuals. These are significant increases from the previous year.

Another major milestone included the fact that we achieved a level 1 contributor to BBBEE, with a BEE procurement recognition level of 135%.

We also simplified our finance system by centralising all regional accounts, and we presented various seminars, conferences and webinars. We implemented a new financial reporting system, received an unqualified audit, and continued our support of the Brake and Tyre Watch initiative.

We are also considering more bursaries and sponsoring initiatives for the benefit of Better Roads. In this regard, we are co-sponsoring a Road Funding Policy Study by the University of Stellenbosch. We are also considering the award of 2-3 full time student bursaries, commencing 2017.

We thank-you for your continuous support of SARF and look forward to working with you again in the New Year. Let's provide "Better roads for all" - we owe it to this beautiful country and its people.

Sincerely

Neil Tolmie
SARF President

SARF National AGM and Seminar

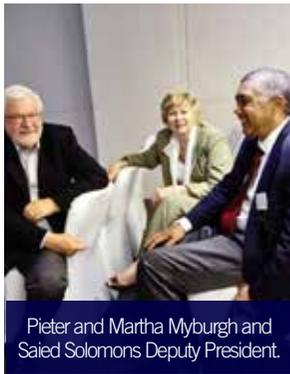
SARF's 66th Annual General Meeting (AGM) and Seminar was held at the Aviator Hotel in Kempton Park on Thursday 10 November 2016. Both meetings were well attended, with 35 SARF members at the AGM, and 54 members at the seminar. SARF President Neil Tolmie welcomed the attendees and officially opened the AGM. The seminar, themed "Sustainability and Roads", commenced thereafter with several key industry speakers, including Dr. Rodney Milford; Jonah Ptak; Dr. Kirsten Barnes; Etienne Heinrichsen and Krishna Naidoo. The President's award is an award given by the SARF President each year to a deserving individual or organisation. The President received nominations from the four SARF regions

and presented the award to Pieter Myburgh. Pieter, who is the SARF Regional Coordinator for the Western Cape, received a certificate as well as a cheque for R10 000. The SARF ExCo committee for 2016/17 was announced and is as follows:

- Neil Tolmie (President)
- Saied Solomons (Deputy President)
- Kresen Manicum (Vice President)
- Innocent Jumo (Immediate Past President)
- Dawie Erasmus (Honorary Treasurer)
- Basil Jonsson (Operations Director)



Neil Tolmie SARF President



Pieter and Martha Myburgh and Saied Solomons Deputy President.



Pieter Myburgh making his acceptance speech



Neil Tolmie and Pieter Myburgh



Krishna Naidoo eThekweni



Dr Kirsten Barnes



Dr Rodney Milford



Etienne Hinrichsen



Jonah Ptak delivering his paper

SARF Northern Region AGM and Seminar

On 25 October 2016, the SARF Northern Region AGM and Seminar was held at SANRAL's regional offices in Menlyn, Pretoria. Vusi Tshabangu, outgoing chairman of the region, gave an abbreviated account of the region's activities for the year.

Tshabangu also mentioned that the committee is in the process of trying to form sub-regions in Limpopo, Mpumalanga and

North West Province. It has been decided that the Limpopo sub-region will be the first project and some progress has been made in this regard.

Tshabangu then welcomed the incoming chairman, Dr Chris Geldenhuys and wished the new committee all the very best for the upcoming year.



AGM Seminar

Ismail Essa, Regional Manager of SANRAL's Northern Region, spoke on the Moloto Road upgrade which was incorporated into the SANRAL network in 2015 and became part of SANRAL's non-tolled portfolio. It is one of the busiest and most accident-ridden roads in South Africa.

In his presentation, Essa illustrated the issues that SANRAL will face to accommodate land and business owners, pedestrians, commuters and motorists. Moloto Road is on the brink of a R3.7 billion makeover which will cover at least 139km of the 160km stretch of this notorious road. The road runs through three provinces and carries more than 150 000 commuters daily, most of them heading to and from work in Pretoria. It has been dubbed "the road of death" as a result of the high number of fatal accidents that have occurred over the years. Construction will soon commence and is scheduled to

be completed in the next five to 10 years.

Hennie Kotze, Senior Project Manager of SANRAL Northern region discussed a series of ideas pertaining to the upgrade of the M1; M2 and M70 motorways of the city of Johannesburg's Roads Agency (JRA). The JRA asked SANRAL to run the rehabilitation of these main motorways to ensure that upgrades are completed successfully, thereby ensuring the long term sustainability of the city.

The three motorways have been split into five distinct sections by an experienced team of consulting engineers who have put together innovative ways to solve the long term traffic congestion leading in and out of Johannesburg. SARF Northern region would like to thank Ismail Essa and Hennie Kotze for their presentations and Gail Bester for organising it.

SARF Western Cape Region AGM and Members' Forum



Guest speaker Prof Stephan Krygsman addressing the audience



The audience during the Members' Forum



Enjoying refreshments during the networking function. Left to right: Awie Papeufus (Infra Tech, SARF President Neil Tolmie, guest speaker Stephan Krygsman and Andre Vermaak (RHDHV)

On 20 October 2016, approximately 50 delegates attended the Annual General Meeting (AGM) of SARF's Western Cape region. The AGM, as well as the (now well-established) Members' Forum which followed thereafter, was held at SANRAL's office in Bellville.

