



From the Union Buildings

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Female farmer harvesting success



Thandeka Moseki of Stella in North West is making a mark in the farming industry.

Albert Pule

An increasing number of South African women are helping government fight poverty and create jobs through their involvement in farming.

Over the years, government through the Department of Agriculture, Forestry and Fisheries (DAFF) has developed programmes aimed at empowering women in farming. One of these is the Female Entrepreneur Awards formerly known as the Female Farmer Awards.

The awards reward the efforts and contribution of women, young women and women with disabilities in matters of food security, job creation, economic growth and poverty alleviation in the sector. Since its inception in 1999, the programme has seen over 2 000 women farmers participate in the awards.

Vuk'uzenzele caught up with one of the women who is climbing up the ranks in the farming sector and was a winner at the Female Entrepreneur Awards.

Thandeka Moseki of Stella in North West tells us that her journey so far has not been easy but with the experience gained over the past few years she is confident that things can only get better.

Moseki was named the Best Subsistence Producer at the provincial Female Entrepreneur Awards.

This category is for beginners in the sector who demonstrate innovative and creative methods for improving food production, job creation and economic development. Moseki received R75 000 in prize money, a trophy and a certificate of recognition.

After taking top honours in the North West

she went on to compete at the national awards where she won in the same category and pocketed R150 000, a certificate and trophy. She also won R500 000 worth of infrastructure.

Moseki started farming in 2011 after she bought Grootverdriet Farm 310 (Dirkiesrus) outside Stella. She does mixed farming, rearing small and large livestock units and produces vegetable crops that include spinach, tomatoes, green peppers, potatoes, cabbages and citrus.

Moseki said she did not think that she

would get this far with her farming career especially because she made many mistakes in the beginning.

"I've made a lot of mistakes, from not knowing when and what to plant and mixing the wrong chemicals, but now I have a clear idea of what I'm doing," she said with a smile.

She sells her produce to local shops, at pay points, schools and donates some to a local crèche. Moseki employs six people on the 36 hectare farm. The farm is home to 52 sheep, 18 lambs and 25 cows and has a borehole for irrigation and drinking water for her livestock.

Though she is working her way up the ranks, Moseki said the difficulties she has faced included access to capital, access to markets and being undermined by other farmers. These are just some of the obstacles that women farmers face.

"These challenges motivate me and I will try by all means to work hard and make this a success. Challenges build me and make me a better person and I think it's good that I'm dealing with them now while I'm still new in the field."

She said she would use the R500 000 to make some improvements to the farm.

"That money from the department is meant to help with improving the infrastructure and that's what I will use it for."

INCREASING KNOWLEDGE

Since winning at the awards, Moseki has been hard at work improving her knowledge. She has attended a course on dealing with chicken

broilers and recently attended a department-funded course on marketing.

"These courses have been helpful because I want to get into the business of selling chickens. The marketing aspect of the course I've been attending has also helped me and I'm learning from it."

SUCCESS

She said one of the ingredients of her success so far has been hard work, dedication and mentorship from her neighbouring farmers.

"They have been very helpful, I've got all their contact numbers and they said I can call any time if I need help."

And help, they have. She recalls how her neighbour helped her choose the right chemical for potatoes.

She said farmers should stop relying too much on government and should step up and do things for themselves.

"We cannot all wait for government to do things for us; we must also play our part and know that government does not owe us anything."

Moseki said in the next five years, she would like to export to the international market, a dream she is willing to work hard to realise.

"Let's follow in the footsteps of our leaders who fought for our liberation. It is our turn to fight for our economy and create jobs," she urged.

Farmers who have Moseki's determination can help South Africa deal with the challenges of poverty and feed the nation.

Wathinta abafazi, wathinta imbokodo

Maselaelo Seshotli

In South Africa, August is not just another month.

It is Women's Month with 9 August celebrated as National Women's Day, which is also a public holiday. This year also marks the build up to the 60th anniversary of the Women's March.

On 9 August 1956, 20 000 brave women marched to the Union Buildings in Pretoria to fight for their freedom and to petition against the country's pass laws. These laws required black people to carry an internal passport, known as a pass.

The pass document was used to maintain population segregation and control urbanisation during the apartheid years.

The march was coordinated by the Federation of South African Women (Fedsaw) led by four women: Lillian Ngoyi, Helen Joseph, Rahima Moosa and Sophia Williams De Bruyn.

The risks taken by these brave women have led to change and progress among the women of today.

Today, the Constitution recognises women as equal citizens, with equal rights and responsibilities.

The South African Government has made progress in empowering women in the political, public and educational spheres.

As a country we celebrate not only the historic, heroic women of South Africa but also the women of the current generation who are out and about opening doors for

future young women to continue with the struggle to empower, liberate and educate one another.

Recently South Africa hosted the 25th African Union (AU) Summit where AU Ministers Responsible for Gender and Women's Affairs held the 2nd AU High Level Panel on Gender Equality and Women's Empowerment.

The outcome of the meetings, held under the theme "Make it Happen Through the Financial Inclusion of Women in the Agribusiness Sector", was a declaration and a call for action regarding the financial inclusion in agribusiness.

The meetings called for, among others, the implementation of women's right to access, control, ownership and benefit from financial resources, including access to public procurement processes in education, information and skills development, innovative technologies and practices, to develop women's economic empowerment in agribusiness.



EDUCATION

Funza Lushaka: Promoting teaching in SA

Noluthando Mkhize

By the time Tshediso Mohlala, 25, left high school, he knew that his calling was to be a teacher.

And thanks to the Funza Lushaka bursary programme, Mohlala was able to make his dream a reality.

He is one of thousands of students who have benefited from the bursary programme.

The Funza Lushaka bursary programme is a multi-year programme that promotes the recruitment of people to study teaching with the ultimate goal of encouraging teaching in public schools as a profession among people under the age of 30.

"When I got to the University of Johannesburg I realised that teaching was the only course that was suitable for me and one I knew I would enjoy doing."

Mohlala is a Mathematics and Physical Science teacher at Naledi High School in Soweto. He graduated in March this year and obtained a Bachelor's degree in Education.

"Last year when I was doing my third year I applied for the bursary scheme. I was lucky to be selected. The scheme covered tuition, as well as books and I also received a monthly stipend of R4 000.

He adds that he loves being in the classroom and finds it particularly exciting when his students perform experiments.

Mohlala said the country needs more teach-



ers especially in Mathematics and Science.

"I think the department is doing a wonderful thing by giving South Africans who, like me, love teaching to get an education and advance the country.

It's important to invest in other young people. I do not see myself leaving the classroom. I am very happy being a teacher."

STRENGTHENING THE TEACHING PROFESSION

For 2015/16, the Department of Basic Education has allocated over R900 million towards the bursary scheme.

Since the programme's start in 2007 over

70 000 bursaries have been awarded. There are currently 13 500 bursars.

Although the bursary programme cannot fund all new student teacher candidates, it does fund 25 per cent of new student teachers registered at the country's 24 universities.

Bursars will be required to teach at a public school for the same number of years that they received bursary funding.

HOW TO APPLY FOR A FUNZA LUSHAKA BURSARY

The Funza Lushaka bursary programme is open to all students who wish to complete a full teaching qualification.

WHO CAN APPLY?

The programme funds students who want to specialise in education priorities such as the foundation phase namely Grades R to 3, specialising in indigenous African languages, as well as the intermediate and senior phase, which covers Grades 4 to 6 and Grades 7 to 9 respectively, majoring in Mathematics, Natural Science and Technology.

It also includes the Further Education and Training (FET) phase, Grade 10 to 12 majoring in Accounting, Economics, Geography, Mathematics, Agricultural Sciences, Life Science, Physical Science and more.

The bursary is awarded on merit and on condition of exceptional performance, an

exemption, endorsement or an admission to Bachelor degree studies pass at Grade 12 level.

For students wanting to specialise in the foundation phase, a pass in Mathematics or Mathematical Literacy at Grade 12 level is required along with a pass in a home language.

Applicants are also expected to have attained a standard grade pass of at least 60 per cent or higher grade pass of at least 50 per cent in matric in the two priority subjects in which they want to specialise.

According to the Department of Education, meeting these criteria does not mean automatic acceptance for the bursary.

The number of bursaries available is limited, and only the best students will be selected.

WHERE TO APPLY

The applicant must fulfil the Funza Lushaka bursary requirements as well as those for admission to university.

Individuals can only apply for the bursary once they have been accepted to the university of their choice and have been given a valid student number. The student number is needed in order to complete the Funza Lushaka application form online. After the form has been completed, two copies should be printed out: one for the candidate to keep as proof and the other to be submitted to the university.

The application will only be considered once the university has received the document.

It is expected that applications for the bursary will be accepted from October 2015 and close in January 2016.

To apply and for further information visit: www.funzalushaka.doe.gov.za



basic education
Department:
Basic Education
REPUBLIC OF SOUTH AFRICA



For further information
contact the Basic Education
Hotline on 0800 202 933.

Promoting African languages in schools

Noluthando Mkhize

In the near future children who attend government schools will be able to learn at least one African language.

Preparations are underway for the implementation of the Incremental Introduction of African Languages (IIAL) programme in more than 3 558 schools across all provinces that don't offer an African language.

The IIAL programme is a Department of Basic Education (DBE) initiative that was introduced in 10 schools per district, and is currently being implemented incrementally from Grade 1, continuing until 2026 with implementation in Grade 12.

Basic Education Minister Angie Motshekga has said promoting African languages could address some aspects of social cohesion.

"As a country, we will better communicate and understand each other if we understand those cultural and language [characteristics] that at times isolate us in our own land. The sector is committed to strengthening all African languages," said the Minister.

The IIAL policy aims to promote and develop previously marginalised languages and increase access to languages beyond English and Afrikaans.

Currently, the National Curriculum Statement requires that two languages be offered, one as a language of learning and teaching and the other as an additional language. One of the two languages should be offered at Home Language level, and the other at either Home Language or First Additional Language (FAL) level.

Schools, together with their school govern-

ing bodies, decide on the two languages to be offered at FAL level, one of which must be an African language. The choice of the three languages is largely going to be determined by the demographics of the school population.

The rollout of the programme began with the IIAL programme being piloted at Grade 1 level in 231 schools across eight provinces last year.

The pilot targeted the introduction of previously marginalised African languages in schools where an African language is not offered.

According to DBE spokesperson Elijah Mhlanga the pilot is still underway.

"The 2015 pilot is continuing in Grade 2 in schools that have piloted in 2014. In addition, 33 schools with Grade 1 classes in the Free State joined the pilot, bringing the total number of schools involved in the pilot to 264."

He added that all previously marginalised languages and Afrikaans are being piloted in line with the identified needs of the schools.

The department has also trained all the teachers involved in piloting the IIAL.

Mhlanga also said learners who took part in the pilot programme last year did not undergo any formal examination but were assessed in accordance with the FAL programme of assessment.

"Schools, teachers and

learners involved in the pilot responded positively to the inclusion of a previously marginalised African language in the school curriculum, as this promoted social cohesion and more effective communication amongst learners."

"During the monitoring of IIAL implementation by an independent service-provider it was reported that parents were also learning to speak African languages from their children," said Mhlanga.