During the Members' Forum, Prof Stephan Krygsman of Stellenbosch University addressed the audience on research – initiated by Sabita – into innovative solutions for the funding of roads in South Africa.

Referring to the quest to unearth a coherent national policy on funding of roads as a "real collection of unknowns", Krygsman set about offering solutions, one of which was to apprise Treasury of the downstream impact of a lack of rationale concerning the funding and financing of roads. While Australia, New Zealand and Europe are well on the way to formulating cogent policies on road funding, there is no unit in South Africa dealing with it. Such a policy should among other things encompass:

- Why we should fund roads
- How much funding is required
- Who should pay
- How should payments be made
- What happens if we don't

According to Krygsman, it has been difficult to acquire relevant data, given the lack of policy available. However, using ball-park figures, some interesting options could be explored to find an equitable solution, some of which incorporate modern technologies.

The team worked closely with SANRAL and Treasury, with Treasury having stated that it would welcome policy recommendations. Research is ongoing and a more comprehensive presentation will be made by Stephan Krygsman to the Road Pavements Forum in November.

Continued on page 6

SARF Western Cape Region AGM and Members' Forum ...continued

AGM

According to the annual report presented by SARF's Western Cape regional Chairman Robbie Uys, the following is highlighted:

- The current committee was reelected en bloc.
- New members duly nominated and elected were Colin Tichauer of Mowana Engineers and Chris Atkins (private member).
- Robbie Uys of Mott MacDonald PDNA was elected as Chairman, and Lydia Steyn of the same company, as Secretary.
- The committee comprises the following persons (with portfolios noted):

Robbie Uys	MMPDNA	(Chairman)
Lydia Steyn	MMPDNA	(Secretary)
Malcolm Watters	PGWC	Finance
Kobus van der Walt	SANRAL	Effective delivery of road provision and preservation
Rudolf Murray	SAFCEC	Safety in road usage and provision
Colin Brooks	Much Asphalt	Stakeholder engagement
Andre van Pletzen	RHDHV	Capacity Development
Ian McDonald	COCT	Sustainable practice
Mervin Merrington	COCT	
Eric Swanepoel	COCT	
Piet Myburgh		Regional Coordinator

- A MOA has been signed (by the Operations Director) with the COCT regarding the establishment of a Traffic Learner Centre in Mitchell's Plain. Approval of site and building plans is expected to be at hand in due course. A task group has been established to procure sponsorship for various items and for the construction of the infrastructure.
- The committee is being kept abreast of key developments affecting the region such as: the revision of COTO specifications; congestion studies; pedestrian safety; road and pedestrian safety in the rail reserve; national road capacity improvements and technology development in general.
- A seminar programme on Engineering for Safety has been developed in conjunction with SANRAL. It has been postponed to early 2017.



SARF WC regional Chairman
Robbie Uys welcomed
delegates



SARF WC regional Treasurer
Malcolm Watters presented the
financial report of the region



SARF Eastern Cape Regional AGM



Left to Right: Morne Steyn, Marlize Nel-Verwey and John Sponneck (SARF EC Regional Coordinator).



45 members attended the AGM

The Eastern Cape region of SARF held a very successful AGM on 25 October 2016, attended by about 45 members. Marlize Nel-Verwey of SANRAL was re-elected as regional Chairperson for 2016/17 and Morne Steyn of V3 Consulting was elected as Vice-chairperson. The committee elected included Dawie Malan (Penny Farthing), Nathan Jacobs (Much Asphalt), Russel Rutters (Afrimat), Danfred Adams (SANRAL), Riaan Venter (Armco), Gary Hughes (Bosch Stemele) and Richard van der Spuy (Hatch Goba).

Following the regional AGM, an interesting presentation was given by Morne Steyn of the new DA Nelson Mandela Municipal Council, on the “Infrastructure Development Plans for Nelson Mandela Bay”, which includes Port Elizabeth, Uitenhage and Despatch.

The presentation was followed by lively discussions and questions, including the revised plans for the Bus Rapid Transport System.

SARF presents training courses in Zambia



The ACEZ building in Lusaka



Prof Gerrit Jordaan presents on the Optimisation of Flexible Road Pavement Rehabilitation Investigations and Design



Mrs Chituwa Sinkala, Namwila T. Chibwe (Executive Office Assistant), Agness C. Yamba (Administrator) and Agent Hamukuyu (Logistics Officer)

SARF was invited by Suzanne Rattray of Rankin Engineering Consulting to present two training courses in Lusaka, Zambia during the last week of July. Rankin Engineering is currently involved in the construction of continuously reinforced concrete pavements at toll plazas as well as many other projects involving concrete pavements. As a result, on 26 July, SARF and Bryan Perrie from the Concrete Institute presented a course on Concrete Road Design and Construction. The course was run for 18 employees and was very well-received, providing valuable and timeous information to the delegates who asked many questions in return.

On 27 and 28 July, Prof Gerrit Jordaan presented a two day course on the “Optimisation of Flexible Road Pavement Rehabilitation Investigations and Design” to the same group of engineers. This topic is highly relevant throughout Africa and as a result, it was thoroughly enjoyed by all who attended.

Keen interest was also expressed for a possible hands-on training session to be arranged towards the end of the year.

The Association of Consulting Engineers of Zambia contacted Basil Jonsson requesting a course on Asphalt and as a result, John Onraet presented his Overview of Best Practice course in Lusaka during the second week of September.

Basil Jonsson travelled to Lusaka during the first week of October, where he met with Suzanne Rattray, Chituwa Sinkala (CEO of the Association of Consulting Engineers of Zambia), Mr Phiri (Assistant Director of the Ministry of Local Government and Housing) and Mr Kanyuka Munba (Director and CEO of the Road Development Agency of Zambia).

All four meetings were successful and SARF was asked to run more courses in Zambia in 2017.



Fourth Engineering for Road Safety Seminar



ERS Presenters: Basil Jonsson, Ismail Essa (SANRAL Northern Region Regional Manager), Garry Savell (SARTSMA), Andre Fabricius (AnFab Consult), Rajan Padavattan (Nyeleti Consulting), Gail Bester (SANRAL Northern Region and SARF Road Safety Committee Chair), Leslie Johnson (National DoT), and Hennie Kotze (SANRAL Northern Region Project Manager).

SARF together with SANRAL Northern Region presented the fourth Engineering for Road Safety Seminar at the Royal Durban Golf Club on 8 September 2016. All Client bodies, Consultants, Engineers, Technologists, Project Managers and Contractors responsible for road design and installation of SANS conforming products were invited to attend the free seminar.

There were 95 delegates in total who each received one CPD point, which is of great benefit to all those registered with the Engineering Council of South Africa.

The objective of the seminar was to:

- Examine the latest statutory regulations
- Review and implement “good practice guidelines”



ERS Delegates



Basil Jonsson of SARF

Design and Construction of Surfacing Seals in Port Elizabeth



Course delegates



Class working on an assignment



Presenter Gerrie van Zyl

The three-day course “Design, Application and Construction of Surfacing Seals” for roads, which was held in Port Elizabeth

on 13-15 September, included all aspects of seal design for conventional and modified binders using the Revised TRH3.

The intensive, yet informal presentation included:

- Pavement deterioration
- Condition assessment
- Project identification and prioritization
- Binders and materials
- Selection of appropriate measures
- Seal design principles
- Workshop using TRH3
- Labour intensive seals
- Geotextile seals
- Basic site control
- An overview of surfacing equipment
- Types of surfacing treatments
- Conversion factors, formulae, and calculations

The 21 delegates attending the course covered the full spectrum of Road Engineering, including Consulting Engineers, Contractors, Provincial Roads, the National Roads Agency and

the supplier Colas. The delegates were all very complimentary of the lecturer, Gerrie van Zyl, and the vibrant manner in which the workshop was presented.

SARF KwaZulu-Natal Regional Workshop



Tom McKune, Werner Lategan (SANRAL HO), Thandi Moya (National DoT), Neil Tolmie (N3TC and SARF President), Prasanth Mohan (National DoT) and Lavern Moodley



Prof. Kim Jenkins (Stellenbosch University), Dr Paul Nordengen (CSIR), Ulrike Rwida (National Treasury) and Lavern Moodley



Logan Moodley



Moeti Kganmanyane



Nazir Alli

The KwaZulu-Natal SARF committee held their annual workshop on Friday 14 October 2016 at the Elangeni Hotel in Durban. The workshop, themed “Building on the Roads

Legacy towards an Effective Road Network”, was attended by approximately 100 delegates, and the various presentations were well received. This is a brief summary of the points made.

The Roads Legacy Developed During the 20th Century

– Dr Malcolm Mitchell

- Outlined where the road network has come from
- Gave an overview of governance structures/authorities over time
- Explained how the road infrastructure has developed
- Technical developments over the last century
- Road financing strategies
- Advances in bridge construction

NDP Approach to Roads and Economic Development

– Trueman Goba

- Overview of the NDP
- First term from 2010 – 2015
- NPP published in 2012
- First conducted a diagnostic report which identified nine concerns
- Adopted a capability approach
- Highlighted the role of infrastructure in development
- Private/Public sector investment
- Governance and Public Management
- Brief overview of the 18 SIPS

Road Network Management: The current approach

– Werner Lategan

- Current state of our road network
- Deterioration
- Delaying repairs results in dramatically increased maintenance costs
- Network maintenance is critical
- Building blocks of a good asset management system

Dealing with Congestion

– Logan Moodley

- Ethekwini overview of strategies to address congestion
- Delay study overview
- Economic and Demographic forecasts
- Ethekwini vision/goal
- Public Transport Study
- Transit orientated development – Go Durban
- Travel demand management

Managing a Toll Concession

– Neil Tolmie

- Overview of toll road development
- Overview of the N3 toll road concession
- Business model and risk management
- Design and construct strategy
- Traffic management systems (overloading)
- Finances
- De Beers pass project status

New Developments in Pavement Engineering

– Kim Jenkins

- Technologies in pavement engineering
- Challenges in Road Education
- Range of energy options
- Quality of pavements
- Material property innovations