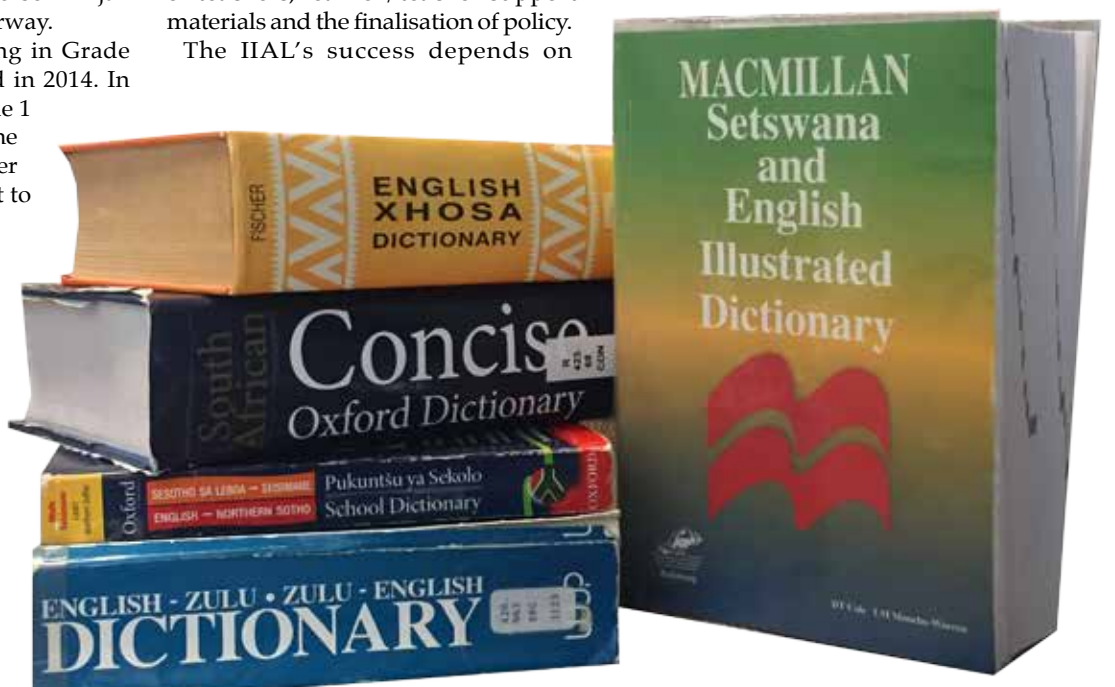
To ensure the IIAL programme rollout runs smoothly the department has identified three key deliverables: the provision of teachers, learner/teacher support materials and the finalisation of policy.

The IIAL's success depends on

teacher availability. An audit by the department revealed that provinces are at different levels of teacher provision.

According to the DBE, the Free State, Limpopo, Northern Cape, and KwaZulu-Natal provided African language teachers in all former Model C schools.

Mpumalanga and Gauteng had teachers in some schools, while the Eastern Cape and North West were putting plans in place to provide teachers for African languages. In the Western Cape schools share an African language teacher.





From the Union Buildings

a message from the President

Celebrating and empowering SA women

On the cusp between winter and spring, August is a time for renewal.

Farmers and gardeners will tell you this is the time when we come out of the depths of the frozen winter and prepare to plant seeds or seedlings that bring beauty to our gardens and countryside, and nutritious crops to our tables in spring and summer.

It is somewhat fitting, therefore, that 49 years ago this month, 20 000 women from all over South Africa marched on the Union Buildings to hand over a list of demands calling for an end to apartheid.

In a world and country dominated by men at that time, nearly five decades ago, it was truly revolutionary for women to take such a bold stand and confront a regime that reserved its worst discrimination and disadvantage for black women.

The march of women to a better life continues in our democracy today. In August 2015, Women's Month is a time for us to reflect on the challenges faced by women in our society and to celebrate the advances women have made during two decades of freedom.

Females account for just more than half – 51,3 per cent – of our population of 54 million. We should therefore make it our individual and collective mission to ensure that women and girl children enjoy their full Constitutional rights and entitlements.

The continuing struggle for equality for women is not a struggle to be fought by women alone; it is one to be waged by men and women alike because, as the progressive slogan says, "women's rights are human rights".

As South Africans, we can be proud of the fruits this struggle has yielded in 20 years.

This struggle, born out of the Women's March and the gender campaigns that gave rise to the March itself, has enhanced not only the lives of women but communities as a whole.



The profile of South African women has changed since 1994. Women such as Captain Zanele Vayeke (pictured) are excelling in previously male dominated fields.

Our late, beloved Tata Madiba put it powerfully when he said: "Freedom cannot be achieved unless the women have been emancipated from all forms of oppression."

He also issued the following warning: "For every woman and girl violently attacked, we reduce our humanity. For every woman forced into unprotected sex because men demand this, we destroy dignity and pride. Every woman who has to sell her life for sex we condemn to a lifetime in prison. For every moment we remain silent, we conspire against our women. For every woman infected by HIV, we destroy a generation."

These are the very reasons South Africa has put in place a wide range of programmes to advance the role, status and quality of life of the nation's women.

While the challenges facing women are varied

– some historical, others created by a changing world and society – we should not shy away from acknowledging the progress we are seeing in gender equity and the development of women and girl children.

South African women are serving not just the nation but all of humanity through leadership roles in the United Nations, the African Union and other international institutions.

At home, the profile of women in Cabinet, Parliament, provincial legislatures, courts and private sector boardroom is light years away from what it was in 1994.

Every day, across all sectors of our economy, we see women in roles that, once upon a time, would have been reserved for males; roles such as rock drillers in our mines; train drivers and crane operators; engineers and scientists at the Square Kilometre Array in the Karoo; heads of small businesses and large corporations; surgeons, football stars, security guards and award-winning farmers.

This is possible because our Constitution upholds the rights of women and enables our society to benefit from the unleashing of the full human potential of females who constitute the majority of people in our country and the world's general population.

Our National Development Plan calls for the creation of equal opportunity, which, the Plan says, is about making sure that people's choices in life, rather than their circumstances at birth – such as gender, race, ethnicity, place of birth or family background – determine their success in life.

Our National Development Plan's Vision 2030 is reinforced by the African Union's Vision 2063 which attaches equally great importance to the development of women as part of the development of all of humanity.

About six weeks ago, the 25th Summit of Heads of State and Government of the Assembly of African Union was held in Johannesburg, with women's development as the central discussion.

Addressing the Summit, United Nations

Secretary-General Ban Ki-moon made the following call: "Women must be at the centre and front of all our lives. We have much more work to do to unleash [their] tremendous potential. They need better access to secondary education, decent work and economic opportunities. They need more help to combat maternal mortality and poverty, and genital mutilation. They need more protection from the scourge of violence at the hands of men and boys."

South Africa's commitment in this regard is clear from what we have already achieved since 1994 and our future plans were made clear in the African National Congress's election Manifesto in 2014.

There we said that we would, among other things, identify opportunities such as school-feeding schemes, where local women can be mobilised through co-operatives to provide affordable, nutritious food to children while earning a decent living for themselves.

We also said we would step up our fight to reduce maternal and child mortality and promote women's health.

Linked to this, we will during this political term introduce measures to reduce unwanted pregnancies with a special focus on teenage pregnancies. This will encourage child survival, improve the lives of young women and markedly reduce maternal mortality. This will be done through education, information and the launch of a massive contraception and family planning programme.

We have already begun reducing the incidence of cervical cancer of the uterus in women by vaccinating girl-children in Grade 4 in government schools against the human papilloma virus which causes cervical cancer.

We also said we would implement the African Union-inspired Campaign on Accelerated Reduction of Maternal and Child Mortality in Africa (CARMMA). This will place mother and children, over five years, at the centre of our health care programmes.

At the same time, we will continue to prioritise incidents of domestic violence and crimes against women and children by further strengthening the Sexual Offences and Community Affairs Unit and combating violence against women and children from all angles.

These plans, like many we have developed in the last 20 years, become reality each and every day the lives of South Africans from all walks of life.

They become reality not because government has all the ideas and means to turn them into reality, but because South Africans in the public service and the private sector, in faith-based communities, in civic organisations and labour movements all pull together to create this better life.

Like gardeners and farmers emerging from the depths of winter, we should all recommit ourselves to new growth for the women of our country by planting and nurturing the seeds of empowerment and equality in our own lives and behaviour.

This will bring us the joy and fulfilment of seeing our nation blossom. This is a harvest we cannot afford to miss.

Happy Women's Month!



This month we celebrate the advances made by women such as Phuti Chelopo, who have made and are making great strides.



RURAL DEVELOPMENT

Farm owner empowers workers

Albert Pule

Sabeth Gamede spent more than 50 years of her life living in a mud house. During rainy seasons, the 54-year-old had to deal with a leaking roof and a flooded house.

Today Gamede and her family sleep peacefully in their new six-bedroom brick-and-mortar house, which has electricity, proper windows and doorframes all built as a result of the profits she is making from farming.

Her life changed after her employer Dr Colin Forbes' decision to donate 10 per cent of his 5 600 hectare land to his farm workers to use for farming and use their profits to take care of their families and build decent homes.

With the help of Forbes, Gamede and 59 other farm workers from Amsterdam, Mpumalanga, established a cooperative called Mhlosheni. Sixty families are involved in cattle farming and growing maize, soya beans and potatoes as well as cultivating gum and wattle plantations.

Forbes, a physician by profession and also a farmer, mentors his employees, passing on knowledge about different aspects of farming to help turn them into commercial farmers. According to Gamede, the help they've been receiving from Forbes has empowered them.

"Our relationship with him is very good because he is always willing to help us. There's not many farmers who are willing to do what he is doing for us," she said.

Gamede added that Forbes often calls in agricultural experts to improve their skills, and gives them advice on running a farm. Since the handover of the land in 2011, Gamede and



Dr Colin Forbes' decision to donate 10 per cent of his 5 600 hectare land to his farm workers has proved to be life changing for the workers.

other farm workers have each earned about R8 000 in profits at the end of each harvest.

Forbes said he is happy with the progress made by the farm workers and their positive response to the mentoring.

"They have responded well and I'm hopeful

that some of them will get into commercial farming one day."

He added that with his approach to mentoring, the workers are guaranteed three major things - surety, on-site mentoring and free use of all equipment on the farm.

Forbes said he is willing to donate 10 per cent of his 5 600 hectares permanently provided that government buys it from him.

"All the money that will be made from selling that portion, I will invest back in the workers and build them proper houses," he added.

Ekurhuleni Metro is a cut above the rest

Albert Pule

Healthy working relationships, clearly defined roles and open and honest communication are among the reasons why the Ekurhuleni Metro received an unqualified opinion with no findings for the 2013/14 financial year.

It was the only metro in Gauteng and one of only two (the other is Cape Town Metro in the Western Cape) in the country to earn unqualified opinions with no findings.

This was revealed in the municipal audit outcomes for the 2013/14 financial year that Auditor-General Kimi Makwetu released recently.

An unqualified opinion with no findings means that the books were in order and that there were no errors on the financial reporting; service delivery targets based on promises were met; and legislation regarding the handling of public funds were complied with.

Ekurhuleni is a metropolitan municipality that forms the local government of the East Rand region of Gauteng and is home to just over three million people.

Mayor Mondli Gungubele said the municipality worked hard to attain this achievement.

"This is a culmination of the hard work we've put in for the past few years."

Although the municipality received an unqualified opinion with no findings, Mayor Gungubele said there was more work to be done to deliver decent services to the people of Ekurhuleni.

Last year government launched the Back to Basics strategy to improve access to services offered by local government (municipalities) and ensure that municipalities function properly through good governance.

"We know that a clean audit doesn't necessarily tell you that you are doing the best in terms of service delivery, however, the biggest satisfaction you derive from a clean audit is that you have been given the status of a credible, reliable and trustworthy institution."



Mayor Mondli Gungubele says years of hard work have resulted in the Ekurhuleni Metro receiving an unqualified opinion with no findings for the 2013/14 financial year.

He added that the unqualified opinion with no findings would also help attract investors. "What it also tells us is that our programme

of re-industrialisation can easily secure us investors and cooperation in the industrial sector as we revitalise the manufacturing

sector," he said.

Mayor Gungubele added that the city has programmes aimed at improving the lives of the people of Ekurhuleni and is creating jobs targeting mostly young people from the many townships in the metro.

COMMUNICATION INFRASTRUCTURE

One of the challenges Mayor Gungubele had to resolve was an understaffed call centre that was supposed to respond to queries from the public. Being understaffed meant that there was a delayed response to queries raised by the community.

"That call centre only had 40 people who had to deal with queries from 3.1 million people. We immediately intervened."

The municipality improved the call centre by increasing the staff to 200.

"As I'm speaking to you now, we are the leading municipality in terms of response," said Mayor Gungubele proudly.

SKILLS DEVELOPMENT

To address the skills shortage Mayor Gungubele said the municipality had invested R6 million in a programme to train artisans over a three-year period. "This intervention is part of our three-year programme to develop community artisans as part of the Decade of the Artisan campaign."

He added that 1 200 applicants are being trained at the Indlela Trade Test Centre in Olifantsfontein and will be returned to the Ekurhuleni east and west colleges for top-up training and trade test preparation.

The municipality has also partnered with the Unemployment Insurance Fund (UIF) and the South African Solar Academy to train over 300 young people in the plumbing trade and installation of solar water heating.

The young people were mostly from Davyton, Benoni, Etwatwa and Watville and were eventually placed with companies for practical training.



Guide to the new e-toll dispensation



'New dispensation' on e-tolls will reduce costs for all road users

Changes to the Gauteng e-toll system will reduce the financial burden on commuters but also ensure that the province's world-class highway network is funded and adequately maintained in the future.

The "New E-toll Dispensation" announced by Deputy President Cyril Ramaphosa on 20 May will continue to bring substantial benefits to users of all classes of vehicles, offer concessions to infrequent road users and create a more user-friendly administrative system.

The user-pay principle, endorsed by both the national and provincial governments – and supported by most transport economists – remains in place. This is now strengthened by single rate of 30c per kilometre for light vehicles, lower monthly caps for all road users and the scrapping of toll-fees for commuters who are irregular users, who pass less than 30 gantries on the Gauteng freeway network per year.

The bulk of Gauteng commuters – who travel on taxis and buses – will still be exempted from paying any tolls provided these vehicles are registered and fitted with e-tags.

The e-toll system will, however, not be scrapped, the gantries on the Gauteng Freeway Network will remain in place and road users will still be required to pay if they travel on the province's highways. The national and Gauteng provincial governments will fund the shortfall resulting from a lower income from e-tolls to enable SANRAL to meet its debt commitments and ensure a safe and well-maintained road network remains in place.

The primary features of the "New E-toll Dispensation" are:

For road users with a SANRAL account:

- Following rates will apply:
 - o Class A1 – 18c per km
 - o Class A2 – 30c per km
 - o Class B – 75c per km
 - o Class C – 150c per km

Monthly toll fee caps reduced to:

- o Class A1 – R125
- o Class A2 – R225
- o Class B – R875
- o Class C – R2 900
- Time of Day Discounts will continue to apply if payment is made within the Grace Period.

For users who do not have a SANRAL account:

- A rate of 30c per km (Class A2)
- Monthly toll fee caps introduced:
 - o Class A1 – R125
 - o Class A2 – R225
 - o Class B – R875
 - o Class C – R2 900

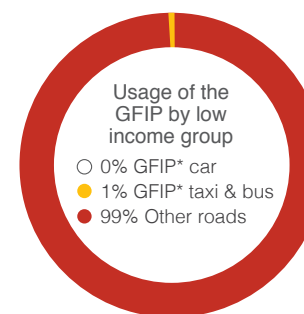
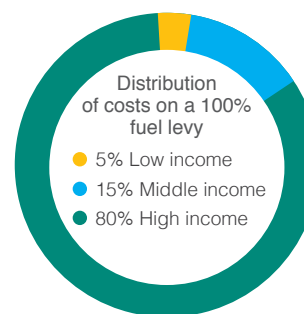
For users who do not pay within 30 days of invoice:

- Will be liable for double the Toll Tariff but new monthly caps will apply as follows:
 - o Class A1 – R250
 - o Class A2 – R450
 - o Class B – R1 750
 - o Class C – R5 800

- No Time of Day Discount outside of the Grace Period.

The new tariffs will reduce the burden on low- and middle income communities who use the Gauteng freeway network to travel between home and work. A lower monthly cap means a significant reduction in household income spent on transport costs while commuters will still benefit from travelling on a world-class road network, provided and maintained by SANRAL.

The Gauteng freeway network will continue to play its role as the economic backbone of the southern African economy offering residents of the province, commuters, business and the transport sector a highway system of unmatched quality.



* Source - E-toll advisory panel report

SA's most valuable public asset is in trusted hands



Deputy President, Mr Cyril Ramaphosa

Responsibility for the planning, construction, management and maintenance of this sprawling network is entrusted to the South African National Roads Agency (SANRAL) Ltd.

SANRAL was established in April 1998 by an Act of Parliament as an independent state owned entity 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 governed by a board of eight 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 21 403 km. This network is gradually expanding as a growing number of provinces request the agency to also take over the management of their primary roads. SANRAL's role

is to be an implementing agency for road planning, construction and maintenance on behalf of the Department of Transport.

But SANRAL does more than just build excellent roads. Well-managed transport infrastructure contributes to the economic growth of South Africa, connects people and places, provides access to job opportunities, enables the delivery of essential services and promotes nation-building and social cohesion.

SANRAL is recognised as a global leader in engineering, technology and innovation to keep the country's road network in excellent condition. Its commitment to enterprise development and job creation is reflected in the growing number of small and emerging enterprises that benefit from SANRAL contracts for the construction and maintenance of South Africa's roads.

"It will ensure that Gauteng has an excellent freeway network well into the future while reducing traffic congestion, emissions, travel time and transport costs. The new dispensation demonstrates that government is alive to the needs and concerns of citizens."

All South Africans will **BENEFIT** from new e-toll solution



A win-win solution has been reached on the Gauteng e-toll system that will bring relief for road users affected by rising transport costs. The revised e-tolls tariff structure and simplified methods of payment are among the key features of a new e-toll dispensation system to be introduced in the province over the next 18 months.

A new e-toll dispensation for Gauteng will reduce the cost of transport for all road users and introduce a more effective way to collect the toll fees used to pay for the initial construction cost, financing cost, operation and maintenance of the road network.

In terms of it, all road users – with, or without a SANRAL account – will pay, but at an affordable, capped monthly rate with light vehicle owners only paying 30c per km.

The new dispensation will help to further reduce the burden of transport cost on lower- and middle income families. It also confirms the user-pay principle as the primary instrument to fund much-needed road infrastructure.

We have reached a win-win situation after an extensive process of consultation with road users and affected communities.

This is a practical and workable solution reached in the spirit of cooperative governance and taking into account the best interests of communities who benefit from better roads and are willing to pay for their construction, operation and maintenance.

Road users will receive additional benefits such as a simplified payment system including various options for the settlement of accounts.

Vehicle owners that do not have a SANRAL account will still have to pay, but with newly introduced and very affordable monthly caps.

Occasional road users and visitors from outside of Gauteng will be allowed 30 free gantry passes per year – but will have to settle their bill in full once this maximum has been exceeded.

There are currently 1.3 million vehicles that have an account with SANRAL. We are confident that by introducing the new option for payment via the existing vehicle licencing process and South African Post Office outlets, all road users will find a payment solution that suits them.

We want to emphasise that the user-pay principle and the e-toll system in Gauteng remain in place. The gantries will

not be switched off and all road users will still be required to pay and settle their outstanding debts.

Commuters who travel by public transport such as taxis and buses will still enjoy a 100% exemption from e-tolls, provided such vehicles have an account with SANRAL, are tagged for purposes of recognition and have completed the application process. Reductions in monthly caps for larger vehicles will bring relief for the transport and distribution sectors.

Decisions on a lower rate and a wider reach of the new dispensation were taken in response to public concerns about the socio-economic impact of e-tolling on communities and its recommendations were considered in the drafting of the new funding model.

We thank Deputy President Cyril Ramaphosa for having ably led the process which resulted in this new dispensation of e-tolls. The new system is proof that government has listened to its citizens and responded by lowering the cost of travel and simplifying the system.

All e-toll accounts need to be settled in full, before the annual vehicle licence disc will be issued. They can do so by using the existing vehicle licencing process at licencing offices and the South African Post Office outlets. E-toll accounts will be mailed by using the contact details held with the Registrar.

In order to address the challenges with ownership details held by the Registrar, legislation has already been passed that requires all vehicle owners to update their details with the Registrar by October 2015.

Even though toll costs will be capped for all, it should be noted that users should pay their accounts within 30 days of the invoice date to avoid the increase in toll tariff to 60c/km (for light vehicles).

The new tariff system will be introduced in phases over an 18 month period with some of the changes expected to be in place before the end of 2015.

Certain legislative amendments will also be required. SANRAL will need time to adjust the technology systems

that runs e-tolling to make it possible for the new changes to take effect.

We trust that the new system will bring certainty to both the users of our roads and SANRAL as the implementer of national roads policies. We call on all road users to pay their e-toll fees, and work together with the provincial and national authorities in the implementation of the new dispensation.

The fact that the vehicle licencing system is applicable in all nine provinces means that there will be no benefits for owners to register their vehicles outside Gauteng in an attempt to avoid paying e-tolls. We want to assure the public that this will be done within the framework of the law. At each licence renewal point the system will indicate the size of the outstanding e-toll fees. Vehicle licence discs will be withheld until toll bills have been settled.

Additionally, an owner who sells a vehicle will remain responsible for the outstanding amount. SANRAL will in due course, provide further details of these changes as the new system gets implemented.

With the significant reductions announced on the 20th May 2015, there can be no justification in stating that e-tolls are unreasonable.

Government has listened to the people and government has responded. We remain committed to provide world-class road infrastructure such as the Gauteng freeway network and will continue to work with provincial and local authorities to ensure these roads and the future phases of the Gauteng Freeway Improvement Project (GFIP) are adequately funded.

Dipuo Peters
Minister of Transport

Road users will get a 60% discount on debt dating back to December 2013 with 6 months to settle your account.

A FRACTION of the country's roads are tolled

It does this by essentially operating two separate businesses: one for its non-toll road network, the other for tolled roads. Only a fraction of the country's 750 000 km road network falls under SANRAL, but these roads are the country's vital transport arteries.