SARF KwaZulu-Natal Regional Workshop ...continued



Around 100 delegates attended the workshop



Tom McKune, Nazir Alli, Dr Malcolm Mitchell, Trueman Goba and Lavern Moodley



Trueman Goba



Ulrike Rwida



Werner Lategan

Institutional Arrangements for Effective Road Provision

– Nazir Alli

- National Treasury needs to be protected from self-interest initiatives
- Discussed “the road ahead”
- Gave a history of roads – birth, growth, upgrading and maturity
- Evolution of road administration
- Lessons learnt
- Travel demand management

The Treasury Approach to Road Financing

– Ulrike Rwida

- Principles of Financing
- Overview of revenue sources for infrastructure
- Forms of road taxation
- Other options for financing roads

Road Research in 21st Century

– Paul Nordengen

- Overview on smart infrastructure “forever open roads”
- Adaptable roads
- Solar roads
- Some local projects (measures to reduce overloading)
- Smart vehicles

Update on the White Paper on National Transport Policy and Proposed Roads Policy

– Moeti Kgamanyane and Prasanth Mohan

- Update on White Paper of National Transport Policy
- Overview of roads policy for South Africa
- Will produce a Green Paper
- Structure of the proposed road policy
- Proposed road safety strategy
- Way forward

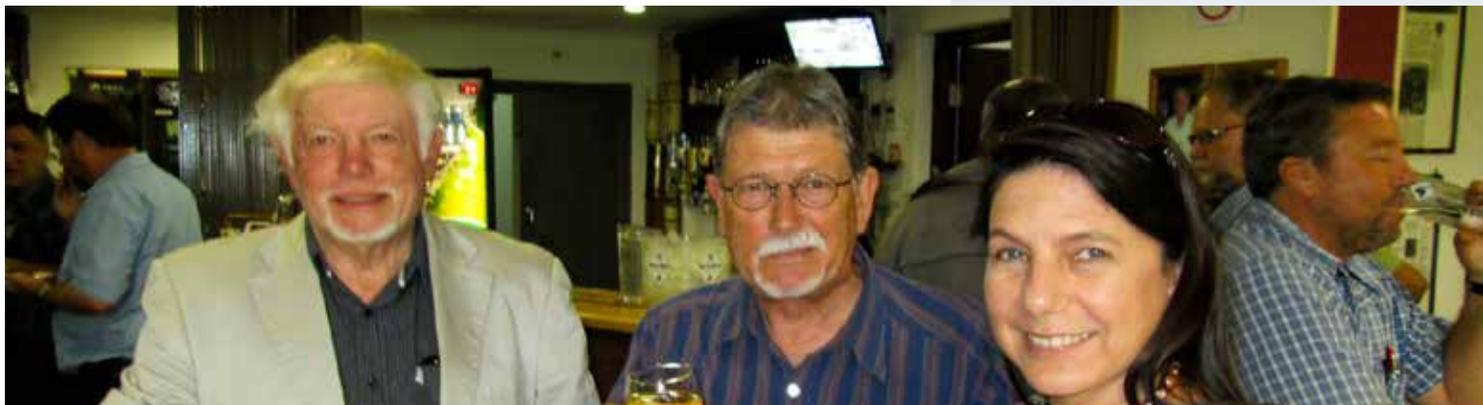
The workshop concluded with a lively panel discussion where some of the presenters from the day gave their views on what was needed to ensure another 100 years of road

infrastructure development. SARF looks forward to the 2017 regional workshop which is likely to be just as interesting!



Panel discussion

Labour Absorptive Methods in Road Construction Seminar



Left to right: John Sponneck (SARF EC Regional Coordinator), John Onraet (Presenter) and Belinda van der Wat (NMMU Lecturer in Transportation Engineering).

On 21 November, the Eastern Cape region hosted a seminar on the Sabita Manual 12 “Labour Absorptive Methods in Road Construction, using Bituminous Materials”. The workshop took place in Port Elizabeth and was attended by 41 delegates.

Manual 12 is a consolidation of previous manuals produced by Sabita, within the ambit of labour absorptive, or labour intensive practice. It covers areas of the use of bituminous products and associated techniques in both new construction and maintenance operations with the potential of employment

creation, skills development and growth in the road sector. Course content was presented by Johan Hattingh, Deon Pagel and John Onraet and included:

- Suitability of labour optimisation;
- Preparation of base course;
- General operations: bituminous materials;
- Construction of bituminous surfacings;
- Maintenance operations

Northern Region: Wirtgen Site Visit

On Wednesday 30 November, all SARF Northern Regional members were invited to a site visit at the Wirtgen Factory in Kempton Park. Wirtgen is a member of SARF and the company CEO Heinrich Schulenburg was the host for the afternoon.

On arrival, delegates were registered and given a safety briefing, followed by an introduction to the Wirtgen Group

and Wirtgen South Africa. Delegates were then able to ask questions before they were given a walk-through of the site, including an explanation on spare parts sales, the warehouse, work shop and wash bay. The day concluded with a networking session, accompanied by a braai with refreshments.



Heinrich Schulenburg Wirtgen CEO





A **FleetWatch** Initiative
 Southern Africa's Leading Online Trucking Magazine
Brake & Tyre Watch CAMPAIGN



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.'