The two business portfolios are funded in completely different ways. SANRAL was recently allocated R12.5 billion as part of its annual budget to develop and maintain its 18 283 kilometre non-toll national road network. This is a government grant and SANRAL cannot budget for a deficit.

The 3 120km tolled network is funded through long-term bonds raised on the capital market, with debt being serviced from toll fees.

The fundamental principle with which SANRAL has to comply is that the one business cannot fund the other. Cross-subsidisation is not permitted and a trial balance for each business is maintained.

Best international practice has shown that tolling is the best route to take when debts have to be funded and that the fairest approach is that of the user-pay principle – if you don't use the road, you don't pay. The motorists who use these safe, well-constructed and maintained highways do pay.

The fundamental approach is that all toll roads must fund themselves over their 30-year lifespan.

Well-maintained roads that grow the economy, promote social cohesion, benefit people, create jobs and promote SMMEs are vital in South Africa. This is what the South African National Roads Agency SOC Ltd (SANRAL) delivers.

**For your safety,
all Gauteng e-roads are fully lit up at night.**



GAUTENG HIGHWAYS

– a boon for all

Roads are an essential part of the life of individuals as well as businesses. They become such a part of everyday life that the benefits they bring are seldom recognised. But the benefits are enormous, particularly on modern, safe, well-constructed and well-maintained roads.

These benefits form part of the Gauteng Freeway Improvement Project (GFIP) which deals with the highways in inner Gauteng. The benefits impact both individuals and the economy as a whole, and in so many ways that they are simply never taken into account.

Just take children. Fewer children walk to school in Gauteng, where the highways are tolled, than in any other province. They mostly use public transport - buses and taxis - which are exempt from tolls!

Gauteng, where these improved highways are, is the economic heart of the country. A quarter of the country's people live in this province and it contributes 36% towards the country's GDP. Therefore it is vital that as much as possible should be done to boost the province's economy.

And this is exactly what the GFIP does. The Graduate School of Business at the University of Cape Town found that international research experience suggests that in addition to normal accessibility improvements, businesses in a growing economy like Gauteng would benefit from increased efficiencies in their labour markets.

"This may add 30% to 50% extra on conventionally assessed benefits," the UCT report states.

These benefits include reduced vehicle operating costs and reduced travelling times. The upgrades on the highways and the improved interchanges have led to property developments, which have been a catalyst for economic growth, job creation and densification.

In a wider context, and over time, the improved highways encourage trip sharing, discourage urban sprawl, promote the use of public transport and discourage road usage during peak hours.

There are other hidden advantages – less

time spent on the roads means more time for yourself, your family, less tension sitting in traffic and increases your overall wellbeing.

A very real advantage of the project that not many take note of is the sophisticated Freeway Management System (FMS). This provides both a rapid response in case of an incident and thus keeping the flow of traffic as smooth as possible. Incidents could be a crash, a stranded vehicle, a breakdown or a need for medical assistance.

The first sixty minutes of an incident is called the "golden hour" - it is the most critical time in which lives can be saved and injuries minimised which is exactly what the FMS provides. Towing vehicles, incident and medical response vehicles, "medics on bikes" – all staffed with personnel who are experienced in medical and incident management – are ready to react as soon as an incident is reported.

Not only is the GFIP a boon to all in Gauteng and those who use it, the system used to pay for the debt incurred to construct and maintain it, is fair: if you don't use these highways, you don't pay. If you live in Upington or Oudtshoorn, the tolls will not affect you.

It is a win-win situation for all.

Delivering his 2015 State of the Province Address the Premier, David Makhura, described it as "the economic and industrial hub" of southern Africa that contributes 36% to the national Gross Domestic Product, 40% of industrial output and 60% of exports.

The province's role as the "Gateway to Africa," would not have been possible without SANRAL's visionary decision to initiate the Gauteng Freeway Improvement Project – a R20-billion investment in world-class roads infrastructure.

1TAG

lifts all booms

South Africa is one of the first countries to introduce interoperability of the electronic toll system. Since September 2012, the Gauteng e-tags can be used on the N1/N4 network which is managed by SANRAL's concessionaire, Bakwena Platinum Corridor.

"For those SANRAL account holders that have e-tags, we are delighted that the automated electronic payment lanes at our existing toll plazas are being implemented. This means a road user does not have to stop at a toll plaza, but merely select the electronic lane, where the equipment will recognise the e-tag, deduct the toll fees automatically and the boom would lift," says Vusi Mona.

Mona says users of the N1 and N4 freeways managed by the Bakwena Platinum Corridor Concessionaire have been experiencing this benefit for many years.

"South Africa is one of the first countries in the world to introduce the use of automated lanes and automated payment on its toll roads," says Mona. "This speeds up the traffic flow at toll plazas on the freeways, eliminate waiting time at booths and provide road users with a single toll bill for all their journeys."

"SANRAL's intention is to make the manner in which toll is paid as easy as possible," says Mona.

Following international best practice, SANRAL signed three public-private partnerships which ensure that the private sector builds, upgrades and maintains roads. It gets its income from tolls. This is true of the N3 to Durban as well as the N4 to the Mozambican and Botswana borders.

1TAG ACCOUNT



There will be one tag and one account. This offers convenience for road users, unparalleled in most countries that have multiple toll collection operators.

The multi-year construction project that generated more than 20 000 employment opportunities consisted of some 201km of upgraded road surface, 265km of reconstructed lanes and 585km of newly built lanes.

Investments in intelligent transport systems, freeway lighting, CCTV cameras and emergency rescue infrastructure combine to make the Gauteng Freeway system the safest and most advanced road network in Africa.

Medical and breakdown support on all Gauteng e-roads.

SANRAL
is responsible for
21 403km
of roads

**10TH LONGEST
IN THE WORLD**

controlled by National, Provincial and Municipal entities

Frequently asked questions

NOTE: the new toll tariffs and discounts are only applicable to the Gauteng e-roads, other toll plaza fee structures remain the same.

QUESTIONS ABOUT IMPLEMENTATION

Q When will the New Dispensation become effective?

A The New Dispensation will be rolled out in phases, as changes are made to legislation, the e-toll system and administrative processes.

The details of implementation, including time frames, will be published by the Minister of Transport in the Government Gazette. These details will also be communicated to the public via the media and direct correspondence to our registered customers.

Q What does 'rolled out in phases' mean? What are the phases?

A Changes will be phased in over 18 months, i.e. by the end of 2016. Specifically:

10 to 12 weeks:

Announcement and gazetting of:

- Monthly caps
- Single tariff.

3 to 4 months:

Announcement and gazetting of outstanding debt payment arrangements and discounts.

6 to 18 months:

Implementation and gazetting of:

- a prohibition of issuing a vehicle licence disc if there are outstanding toll fees. SANRAL and the Department of Transport have already started with the administrative and legal processes as required by the Promotion of Administrative Justice Act (PAJA).
- Infrequent Discount Regime (30 free gantry passes per annum)
- New cap for customers who pay through the existing vehicle licencing process
- Integration with SAPO and Licencing Offices.

Q Is the system ready to implement / make the changes?

A No. Not immediately.

As this is a technology dependent system software changes and system reconfiguration will be needed and these require some time to complete.

Q What is the implication of this?

A Additional savings and changes will be felt as changes to the system are rolled out.

All tariff changes, discounts, new caps and free gantry passes for infrequent users, will be effective from the dates they are gazetted in the Government Gazette.

Q You call this a 'New Dispensation'. Isn't it a new system, and does it have contractual implications?

A No. The system remains the same: the use of gantries to collect data which is used to bill road users.

However, there are changes to the fees, as well as limited changes to operational processes and the toll system itself. In essence, the system remains the same. The changes to the system will address the issues of affordability for the middle and low income groups, equity and simplicity as recommended by the advisory panel.

Q Is the New Dispensation backdated to the start of the project in December 2013?

A No, it will only be applicable from the effective date as noted in the Government Gazette.

Q Have the billing problems been resolved? How will road users receive e-toll accounts from SANRAL?

A There were technical challenges which led to billing problems – mostly for those road users who have not registered.

Cleaning up databases and ensuring that contact information is correct is an ongoing process.

Most negative perceptions about billing issues were because the system was new and little understood. This is constantly being addressed by educating road users.

The SANRAL account holder will have a unique e-toll account number and may use the e-toll website, www.sanral.co.za at their own convenience to check their account. The account holder may also visit an e-toll customer service centre or call the e-toll call centre (0800 SANRAL (726 725)) to enquire about any outstanding e-toll fees. The road user will receive a monthly invoice to reflect e-toll payment.

For those without an account set up directly with SANRAL, SANRAL will make use of the vehicle owner information contained in the existing vehicle licencing database and issue invoices to these contact details. It is therefore important that users without a direct account with SANRAL ensure that their details on the vehicle licencing database is up to date, and updated if changes in vehicle owner details such as address changes takes place.

Alternatively, users can set up a direct account with SANRAL, and receive correspondence electronically.

Users who want to enquire about outstanding e-tolls may go to the nearest e-toll customer service centre, e-mail info@sa-etoll.co.za or call the e-toll call centre (0800 SANRAL (726 725)) to find out about any outstanding fees. The road user can also check the outstanding e-toll fees, by using the vehicle licence plate number and ID number of the owner on the e-toll website and by making use of the "Manage my e-toll /VPC Account" options.

Q What if road users don't get accounts for a reason beyond their control?

A A vehicle owner is legally required in terms of the National Road Traffic Act, 1996 to have an address for service and the Act also requires the owner of the vehicle to inform the registering authority within 21 days of a change in address.

Failure to do so is an offence in terms of the legislation. The National Road Traffic Act, 1996, as well as Regulation 6 of the e-Road Regulations, simply require that an invoice must be mailed to the last known address. A road user who does not receive an invoice may obtain one from an e-toll customer service centre, phoning the customer service centre on 0800 SANRAL (726 725) or e-mailing info@sa-etoll.co.za or by visiting www.sanral.co.za Manage my e-toll / VPC Account.

The legal obligation to pay toll fees arises from using the toll road and passing underneath a toll gantry that is signposted in accordance with the required legislation.

The legal obligation to pay toll fees does not arise from an invoice that is forwarded to a user.

For example if a road user is caught by a speed camera, he/she may not be aware of the offence until a fine is sent. By contrast, a toll road and a toll gantry provides ample signage indicating that you are on a toll road which lists contact details to obtain more information. Users are aware that they are on a toll road and/or passing under a gantry and that a fee is payable.

QUESTIONS ABOUT THE IMPACT OF THE NEW DISPENSATION

Q How does the New Dispensation simplify the billing process?

A It is easier to understand. The many tariffs of the previous system have been reduced to a single 30 cent rate per kilometre for light vehicles.

Monthly caps for all users will be implemented, making it easy for individuals and companies to budget.

Additionally, road users will now have a choice whether they make payment through an account with SANRAL or by way of the existing vehicle licencing process.

What are the major differences between the old and the new systems?

For users with a SANRAL account:

- Following rates will apply:
 - o Class A1 – 18c per km
 - o Class A2 – 30c per km
 - o Class B – 5c per km
 - o Class C – 50c per km

- Monthly toll fee caps reduced to:
 - o Class A1 – R125
 - o Class A2 – R225
 - o Class B – R875
 - o Class C – R2 900
- Time of Day Discounts will continue to apply if paid within the Grace Period.