MAIN PARTNERS



AD-HOC PARTNERS





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 Brake & Tyre Watch CAMPAIGN



Dr Paul Nordengen



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	Pietemarienburg	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%
Aug 2015	Durban	14	11	79%
Nov 2015	Langlaagte	15	11	73%
March 2016	Estcourt	10	8	80%
May 2016	Ekurhuleni	12	10	83%
Aug 2016	Brackenfell, Western Cape	13	11	85%
Nov 2016	Kimberley	10	7	70%
TOTAL		679	463	68%

The relaunch of the Rhodes Park Junior Traffic Training Centre



Cutting the ribbon



The children and officials at the opening



Happy children showing off the bags of goodies



The start of the drive past

SARF was approached by Deon Esau of the Johannesburg Emergency Services to help the organisation revamp the Rhodes Park Junior Traffic Training Centre (JTTC), which had not been in operation for more than 15 years. The road surface at the site was cracked and broken, the road markings and road signs were old and faded, and the lawns were totally overgrown. The SARF Northern Region committee took the project, replacing the damaged sections of the road surface with new paving blocks. Garry Savell of the South African Road Traffic Sign Manufacturers' Association (SARTSMA), helped replace all the traffic signs by supplying the centre with smaller and

more appropriate road signs.

SARF and its active members took a hands-on approach to refurbishing the centre, with Athol Agulhas of Ennis Flint Africa (SARF Member) appointing a road marking contractor who repainted all the faded markings. Basil Jonsson, Operations Manager at SARF, approached the SARF ExCo and received permission to purchase 15 new bicycles and 15 helmets for the JTTC. Elaine van Rooyen of Mentis provided a guard rail which was erected by Blue Key at the JTTC.

Continued on page 17

The relaunch of the Rhodes Park Junior Traffic Training Centre ...continued



MMC Councillor Michael Sun



Vusi Tshabangu SARF



JMPD Spokesperson Edna Mamonyane



Ward Councillor Carlos da Rocha and Basil Jonsson with Deon Esau of Johannesburg EMS

The official launch took place on November 26 2016, with SARF providing food and refreshments for the attendees. Avery Dennison, Ennis Flint Africa, and SARTSMA generously provided bags filled with reflective bangles, pens, books, chips, and sweets to the children, while Vusi Tshabangu of 3M provided road safety colouring books and colouring pencils.

The welcome address was presented by Ward Councillor Carlos Da Rocha. Other speakers included the speaker of Johannesburg, Speaker Vasco da Gama, Vusi Thabangu SARF Northern Region Chairperson, MMC for Public Safety for Johannesburg Councillor Michael Sun, and finally the spokesperson of JMPD Edna Mamonyane.

The ribbon was cut by the officials and the JTTC was opened

to the children to do a ride past on their brand-new bicycles, followed by the officials on foot. The children were able to ride their bicycles around the new track all day, where they were guided by members of the JMPD who taught them what each sign meant and explained the rules of the road to them. JMPD Spokesperson Edna Mamonyane also told the children that if their parents broke the traffic laws, they should inform her so that she could reprimand the offenders.

The MMC approached SARF after the event to see if SARF could assist with having more JTTC's erected. Our heartfelt thanks go out to all who helped give the Junior Traffic Training Centre a new look.

SACPCMP Conference

On 27 and 28 October, SARF exhibited at the South African Council for Project and Construction Management Professions (SACPCMP) Conference at the Sandton Convention Centre. The three day conference, titled “Constructing New Perspectives”, formed part of the SACPCMP’s objective to resolve challenges in the industry and to find the way forward through collaboration and understanding. Tshidi Ramabya was in charge of representing SARF and made several contacts among the delegates who attended the conference. SARF is one of the recognised Voluntary Associations of SACPCMP. Of the SARF training courses, 14 have been accredited for CPD points by SACPCMP.



Tshidi Ramabya at the SARF stand



Tshidi with a number of conference delegates

Bridge and Culvert Inspector’s Course

On 27 and 28 September, the Bridge and Culvert Inspector’s Visual Assessment and Introduction to BMS course was presented in Pinetown, Durban. The presenters included Edwin Kruger of SANRAL, Michael Roux of CSIR, Peter Fenton (eThekweni Municipality) and Stephen Humphries of Nyeleti Consulting Engineers. There were 30 delegates in total, with 22 delegates from consulting engineering firms and eight from SANRAL.

The main focus of the course was to teach delegates how to apply the defects-based inspection methodology for road structures as prescribed in TMH19 Manual for the Visual Assessment of Road Structures. The course featured both theoretical and

practical presentations, as well as exercises and a bridge inspection. The bridge inspection was conducted on the second day of the course under the guidance of Stephen Humphries, an experienced bridge engineer and COTO accredited Senior Bridge Inspector. The bridge where the N3 crosses the Jan Smuts Highway (M10) was used for the inspection and it gave the delegates an opportunity to apply the knowledge they had gained from the course.

The course concluded with a written test which delegates had to pass in order to become COTO accredited bridge or culvert inspectors.



30 delegates attended the course



Peter Fenton from eThekweni Municipality



Bridge Inspection



Stephen Humphries-Nyeleti Cons

Gravel road training course for Aveng-Grinaker-LTA in Mthatha



A two day in-house course on the design, construction and maintenance of unpaved roads was held for Aveng-Grinaker-LTA at their site offices on the R61 between Mthatha and Ngcobo on 21 and 22 November 2016.