For users who do not have a SANRAL account:

- A rate of 30c per km (Class A2)
- Monthly toll fee caps introduced:
 - o Class A1 – R125
 - o Class A2 – R225
 - o Class B – R875
 - o Class C – R2 900
- No Time of Day Discount outside of the Grace Period.

For users who do not pay within 30 days of invoice:

- Will be liable for double the Toll Tariff but new monthly caps will apply as follows:
 - o Class A1 – R250
 - o Class A2 – R450
 - o Class B – R1 750
 - o Class C – R5 800

Infrequent user discount:

100% discount (i.e. free use) for vehicles with fewer than 30 gantry passes during a year. The year starts on 1 April and ends on 31 March. However, should the vehicle exceed 30 gantry passes during this time, all gantry passes including the first 30 would need to be paid for.

Outstanding toll fees dating back to, from 3 December 2013 to date of gazetting:

Road users who have outstanding toll fees will have six months to pay. Once the administrative and legal processes have been concluded, road users will have to settle outstanding arrears before a vehicle licence disc will be issued.

Q How will visitors to Gauteng benefit from the New Dispensation?

A Should they only visit Gauteng once or twice a year, they would not pay any toll fees as the first 30 gantry passes in a year are free. Payment is only due on the 31st gantry pass (which will include the cost of the preceding 30 gantry passes).

Q Is the New Dispensation applicable to all vehicle classes?

A Yes.

Q Will there still be exemptions for public transport operators, taxis and buses?

A Yes, provided they meet the legislative requirement, have an account with SANRAL and have an e-tag. These administrative processes have been put in place to minimise the risk of fraud.

QUESTIONS ABOUT COMPLIANCE

Q How will you get people to pay when they have refused to do so until now?

A We believe the advisory panel has helped us understand the negative impacts of the e-toll system on the people and the changes we are making will address these negative impacts.

With this New Dispensation we have also shown that we listened to the concerns raised and have made concessions that should address the issue of affordability.

The New Dispensation makes it possible for those making use of the road to pay for that which they are enjoying: world-class infrastructure.

In addition, the New Dispensation includes compliance measures such as withholding the licence disc until all outstanding toll fees have been paid.

Q How can you refuse to issue a licence disc before the outstanding toll fee is paid?

A We are not denying vehicle owners the opportunity to renew their vehicle licence. Licences will be renewed, but, once the legislative process has been finalised and successfully concluded, and if there are outstanding toll fees, the licence disc itself will not be issued. This process would result in an administrative process to recover outstanding toll fees. It will not burden the courts with having to deal with non-payment of toll fees.

Q What about those instances where the vehicle registration system has not been updated?

A The Department of Transport already published regulations that requires the owners of all vehicles to undergo a FICA-like process where they will have to confirm their vehicle details and related information (e.g. owner, address and contact details) on the registration system. This will come into effect from October 2015.

This will resolve the issue and will be a blow to those who have defrauded the system and unsuspecting citizens through cloned or false number plates.

Q Why are some taxi associations complaining that they are unable to obtain operating licences?

A The issue of taxi operating licences falls outside the purview of SANRAL. However, where possible, SANRAL has been working with taxi associations to get their operators registered in the system while the issue of operating licences is being resolved by the Gauteng Department of Transport and Public Works.

CUSTOMER QUERIES

Q How can road users calculate what their e-toll fees will be?

A Until the e-toll calculator has been updated, please call the e-toll call centre on 0800 SANRAL (726 725), or visit the nearest e-toll customer service centre for assistance.

The e-toll calculator (www.sanral.co.za) will be updated with the latest information within 2 weeks of announcement.

Q Where can e-tags be obtained and how much will it cost?

A e-tags can be obtained from a participating e-tag stockist. Or when registering through any of the e-toll customer service centres, by ordering it through the e-toll website www.sanral.co.za, or by calling the e-toll call centre at (0800 SANRAL (726 725)). There is even an option of collecting e-tags at the nearest e-toll customer service centre or by having it delivered to you for a nominal fee. Please refer to the e-toll website for locations of all the e-tag stockists and e-toll customer service centres, with the applicable operating hours. e-tags are effectively free. The R49.95 you pay is loaded onto the tag to pay for e-tolls as soon as you use the roads. Please top up your account so as not to fall into arrears.

Q Can a single e-tag be used on more than one vehicle?

A No, but one registered account can be used for multiple vehicles each with its own e-tag. Please note that an e-tag is linked to a specific vehicle licence plate number and may not be changed between vehicles.

Q What discounts and special dispensations are in place?

A Time of day discounts for those making payment within the specified timeframes.

Also all road users will benefit from reduced monthly caps.

In addition, those who have not stayed up to date with their e-toll debt will benefit from a once-off 60% discount on the arrears. There is the added option of making the repayment over a period of 6 months.

Q Is the 60% discount on debt also available to those with e-tags who stopped paying?

A It is available to all road users who have fallen behind with payments.

**Gauteng e-roads are monitored
by 24-hour surveillance cameras
for your peace of mind.**

Frequently asked questions

NOTE: in order to simplify the billing structure, the many tariffs of the previous system have been reduced to a single rate per kilometre – 30c.

Q Will penalties be applied for non-payment or accounts that are in arrears?

A If a user has not paid an invoice within 30 days of the invoice date, the toll tariff applicable will be double that of users paying within 30 days.

Additionally, in terms of planned regulations, outstanding e-toll fees would need to be paid before the renewal of a vehicle licence, as it is intended that the vehicle's licence disc will not be issued if the outstanding toll fees have not been paid.

Q Will road users have to renew their SANRAL account or change their existing e-tag?

A No. All your details remain unchanged and existing e-tags remain valid.

Q Will the existing arrangements for settling e-toll accounts remain in place?

A Yes. There will be no changes to the billing or payment systems for e-tolling. However, those who want to settle their arrears will receive a 60% discount if they settle their debt within 6 months.

Q Will the new standardised rate and monthly cap be backdated and will road users be refunded?

A No. There will be no refunds but road users will benefit from the new lower cap from the day the New Dispensation becomes applicable.

Q Should road users decide to sign-up now – will they have to settle what they owe?

A Yes, they will be required to settle existing accounts. There will be no amnesty arrangements as this would be unfair to road users who have been paying. However, they have an opportunity to settle their debt over a period of 6 months.

Q Is this not unfair to road users who have been paying all along as they are not benefiting from the 60% discount?

A Not at all. They have paid less than the discounted 60% amount. We thank them for doing the right thing.

This table explains it simply using a R10 example:

	Compliant with e-tag	Paid within Grace Period	Not Paid
	R10-00	R10-00	R10-00
e-tag discount (48%)	R4-80	not applicable	not applicable
Paid within grace period	YES	YES	NO
Alternate rate applied(x3)	not applicable	not applicable	R30-00
New Settlement Discount (60%)	not applicable	not applicable	R18-00
TOTAL PAID	R5-20	R10-00	R12-00

Q Is there a process in place to contest accounts or raise a dispute with SANRAL?

A Yes, transactions can be disputed through a Nomination, or a Representation process.
Nomination: a nomination is when the responsibility for the payment of the e-toll transaction is re-directed to another party. An example of a nomination is if the registered owner of the vehicle (e.g. the father) nominates another (e.g. his son) to pay the e-toll transactions.
Representation: a representation is when the responsibility for the payment of the e-toll transaction is being denied. An example of a representation would be if the e-toll transaction is for a vehicle that the user did not drive or own.

To lodge a dispute, the following information is needed:

- The relevant Nomination or Representation Form, signed by a Commissioner of Oaths. Details of the specific e-toll transaction/s that are being disputed.
- A sworn affidavit and relevant supporting documentation.

In the case of a Nomination, a certified copy of the nominated driver's Identification Document (ID) or driver's licence is required.

Full details and forms are available on the e-toll website.

Q How will payment plans with SANRAL be made?

A Contact the e-toll Call Centre at 0800 SANRAL (726 725), visit an e-toll Customer Service Outlet or log an enquiry at info@sa-etoll.co.za to arrange a payment plan.

Please only do so once the kick off date for the 60% discount and payment arrangement plan is announced.

Q What are the advantages for a company or organisation to register as a key account holder?

A Key account holders such as banks and fleet owners have direct electronic integration with the e-toll system to monitor usage, collection of monies owed to them and payment due. A key account holder also has a dedicated Key Account Liaison Officer to assist.

Q When one has a fleet of 30 or more vehicles, what is the requirement?

A In those instances, you must have an account directly with SANRAL.

Q Must those not living in Gauteng, still obtain a day pass when visiting Gauteng and driving on the Gauteng freeway network?

A This will depend on how frequently they visit Gauteng. With the New Dispensation only the first thirty gantry passes in a year are free. Once that number is exceeded, they will have to pay for ALL gantry passes – this includes the first 30 passes. As an alternative to day passes, they can also settle their invoiced outstanding toll amount or set up an account with SANRAL.

Q Will road users be required to pay for all their journeys / gantry trips once they have exceeded the free pass limits?

A Yes. Once they have exceeded the 30 free pass limit per year the full amount will be billed and so reflected on their accounts.

Q Will the free passes be rolled over from year to year?

A No. The free passes will only be applicable for a year (1st April to 31st March) and cannot be rolled over to the next year.

Q Can road users "bank" their gantry passes for one year and roll it over to the following year?

A No. The free passes will only be applicable from 1 April to 31 March in a year and cannot be rolled over to the next year.

Q Why should I have an account with SANRAL if the toll tariff is the same even if I do not have an account?

A If you have an account with SANRAL, you;
• can choose the way in which you receive your account and the way in which we communicate with you
• can set up a method of payment that is most convenient to you
• will receive low balance and other notifications.

Q Why should I have an e-tag if the toll tariff is the same even if I do not have an e-tag?

A If you have an e-tag, you;
• will benefit from an easy-to-manage account
• can make use of the electronic lanes already available at Bakwena toll plazas on the N1 North and N4 West
• Soon you will also be able to make use of similar electronic lanes at other existing toll plazas in South Africa
• Using these lanes reduces your waiting time at the plazas and does not require you to offer a cash a credit card payment at the toll plaza
• If you have an e-tag fitted to your vehicle, there is an additional identifier fitted to the vehicle (apart from the number plate) whereby the vehicle is identified on the GFIP

network. The toll system matches the e-tag and the number plate, which ensures a more secure transaction to the road users and makes it more difficult for others to clone or duplicate the vehicle or number plate

- You can receive consolidated invoices for usage at each toll plaza where electronic lanes or e-toll is available.

GENERAL QUESTIONS

Q The system is perceived to be very unpopular – why did you not scrap it?

A This was not an option. The Gauteng Advisory Panel did not recommend the scrapping of the e-toll system. It recommended that elements of the system should be reviewed to address the negative impacts but reaffirmed the user-pays principle. The panel further recommended a hybrid funding model which includes the e-toll system with reduced tariffs and contributions by national and provincial government.

Also, the IPSOS survey quoted by the advisory panel does not indicate that the system is unpopular. It shows that 34% of people agree the tariffs are reasonable, 27% are neutral and 38% say the tariffs are unreasonable. The Gauteng Provincial Government's Advisory Panel Report shows that the financing burden on the poor in terms of the existing toll tariff structure is 0,4% and rises to 1,3% and 2,7% if other hybrid options are considered.

We listened to citizens' concerns and responded to legitimate perceptions about the high costs of transport associated with the e-toll system.

This dispensation was concluded after comprehensive consultation through the advisory panel that met with communities, stakeholders, interest groups and experts, and only after it was attended to at the highest level of Government through the intergovernmental committee led by the Deputy President.

Q Will any of the gantries on the Gauteng highways be switched off?

A No. All existing gantries and SANRAL infrastructure on Gauteng freeways will remain in place.

Q Why has there been such a long delay in announcing the New Dispensation?

A The question about e-tolls has been a long-running one and it would have been an injustice to not take our time to settle the issue once and for all. As Government we applied our minds, considered the recommendations of the advisory panel and their full implications before deciding on the New Dispensation. We needed more time to look at the various options and modelling to ensure that the New Dispensation fully addresses the negative impacts of the current system.

Q Why did you not consider a referendum as proposed by opponents to e-tolls such as the DA and OUTA?

A A referendum will not tell us anything that the advisory panel did not reveal. The advisory panel went through a thorough process which resulted in concrete recommendations that offer a sustainable solution to the problems identified. There is no need for a referendum on this matter.

Q How can you refer to improvements when the roads remain congested?

A Unfortunately, the opposition to the system and the concomitant court cases delayed the second and third phases of the projects.

This has meant that the capacity improvements as a result of Phase 1 of the Gauteng Freeway Improvement Project are reaching the designed capacity growth – as SANRAL had foreseen. Urbanisation has led to the roads again reaching their design capacity.

It would be welcomed if more people could switch to using the Gautrain – to reduce congestion on the highway – especially as the train is subsidised.

QUESTIONS ABOUT FUNDING OPTIONS

Q Why are you so reliant on tolls?

A The user-pays principle is a globally accepted, preferred method to pay for improved road and other strategic infrastructure. Tolling is a policy of government and forms part of the 1996 White Paper on Transport policy. It is used as a means to mobilise funds from the private sector to deliver road infrastructure much quicker than would be the case if traditional tax-based funding was exclusively relied upon. It is carefully and selectively applied in our country. The truth is that out of our 750 000 km network and the 21 403 km looked after by SANRAL, only 3 120 km are tolled and of that only 201 km constitute the GFIP toll roads.

Whether looked at from the perspective of the country's entire road network of 750 000 or from the network SANRAL looks after, tolling is used limitedly and the bias remains toward non-toll roads.

Q Why did you not use the fuel levy – it has been increased after all?

A The advisory panel's findings and recommendations reaffirmed the user-pays principle. The fuel levy is already being used as part of general taxation to raise revenue to meet the country's financial needs and obligations. This year there was a substantial increase in the fuel levy to address the fiscal pressures. The fuel levy is not ring fenced or earmarked for a specific budget item.

Due to its indiscriminate nature, a fuel levy can be an anti-poor form of tax. In a country like ours where the majority live far from their places of work, this would definitely impact the working class more as it would be impossible to exclude public transport – their preferred mode of transport. Currently, registered public transport is exempted, thus cushioning the poor and working class.

Also, the average fuel consumption per vehicle is declining every year as a result of improvements in vehicle engine technology and the introduction of alternate fuel vehicles. The relative revenue per vehicle is therefore declining. In the long term, this is not a sustainable solution.

Q Why did you not institute a provincial fuel levy?

A The advisory panel has dealt with this issue and correctly advised against its application. A provincial fuel levy would be approximately 3,44 times higher than a national fuel levy, without considering the potential of reduced fuel sales due to vehicles rather filling up outside the province.

Q How are you able to give this new standardised rate and caps – won't there be a huge shortfall?

A Yes, there will be shortfall. As part of the panel's recommendation of a hybrid funding model, both National Government and the Gauteng Provincial Government should make financial contributions to the project.

Q Who will pay for the shortfall?

A As part of the New Dispensation, National Government and the Provincial Government will make up the shortfall.

Q How does this impact on the repayment of debt incurred to improve the Gauteng freeways?

A With affordability and simplicity addressed, compliance will increase. Higher levels of compliance and part-funding by National Government and the Gauteng Provincial Government means SANRAL will still be able to service its debt and retain investor confidence.

Q Does this not have an impact on SANRAL or the country's rating?

A We believe that policy and legal certainty about the future of the toll road system will be restored. It will enable SANRAL to meet its infrastructure mandate, enable it to raise capital on the bond market and improve its credit rating. SANRAL will also be able to meet its debt obligations. This will reflect positively on the country's debt rating.

Q Is it worth paying so much for these roads?

A World-class road infrastructure is essential to the implementation of the National Development Plan and key government programmes such as Operation Phakisa. A well-designed and well-maintained national and provincial road network contributes to the realisation of government's development objectives to address the triple threats of poverty, inequality and unemployment.

Q Why did you not select the other proposed options?

A The lengthy and rigorous process we went through in deciding on this New Dispensation, showed conclusively that this tariff structure will have the least burden on the low and middle income earner.

Toll revenue collected is only spent on the toll roads and not on non-tolled roads.



FREE GANTRY PASSES FOR VISITORS ON GAUTENG FREEWAYS

Motorists outside Gauteng will benefit greatly from a special feature in the new e-toll dispensation which offers 30 free gantry passes a year to infrequent users of the province's e-roads.

"This will bring great relief to people who only travel to Gauteng occasionally, perhaps for a wedding, a funeral or an annual holiday," says Vusi Mona, spokesperson for SANRAL.

Such commuters will not have to register for e-tags or have an account with SANRAL. The technology on the e-toll gantries will recognise the number plates and registration details of a visiting vehicle and not issue e-toll bills for infrequent users.

Mona says this new feature of the Gauteng e-toll system will be phased in together with other details of the new dispensation over the next 18 months. Certain legislative changes are required and the technology will have to be adapted to make provision for the new exemptions.

Open road tolling is a specific feature of roads within the Gauteng freeway network and this system will not be extended to other provinces. Freeways in provinces such as Limpopo, KwaZulu-Natal,

Mpumalanga and the North West make use of conventional toll plazas and payment is done at booths equipped with booms.

The Gauteng e-toll system is designed to manage the large volumes of traffic travelling on the province's freeway network. It is faster, more efficient and cuts travel time because motorists don't have to slow down when passing underneath the e-toll gantries.

Mona says the exemption for infrequent users demonstrates that the intention of e-tolls is not to punish road users. "The vast majority of reasonable citizens are quite willing to contribute to the construction and maintenance of world-class road infrastructure."

Announcements on the introduction of the new exemptions will be made once the systems are in place. The 30 free gantry passes will be applicable for a 12-month period starting on 1 April each year.

Vehicle owners will not be able to "bank" their free passes from one year to another and once the 30 free allocations have been used up the bills will be calculated to include all the trips made, according to the new reduced rate of 30 cents per kilometre.

Registered buses and taxis exempted from e-tolling



Bus and taxi passengers in Gauteng do not have to pay for e-tolls, provided they travel in public transport vehicles that are registered for e-tags.

This is a major benefit of the user-pay principle that has been retained by Government in the New Dispensation recently announced by Deputy President Cyril Ramaphosa. More than two-thirds of Gauteng commuters travel by taxis and buses, and this exemption clearly demonstrates Government's efforts to drive down the costs of transport for poor and working-class families.

"We have listened to the concerns of communities about the potential impact of e-tolls on the cost of living, and responded by exempting the most widely-used forms of public transport," says Vusi Mona, spokesperson for SANRAL.

The only requirement is that registered taxis and buses must have a SANRAL account and display their e-tags when they pass through the gantries on the freeway.

Mona says working-class communities – and organisations which claim to speak on their behalf – should urge taxi organisations and bus operators to have SANRAL accounts. Some progressive organisations such as the SA National Taxi Council (Santaco) have come out in support of e-tolling and encouraged their members to register. Application forms for exemption are available on the SANRAL website and at various customer service centres across the province of Gauteng.

The special allowance for public transport also shows why the user-pay principle is preferred to a fuel levy to finance the improvements to the Gauteng freeway network. Higher pump prices affect all road users – both drivers and passengers – and taxi and bus owners simply pass the costs on through fare increases.

Mona says taxis fitted with e-tags can also use the electronic payment lanes at existing toll plazas and they do not have to stop at the booths to pay. This reduces the time spent on the roads for passengers and contributes to a better quality of life for families.

SANRAL account holders: what you need to know

Questions

What does the new system mean for those with a SANRAL account?

Answers

Following rates will apply:

- Class A1: 18c per km
- Class A2: 30c per km
- Class B: 75c per km
- Class C: 150c per km.

Monthly toll fee caps reduced to:

- Class A1 – R125
- Class A2 – R225
- Class B – R875
- Class C – R2 900.

Time of Day Discounts will continue to apply, within the Grace Period.

SANRAL account holders: what you need to know

Questions	Answers
Will I have to register again or change my existing e-tag?	No. All your details will remain unchanged and existing e-tags valid.
Will the existing arrangements for settling my e-toll accounts remain in place?	Yes. There will be no changes to the billing or payment systems for e-tolling. However, those who want to settle their arrears will receive a 60% discount and 6 months to settle their debt.
Is this not unfair to road users who have been paying all along as they are not benefiting from the 60% discount?	Not at all. Not only do they not have a large sum to settle, which they may not have budgeted for, but they have paid even less than the discounted 60% amount.
Will the new kilometre rates and monthly caps be backdated and will road users be refunded for paying more than the new maximum amount over the previous months?	No. There will be no refunding but road users will benefit from the new lower cap from the day the new dispensation becomes applicable. It should be noted that all outstanding toll fees would need to be paid, before the issuing of a vehicle licence disc – even those that do not have a SANRAL account. They will receive a 60% discount on their e-toll debt.
What happens if I exceed the new monthly limits?	You will not have to pay anything extra. The cap has been reduced to R225 for light vehicles, and this is the absolute maximum you will have to pay per month regardless of the number of trips.
Is there any advantage in having a SANRAL account and displaying my e-tag?	Yes, not only are there discounts for account holders, but the entire process becomes virtually hassle-free with very little administrative actions required by you. If you have an e-tag, you will also be able to use your e-tag as a method of payment at any existing toll plaza that displays the e-tag sign.

Non-SANRAL account holders: what you need to know

Frequent users

Questions	Answers
What is the detail for non-SANRAL account holders on the new system?	A rate of 30c per km (Class A2) Monthly toll fee caps introduced: <ul style="list-style-type: none"> • Class A1 – R125 • Class A2 – R225 • Class B – R875 • Class C – R2 900. Time of Day Discount will apply if paid within the Grace Period. For users who do not pay within 30 days of invoice: They will be liable for double the Toll Tariff but new monthly caps will apply as follows: <ul style="list-style-type: none"> • Class A1 – R250 • Class A2 – R450 • Class B – R1 750 • Class C – R5 800. Outstanding toll fees: Road users that have outstanding toll fees will get six months to make a payment arrangement to pay all outstanding toll fees. Road users would need to settle their outstanding debt in arrears before a vehicle licence will be issued.
Do I have to have a SANRAL account and get an e-tag to qualify for the new dispensation?	No, but having a SANRAL account results in saving of your valuable time through ease of account management and payment options.
Should I decide to get a SANRAL account now – will I have to settle my previous bills?	Yes – there is no amnesty or write-off. Outstanding e-toll fees since December 2013 will be discounted with 60%.
I de-registered because I thought that e-tolls will be scrapped, will I be able to re-activate my account?	Yes, very easily. The following options are available to register your e-toll account: Online at www.sanral.co.za , or Visit your nearest e-toll customer service centre, or Call the e-toll call centre on 0800 SANRAL (726 725), or SMS your vehicle licence plate number to 44004.