Twelve Aveng engineers attended the course, from both the local site as well as from Lusikisiki. Several of the attendees are currently involved in preparing access and haul roads for the bridges on the new N2 coastal road through the Transkei. On the first day, aspects such as the performance criteria and design principles of unpaved roads, concentrating on structural design, were covered initially. This was followed by an intensive discussion on material selection, testing, and performance.

A short site visit to two typical unpaved roads in the vicinity was carried out. The first road was in a poor condition due to lack of maintenance, with excessive oversize material, exposures of subgrade, as well as poor surface and side drainage. The material used for the wearing course was potentially good, but was severely affected by the large percentage of oversize particles, which should, under proper circumstances, be removed or broken down.

Heavy rain and hail prevented a proper inspection of the second road. The shale wearing course was generally good, although slightly slippery in places, but the rainwater on the road surface clearly showed the deficiencies in surface drainage, with channels of water flowing both longitudinally and transversely across the road.

The second day of the course involved several exercises in computing the properties and behaviour of potential wearing course materials from laboratory test results and determining blending ratios to improve marginal materials.

Presentations were given on the construction and maintenance of unpaved roads. The importance of good maintenance was emphasised, with innovative construction and maintenance techniques being introduced to the group.

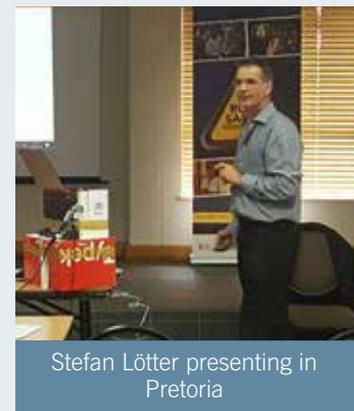
A decision process to select the appropriate maintenance requirements was discussed. An introduction to the process and benefits of a maintenance management system was also presented. The final part of the course included discussions regarding the upgrading of unpaved roads and the testing, uses, and potential benefits of proprietary soil stabilisers.



SARF runs Road Safety Audit courses

SARF ran three five-day Road Safety Audit courses in Pretoria, Cape Town, and Durban with a combined attendance of 87 delegates during the month of October. It is a requirement from SANRAL that people wanting to do road safety audits on SANRAL projects must have attended the five-day course and passed the compulsory assignment.

The course was presented by Stefan Lötter, who has more than 25 years in the industry, including experience as a team leader and key road safety expert in international projects, including South Africa, Romania, Moldova, Bahrain, Armenia, Republic of Ireland, Ghana, Abu Dhabi, Saudi Arabia, Uganda, India, Qatar, Mozambique and Malawi.





SARF and SABITA exhibit at IMESA Conference in East London



Lorraine Wagner-SABITA, Basil Jonsson-SARF



The IMESA Northern Region branch.

SARF and the Southern African Bitumen Association (SABITA) exhibited together at the 80th Institute of Municipal Engineering of Southern Africa (IMESA) Conference in East London from 26 to 28 October 2016.

IMESA promotes the interests of municipal engineers and their profession, and creates a platform for the exchange of ideas and viewpoints on all aspects of municipal engineering with the aim of expanding the knowledge and best practices in all Local

Government municipalities.

The conference, titled “Engineering the Future”, included an AGM, Golf Day, Opening Function and Gala Event for all involved in the conference. Gavin Clunnie was inaugurated as the new IMESA President by outgoing President Duncan Daries. Clunnie will serve as the head of the organisation for two years, moving from his position as Operations Director to take the presidency.

FleetWatch Golf Day

SARF entered a four ball in the FleetWatch fundraising Golf Day on 23 September at Randpark Golf Club. This was a special event dedicated to celebrating truck drivers and safer driving within the trucking industry. Thank you to all who took part.



Left to right: Pierre van Heerden, Garth Strong, Basil Jonsson and Athol Agulhas.



FUNDRAISER GOLF DAY - 23 SEPTEMBER 2016

4 th Tee						10 th Tee					
COMPANY	PLAYER 1	PLAYER 2	PLAYER 3	PLAYER 4	SCORE	COMPANY	PLAYER 1	PLAYER 2	PLAYER 3	PLAYER 4	SCORE
10001	SAARF	SAARF	SAARF	SAARF	100	10001	SAARF	SAARF	SAARF	SAARF	100
10002	SAARF	SAARF	SAARF	SAARF	100	10002	SAARF	SAARF	SAARF	SAARF	100
10003	SAARF	SAARF	SAARF	SAARF	100	10003	SAARF	SAARF	SAARF	SAARF	100
10004	SAARF	SAARF	SAARF	SAARF	100	10004	SAARF	SAARF	SAARF	SAARF	100
10005	SAARF	SAARF	SAARF	SAARF	100	10005	SAARF	SAARF	SAARF	SAARF	100
10006	SAARF	SAARF	SAARF	SAARF	100	10006	SAARF	SAARF	SAARF	SAARF	100
10007	SAARF	SAARF	SAARF	SAARF	100	10007	SAARF	SAARF	SAARF	SAARF	100
10008	SAARF	SAARF	SAARF	SAARF	100	10008	SAARF	SAARF	SAARF	SAARF	100
10009	SAARF	SAARF	SAARF	SAARF	100	10009	SAARF	SAARF	SAARF	SAARF	100
10010	SAARF	SAARF	SAARF	SAARF	100	10010	SAARF	SAARF	SAARF	SAARF	100
10011	SAARF	SAARF	SAARF	SAARF	100	10011	SAARF	SAARF	SAARF	SAARF	100
10012	SAARF	SAARF	SAARF	SAARF	100	10012	SAARF	SAARF	SAARF	SAARF	100
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10015	SAARF	SAARF	SAARF	SAARF	100	10015	SAARF	SAARF	SAARF	SAARF	100
10016	SAARF	SAARF	SAARF	SAARF	100	10016	SAARF	SAARF	SAARF	SAARF	100
10017	SAARF	SAARF	SAARF	SAARF	100	10017	SAARF	SAARF	SAARF	SAARF	100
10018	SAARF	SAARF	SAARF	SAARF	100	10018	SAARF	SAARF	SAARF	SAARF	100
10019	SAARF	SAARF	SAARF	SAARF	100	10019	SAARF	SAARF	SAARF	SAARF	100
10020	SAARF	SAARF	SAARF	SAARF	100	10020	SAARF	SAARF	SAARF	SAARF	100