Non-SANRAL account holders: what you need to know

Frequent users

continued

Questions

Answers

How does SANRAL monitor my travels on the toll roads?

Cameras photograph your vehicle from the front, top and back and the equipment reads the front and back number plates. Equipment on the gantry will recognise your vehicle licence plate number and read your e-tag (if any). Based on vehicle dimensions, your vehicle class is identified and classified. Your e-toll transaction is recorded and the account is authenticated. All transactions are monitored, authorised and recorded. Details of your transactions (invoices and statements) are available online within hours of your trip, unless manual verification is required.

How will I be billed if I don't have a SANRAL account?

For those without a SANRAL account, SANRAL will make use of the vehicle owner information contained in the existing vehicle licencing process and issue invoices to these contact details. However, the road user may go to the nearest e-toll customer service centre, e-mail info@sa-etoll.co.za or call the e-toll call centre (0800 SANRAL (726 725)) to find out about any outstanding fees. The road user can also check the outstanding e-toll fees, by using their vehicle licence plate number and ID number of the owner on the e-toll website by making use of the "Manage my e-toll /VPC Account" options.

Are the new monthly caps also applicable for road users without e-tags?

Yes. For those paying within 30 days of date of invoice:

1. Class A1 – monthly cap of R125
2. Class A2 – monthly cap of R225
3. Class B – monthly cap of R875
4. Class C – monthly cap of R2 900.

The new dispensation: what it is, and is not

IT IS ✓	IT IS NOT ✗
a new tariff structure	an amnesty for unpaid e-toll bills
a model that reduces payable e-toll fees	a system that does away with e-tolls
an equitable system where the user benefits and pays	a system where those that do not use the roads have to pay
a simplified model as the many tariffs from the previous system, have been reduced to a standardised rate of 30c per kilometre (light motor vehicles)	a complicated model that will make things more difficult for you
a system that retains all benefits: multiple lanes, alternate routes, lessened congestion, improved safety, freeway lighting, cameras to monitor incidents and improved responsiveness; and stimulates economic growth and development	a system that restricts benefits to only those who pay
a system that is affordable with a reduced monthly maximum cap for all users	a system that burdens the poor
a system where infrequent users – less than 30 gantry passes per year – do not have to pay anything	a system where a visit or two to Gauteng using the network requires you to pay

E-tolling better than a fuel levy to finance Gauteng roads

E-tolling – rather than a higher fuel levy – is the fairest way to finance the construction and maintenance of Gauteng's freeway network.

"We consulted extensively with communities, economists and other experts, both inside Gauteng and in other provinces, and came to the conclusion that the user-pay principle is the best option," says Vusi Mona, spokesperson for SANRAL. It is also recommended in the National Development Plan as the most effective method to finance strategic economic infrastructure.

Mona says a number of options were considered in Government's efforts to develop a system that will have the least impact on poor and working class households. Surveys have shown that people are willing to pay for quality infrastructure, but Government took into account the rising cost of living and the ripple effect of transport costs on all goods and services.

A fuel levy might appear to be the easiest method to pay for the upgrading of the Gauteng freeways but it is not the most desirable method. An increase in the fuel price will have an impact on road users across South Africa and people living in small towns and distant villages in the Eastern Cape or Limpopo would have to pay for roads they never use.

Higher fuel levies only in Gauteng would also defeat the purpose, because vehicle owners in the province will simply travel to fuel stations in other provinces to fill up, and the additional money will not benefit roads in Gauteng.

Mona says Government took into account the opinions of communities in all nine provinces before decisions on the new dispensation were taken. "We noted the views against a national fuel levy, expressed in other provinces and then took a considered opinion to retain the user pay principle, but to reduce tariffs significantly for both e-tag holders and non-registered road users."

E-tolling is also a more flexible system than the fuel levy and enables government to introduce specific reductions designed to soften the impact on poor and working class families such as reduced monthly caps, time-of-day discounts, exemptions for registered taxis and buses and 30 free gantry passes for infrequent users and commuters living outside Gauteng.



e-toll Customer Care Call Centre: 0800 SANRAL (726 725)
 Visit one of our e-toll customer service centres: full list available on the website www.sanral.co.za
info@sa-etoll.co.za | www.i-traffic.co.za | Gauteng: @ittrafficgp
Report any incident on the Gauteng Freeway to: 0800 487 233
SANRAL Fraud Hotline: 0800 204 558



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HEALTH

Breastfeeding is best for newborn babies

Noluthando Mkhize

Thato Lebyang, who recently gave birth to a premature baby boy, believes that one of the best ways to keep her son healthy is to breastfeed him.

Lebyang's son was born at Dr George Mukhari Hospital and was admitted to the neonatal ward. The hospital is in Ga-Rankuwa in Gauteng.

Lebyang's newborn baby drinks only about 12ml of milk at a time every three hours.

"I enjoy breastfeeding my baby. I know breast milk is one of the best ways that will help my son grow up healthy and strong."

She is one of the lucky mothers who are able to breastfeed their newborn babies.

Lebyang is also one of many women who donate breast milk to benefit other babies and mothers who cannot breastfeed for various reasons.

She does this daily at the milk corner situated at the hospital's neonatal ward. The milk corner then supplies the milk to the South African Breastmilk Reserve (SABR) also known as a human milk bank.

Lebyang said she is proud to donate her breast milk.

"I love helping other mothers like me because a helping hand also receives," she said.

A human milk bank is a storage, processing and distribution facility for donated human milk.

Professor Muthuhadini Mawela is a specialist neonatologist and also the head of the Neonatology Unit at Dr George Mukhari Hospital. She said her unit started collecting donated milk in 2013.

"We noticed that most of the mothers in our ward breastfeed their babies but the newborns only needed a small portion of the milk. The rest of the milk produced by the mothers was thrown away.

"We contacted SABR and offered to donate breast milk. At one stage we were informed that our unit was in the lead for donating breast milk to SABR," said Professor Mawela.

She added that the neonatal ward donates about 40 bottles a month, each containing 250ml of breast milk.

Sister Lillies Masote, the operational manager of the ward, said before the milk is donated her unit first has to get consent from the donors.

"We screen the mothers first for hepatitis and HIV. Once this is done the mother then expresses the milk from her breast. The milk is then frozen and waits for collection by SABR."

When the milk reaches SABR it's pasteurised and heated to 62,5 degrees for 30 minutes and then cooled rapidly to five degrees and refrozen. This takes care of viruses and bacteria.

There are about 50 human milk banks in public and private healthcare facilities across the country.

"The majority of these banks are operated by non-profit organisations. Although some are within the public healthcare facilities, they still receive technical support from non-profit organisations," said Lynn Moeng-Mahlangu, Cluster Manager: Nutrition and Health Promotion at the national Department of Health.

She added that more than half of these human milk banks are not fully operational and are being used as collection posts to collect and store donor human milk before it is transferred to a human milk bank for processing.

NATIONAL BREAST-FEEDING POLICY

Moeng-Mahlangu said that human milk banks are an extension of a national breastfeeding policy, which seeks to protect, promote and support breast feeding.



Specialist Neonatologist and head of the Neonatology Unit at Dr George Mukhari Hospital shows where the donated breast milk is kept.

"The role of human milk banks in South Africa is to act as an extension of promoting breastfeeding policies, and to ensure that donated human milk is provided to vulnerable infants under safe conditions."

According to Moeng-Mahlangu, vulnerable infants in healthcare facilities are those who

are unable to suckle, or whose mothers have underlying health issues that make breastfeeding impossible.

"In some cases, mothers are unavailable or have died. Human milk banks fill this gap by ensuring that breast milk is handled and donated in a controlled and safe environment," she explained.

MILK BY NUMBERS

According to research by the SABR for the years 2013 and 2014:



■ 64 hospitals are supplied with human milk across South Africa.



■ 8 000 is the number of premature babies helped since 2003.



■ 1 689 is the number of infants breastfed by SABR.



■ 1 093 is the average number of donors supplying breast milk each year.

WORLD BREASTFEEDING WEEK

World Breastfeeding Week takes place annually from 1 – 7 August. The Department of Health uses this time to create awareness and promote and support breastfeeding in the country.

According to the department, breast milk is important because of its nutritional value.

"Colostrum is the first yellowish milk the breast produces for the first three or four days after the baby is born. It is regarded as the first immunisation because it is rich in protective substances vital to protect the baby from various infections," said Moeng-Mahlangu.

He added that from birth to two years, breast milk provides most of the nutrients the baby needs.

An HIV-free generation is possible

Noluthando Mkhize

South Africa has renewed its commitment to having a generation of young people under the age of 20 who are free of HIV.

Deputy President Cyril Ramaphosa announced this at the 7th South African AIDS Conference held in Durban recently.

The conference is held every two years and looks at advances made in controlling and confronting HIV infections in South Africa and regional states.

"We renew our commitment to the achievement by 2030 of a generation of under-20s that is largely free of HIV. We shall not overcome this epidemic unless all of us accept that we have a responsibility," said the Deputy President.

South Africa has the biggest HIV treatment programme in the world, with more than three million people on antiretroviral medication.

In 2010, the country launched a national HIV counselling and testing campaign that led to 20 million people being tested in 20 months.

"We distributed more than 700 million male condoms last year and have conducted more than 1.6 million medical male circumcisions in public facilities since 2010," added Deputy President Ramaphosa.

FEWER PEOPLE DYING OF AIDS, TB

"Life expectancy [has]... increased from 53 years in 2006 to 62.2 years in 2013.

"HIV-associated deaths in pregnant women,



Deputy President Cyril Ramaphosa says South Africa has made significant progress in the fight against HIV and AIDS.

infants and children under five have also declined."

The Deputy President said the country had also seen a decline in new HIV infections since its peak in 2004, especially among those younger than 15.

"We have reduced mother-to-child transmission dramatically, to less than 2.6 per cent in 2012."

South Africa is unique in that it funds more than 80 per cent of the HIV and TB response with funds from the fiscus.

"These are our own generated funds from all of us as South Africans," said Deputy President Ramaphosa.

The country has more than 6.4 million people living with HIV. More than 1 in 5 people with HIV in the world live in South Africa.

"We have about 450 000 new HIV infections and 360 000 new TB infections each year. That is a challenge that lies ahead of all of us," he noted.

A recent survey estimated that two million South Africans who are living with HIV still do not know their status.

"We need to find the resources to expand further what is already the largest HIV treatment programme in the world and ensure better adherence to treatment."

NEED FOR HIV PREVENTION CAMPAIGN

The Deputy President said the country needed a massive HIV prevention campaign that promotes condom use and discourages people from having sex with more than one partner.

He said South Africa also needed to dramatically reduce the rate of HIV transmission among the youth.

"The results of the Human Scientific Research Council's (HSRC) 2012 National HIV Prevalence, Incidence and Behaviour Survey raised deep concern about the rate of new HIV infections in South Africa.

"A quarter of new HIV infections in the world occur in South Africa, sadly."