A SPECIAL TRIBUTE TO TRUCK DRIVERS

PROGRAMME FUNDRAISING GOLF DAY
23 SEPTEMBER 2016
RANDPARK GOLF CLUB

BETTER TRUCK DRIVERS MAKE ROADS SAFER FOR ALL

GIVING BACK TO THE TRUCKING INDUSTRY WE THANK ALL SPONSORS FOR THEIR VALUED SUPPORT

GIVING BACK TO THE TRUCKING INDUSTRY

Know your rights in a police roadblock

Every motorist dreads turning a corner and finding themselves in the middle of a police roadblock, whether they have something to hide or not. Of course, roadblocks are conducted to ensure the safety of the public and other drivers on the road, but they are still considered an inconvenience.

If you follow the news, you'll probably have come across articles or videos on social media of drivers having run-ins with roadblocks to some degree. Some might be belligerent toward the officer that stopped them, while others question everything the officer does.

Knowing your rights in this situation and what the officer can ask of you can make your interactions much easier. Follow these tips to ensure that your next encounter with a roadblock is a more pleasant one.

Follow the law

The first step in any roadblock is to follow the direct instructions given by the traffic officer. Failure to do so could put your behaviour into question and escalate the situation unnecessarily. Present your driver's licence or any form of identification, if requested, and show respect to the officer.

If, for any reason, you doubt the authenticity or legitimacy of a roadblock that you are stopped in, you are well within your rights to request clear identification from the officer, including their written authorisation certificate signed by the National or Provincial Police Commissioner. If an officer cannot, or will not, provide you with this documentation, then they are not allowed to hold you any longer.

Officers at a roadblock can conduct a roadworthiness check on your vehicle to determine whether or not it should be allowed back on the road. This is more of a concern for the public transport, transport, and logistics sectors, but can affect you if you fail to care for your vehicle properly. Ensure that it is serviced on time, that tyre treads are of a legal thickness, and that you are not a hazard to other drivers on the road. If an

officer fails your vehicle on this test, they are within their rights to stop you from driving it any further.

Lights, camera, action

In the event that you feel you have been pulled over illegally and the officer is soliciting a bribe from you, then you are within your rights to film proceedings. This information could be crucial should you have to build a case against a law-breaking police official.

Standing orders within the SAPS dictate that no officer may stop you from taking either photos or videos, nor can they seize or deliberately damage your filming equipment (cellphone, video camera, digital camera, etc.) or otherwise force you to delete any footage captured.

Know what you can be arrested for

Contrary to popular belief, there are only a few things that you can be arrested for at a road block, and most of them are completely avoidable. The most obvious is drunk driving. The legal blood alcohol level limit of 0.05g per 100ml means there is little room for error if you're going out drinking and plan on driving. Rather opt for a taxi or driver service to get you home safely and legally.

If an officer requests you take a breathalyser test, refusing to do so will be grounds for detainment and a blood test. The best thing to do is comply with officers, because if you are over the legal limit, you will most likely be arrested anyway.

Non-DUI arrests can be based on any outstanding warrants or fines. Keep on top of fines on your name or registration and remove the risk before it comes back to bite you.

The easiest way to get arrested at a road block, however, is to verbally abuse any police officer. While you might not be happy that you've been pulled over, chances are that after a quick check, if you've got nothing against your name, you'll be free to go. Avoid giving the officer any reason to take you into custody.



Staying safe during flash floods

Spring is upon us and with it comes the annual rainy season in Gauteng, characterised by flash storms that build up and unleash torrential rains before disappearing as quickly as they arrived. While these rains bring some much-needed relief to our drought-stricken country, they also pose a great flood risk. The freak storm that ravaged Johannesburg on November 9th and brought with it flash floods in many areas was the perfect example of how being unprepared for these situations can be the difference between life and death.

Many drivers underestimate the danger that wet roads can present, even more so when these roads are flooded. The tips in this article will help the average driver on our roads to identify potential risks and handle dangerous situations as they happen.

General safety

The general rule of thumb when it comes to safety in wet weather is to always have your headlights switched on. Unsure of what situations necessitate headlights? Dark skies and the resulting poor visibility conditions mean that making yourself seen is crucial to both yours and other drivers' safety. Additionally, if you must use your windscreen wipers, it's generally a good idea to have your headlights on at the same time.

Driving safely in wet conditions means keeping your speed low and ensuring a following distance that allows you to brake safely without endangering yourself or others. Wet roads make stopping distances significantly greater than usual, especially if you have to slam on brakes.

Excessive speeds in wet conditions can lead to everyone's worst nightmare – aquaplaning. Losing control of your car will

likely lead to a collision of some kind. If you find yourself in this situation, instead of trying to counter-steer, ease off the accelerator, avoid braking, and let your car lose speed until you regain control. Overcompensating will only lead to a higher risk of incident.

Water-covered roads present a major hazard to drivers, especially if you aren't sure of the depth of water. Flood-affected roads can be deceiving, and trying to drive through them could, at the very least, damage your car or, in a worst-case scenario, put your life at risk.

If you get stuck in water

It happens without warning. You're driving through a puddle of water when you suddenly lose control of your vehicle. While you might feel helpless, the most important thing to do is to stay calm. Clear and critical thinking is crucial to getting out safely. If your car is submerged, unlock the doors immediately and open the windows before the car sinks and makes this impossible. Ensure that everyone in the vehicle is released from their seatbelts so that quick escape is made easier. Should the car sink too fast to open the windows, try breaking one open – either by kicking it or by using any of the available headrests. Should you be unable to open the windows through any means, wait until the pressure is equalised between the outside of the vehicle and the interior. This will make opening the door possible and escape easier. The key is to remain calm throughout this process, even when the cabin is filling with water.

Be vigilant and stay safe.

Stay safe this festive season

The festive season is a tough time of year for South African motorists. Roads are full of holiday-makers and tourists across the country, making the potential for incident higher than any other time of year (save for the Easter period).

Every year, more than 1 000 South Africans lose their lives during this period of madness. Despite a statistical decrease in fatalities from the beginning of December 2015 to early January 2016, figures indicated that 1 368 people lost their lives on the road.

A deeper look at these figures makes for scary reading – the highest percentage of people affected in these incidents were passengers (39%), followed closely by pedestrians (36%), and finally drivers (24%). This indicates that, despite often being the innocent party in vehicle-related accidents, these people suffer the most.

What can be done to help minimise the unbearably high death-rate this year? If you are a driver, you can start by obeying the law. The two biggest contributors to fatal accidents on the roads are both illegal, unsurprisingly. Excessive speeding and reckless driving make the likelihood of death or injury

significantly higher, just as driving while under the influence of alcohol or drugs can severely impair your driving ability.

People often feel inconvenienced by roadblocks and speed traps, but these measures are in place to ensure the safety of the average road user in South Africa. One person speeding excessively or driving drunk can kill multiple people due to negligence.

Statistically, the roads are generally more dangerous between 8pm and 4am on Fridays and Saturdays. This is likely due to a higher incidence of drunk drivers. If possible, avoid being out on the road during these times, or call a taxi to take you home safely, if you yourself are a partygoer. It's better to leave your car at a venue overnight than to risk putting yourself or others in danger.

From a technical aspect, ensuring the roadworthiness of your vehicle can help prevent any potential catastrophic incidents. If you're planning a long road trip, ensure your brakes and tyres are in working order, and adjust your driving per the conditions you're in.

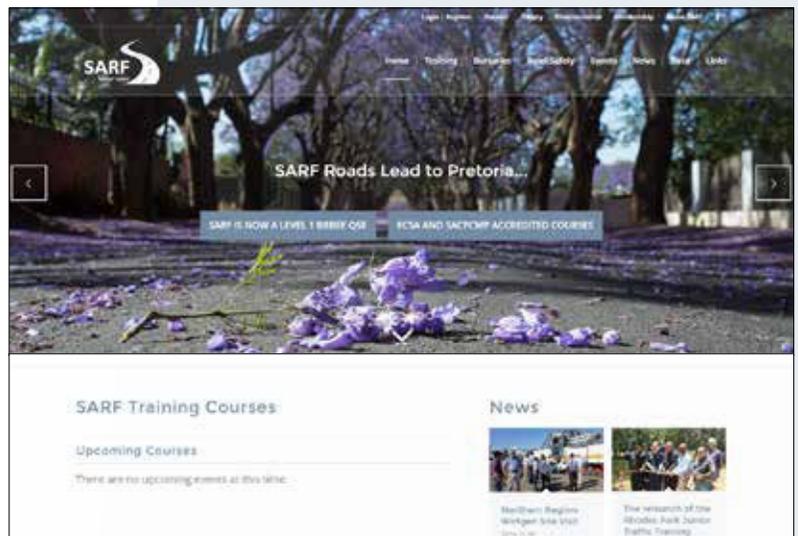


Introducing the new SARF website!

We are excited to announce that SARF has a new look website. SARF is dedicated to the promotion of the road industry in South Africa by sharing information, promoting sound policies and by education and training. To ensure that we are still achieving this, we have revamped our website and our online course registration system.

The new website is simpler, easier to navigate and provides all the information you need to learn more about SARF, our Training and Bursaries, Road Safety and Industry News.

To see the new improved look, visit: www.sarf.org.za.



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