The HSRC survey also showed that one in four of these new infections occurs among young women and girls between the ages of 15 and 24.

"We must develop new and innovative responses that address the specific needs of young women."

According to the Deputy President the country also has to confront the reality that the astonishingly high rate of infection among young South African women has much to do with the behaviour of men.

"It has much to do with how men of that age – and older – relate to women."

Next year South Africa will be hosting the 21st International AIDS Conference.



SAFETY AND SECURITY

Operation Fiela contributing to peace, order

Bathandwa Mbola

Operation Fiela is making inroads in maintaining peace and order in the country, while also ensuring that everyone living in South Africa can participate freely in economic and social activities.

Following the outbreak of violence in April, some of the root causes identified was the absence of visible policing and the perception of disorder. Operation Fiela was launched in April and saw 3 914 people arrested by the end of June.

These include 1 650 foreign nationals who were arrested for not being documented as well as 2 264 South African citizens arrested in connection with various crimes.

The crimes included human trafficking, possession of explosives, drug possession, murder, robbery, rape as well as the possession of illegal firearms, housebreaking, and theft.

Updating the media on the work of the operation recently, Minister in The Presidency responsible for Performance, Monitoring and Evaluation, Jeff Radebe, who is also the chairperson of the Inter-Ministerial Committee (IMC) on Migration, said he believes that government has succeeded in stabilising the communities that experienced violence in April.

LAW AND ORDER

"Through Operation Fiela we are claiming our communities so that our people can live in peace. We are creating law and order.

"We want to create a conducive environment for all the people who are living in South Africa so that they can participate freely in economic and social activities," said Minister Radebe, who was flanked by other IMC member ministers.

These included Police Minister Nkosinathi Nhleko, Social Development Minister Bathabile Dlamini, Health Minister Aaron Motsoaledi and Cooperative Governance and



Operation Fiela is helping make South Africa a safer place to live in by creating law and order in the country.

Traditional Affairs Minister Pravin Gordhan.

The operation, which is led by the South African Police Service (SAPS) and is supported by the provincial and municipal traffic departments and all the IMC member departments such as the South African National Defence Force and Home Affairs, has seen search and seizures in several areas across the country such as Mayfair, Alexandra, Hillbrow and Sunnyside, among others.

Detailing the work of the operation, Minister Radebe said operation centres were established and additional law enforcement officials and resources were deployed on a 24-hour basis.

"Our intelligence service was also asked to investigate buildings and areas known to and taken over by criminal elements."

A district disaster management system was also put in place as well as a 24-hour call centre.

On the issue of the reintegration of foreign nationals who were displaced during the attacks, the IMC said this process was at an advanced stage.

STAND UP AND BUILD

Operation Sukuma Sakhe has also stepped in to forge ahead with reintegration of foreign nationals who were back in communities.

Operation Sukuma Sakhe - a Zulu phrase which means stand up and build - encourages social mobilisation between government and communities. It was first launched in KwaZulu-Natal.

With regard to the displaced foreign nationals, Minister Radebe said 5 645 foreign nationals had been voluntarily repatriated.

These include over 3 000 Malawians, 682 Mozambicans, 1 240 Zimbabweans and 17 Tanzanians.

Several civil society organisations have accused Operation Fiela of targeting foreign nationals and called for a rethink of it.

However, Minister Nhleko stressed that the operation was not targeting law-abiding citizens or law-abiding foreign nationals.

This view was also shared by Minister Motsoaledi, who said the different campaigns within and outside the scope of Operation Fiela run by the department help communities.

"We run special operations like Operation Fiela in our department. It is nothing special or new."

He also dismissed suggestions that foreign nationals were not treated or given the same treatment at public health institutions.

"The reason we have a high number of people on ARVs is because we treat everyone in the country regardless of where they come from... except for diseases such as kidney transplants which are special cases."

For her part, Minister Dlamini said the Ministry has learned many lessons from the operation.

"It is better because government is working together," she said.

She noted that in the past citizens had called on government to intervene and get tough on criminals.

"Now that we are taking action, we are being criticised," she said, adding that government is going to take the same action against all who break the law, be they South Africans or foreign nationals.

Stop sexting and cyber bullying

***Samona Naidu**

Technology and the growth of social platforms such as Facebook, MXit, WhatsApp, instant messaging, texts, videos and YouTube have changed the way children communicate with, and about, each other.

Through these platforms children interact with their peers from different parts of the country and world. While these platforms open a new world to children, there are some disadvantages and dangers. More people are now using the platform to commit crimes, take advantage of unsuspecting users and abuse them. These criminal activities are best known as cyber bullying, sexting, and cyber slapping.

The Department of Justice and Constitutional Development (DoJ&CD) recently hosted 500 learners from schools in the Free State to increase awareness on cyber bullying and sexting and the legal consequences. Learners were taught about the justice services available for victims of cyber bullying and sexting, such as obtaining a protection order from the court against a person committing the crimes. A protection order helps you as the victim to put to an end to the harassment. A person who goes against the protection order may be criminally charged.

Lerato Morutle, a learner who attended the workshop, said she learnt that cyber bullying and sexting is an offence and that it should be reported.

"As learners we should stick to using the internet to do research for our assignments and nothing else," she said.

Another learner, Tseki Mpolokeng, said cellphones should not be used to send anything sexual.

"I did not know that sharing or passing on sexual videos and photographs that were sent to me by another contact also makes me guilty of cyber sexting

or bullying," he said.

Children's Court Manager, Pritima Osman, advised that it's best not to respond to these types of posts or messages via mobile devices or social media platforms.

"If someone is threatening you, sharing personal content about you and you fear your safety, contact an adult or the police immediately."

If the cyber bullying happens at school or college, the person should be reported to the teacher.

Parents must look out for the following emotional, academic and social behavioural signs in victims:

- **Emotional signs:** Your child becomes withdrawn or shy, shows signs of depression, is extremely moody or agitated, is anxious or overly stressed out, and shows signs of aggressive behavior.
- **Academic signs:** Your child does not want to go to school, gets into trouble at school, skips school, loses interest in school and their marks suffer.
- **Social signs:** Your child suddenly stops using the computer, changes eating or sleeping habits and has nightmares, no longer wants to participate in activities they once enjoyed, they hurt themselves, attempts or threatens suicide, and suddenly changes friends.

Your child may also be bullying others on the internet. These are the signs to look out for:

- A child stops using the computer or turns off the screen when someone is close by.
- A child appears nervous or jumpy when using the computer or cellphone.
- A child spends excessive amounts of time on the computer, and becomes upset or angry when computer or cellphone privileges are limited or taken away.

***Samona Naidu works for the Department of Justice and Constitutional Development.**

WHAT IS CYBER BULLYING?

Cyber bullying is harassment that takes place through the use of electronic devices such as mobile phones, computers or tablets on social media sites, via text or instant messaging and chat. It occurs in the form of mean or hurtful messages, embarrassing or explicit photographs, videos or emails are shared or posted on these platforms and causes harm to others.

WHAT IS SEXTING?

Sexting is when nude or semi-nude photos or videos and sexually suggestive messages are sent via mobile phone through texting or chat. These types of messages may be classified as child pornography especially where minors are involved.

PLAY YOUR PART TO STOP CYBER BULLYING AND SEXTING

- Parents are urged to play a role and be aware of the type of technologies and social media platforms that are used by children and to monitor the type of content that is shared on these platforms.
- Let's stop cyber bullying and sexting! Report anyone who is a suspected perpetrator of cyber bullying and sexting at the numbers below.



WHERE TO SEEK HELP OR REPORT CYBER BULLYING AND SEXTING?

- Call **Childline** on 080 005 5555
- Call **Lifeline** on 011 728 1347
- Report a case to the **South African Police Services** 10111 or 086 001 0111



INTERNATIONAL RELATIONS

WEF Africa: Good news for SA and African continent

Neo Semono

The World Economic Forum (WEF) on Africa, which was held in South Africa recently, has been described as a tremendous success by President Jacob Zuma.

The 25th WEF Africa took place from 3 to 5 June, under the theme "Then and Now: Re-imagining Africa's future".

The gathering, which was attended by political leaders, businesspeople, youth and civil society leaders from across the globe, discussed important issues of investment and infrastructure development in Africa.

South Africa also used the WEF Africa to showcase the country's attractiveness as a

business destination, as well as that of the African continent.

The South African delegation, which was made up of Cabinet Ministers, Premiers, Deputy Ministers, Mayors, Brand SA Ambassadors and businesspeople, used the opportunity to market the country.

President Zuma said WEF Africa would have a positive impact on South Africa and the African continent.

"It has been a successful forum and it was one of the best World Economic Forum on Africa meetings. We can confidently say we are happy as South Africa because we have achieved something for ourselves.

"The message was clear that South Africa

and the African continent are ideal investment destinations and they are open for business," said President Zuma at the close of the forum.

He noted that WEF organisers and participants from across the globe had praised South Africa for the manner in which the forum was hosted.

"The WEF itself has said the participants in this forum were more active and forthcoming than in any other forum and this shows that many people are interested in South Africa and they are taking South Africa as a serious global player."

The President said the meeting also showed that interest in Africa was growing.

"The continent is now able to speak more

clearly about investment, there is now more clarity on infrastructure projects that are awaiting investment," the President said.

President Zuma added that infrastructure had taken centre stage in many international forums and the forum on infrastructure development in particular received attention.

"During the forum there was a strong view that no country can develop optimally without proper infrastructure.

"Investors and governments are able to see that there is better coordination of infrastructure delivery and development finance institutions are coming on board and there's political commitment by African leaders to invest more on infrastructure," he said.

A new growth path for Africa



African leaders who attended the 25th African Union Heads of State Summit discussed a range of issues that affect the African continent.

Chris Bathembu and More Matshediso

Leaders from across Africa gathered in South Africa recently to discuss some of the critical issues affecting the continent.

South Africa hosted the 25th African Union (AU) Heads of State Summit in Johannesburg under the theme "A Year of Women Empowerment and Development towards Africa's Agenda 2063".

African leaders, including President Jacob Zuma, discussed among other issues, the African Union Commission's Agenda 2063, the political situation in Burundi, proposals for the continental free trade area and mechanisms to find new sources of funding for AU operations.

Leaders also discussed progress made in the implementation of the African Peer Review Mechanism (APRM) programme launched 12 years ago.

The APRM is a mutually agreed instrument voluntarily acceded to by the member states of the AU as a self-monitoring mechanism. It was founded in 2003. Its mandate is to encourage conformity in regard to political, economic and corporate governance values, codes and standards, among African countries and the objectives in socio-economic development within the New Partnership for Africa's Development (NEPAD).

The resolutions adopted at the summit include a united and functioning single military by the end of the year and the acceleration of the operationalisation of the African Standby Force (ASF).

The continent desperately needs a strong force for peace and security that would ensure it has the stability it needs for sustain-

able development to take root.

Such a force would also be important to counter terrorist groups like Boko Haram and Al Shabab.

The envisaged 25 000-strong ASF operating through five regional brigades is expected to be the backbone of the continent's new peace and security architecture. AU Chairperson, Zimbabwean President Robert Mugabe, confirmed that the first training exercises for the force would be held in South Africa towards the end of October. It is hoped that by the end of the year, all regions will be ready to form part of the single force.

Reading from the declaration of the summit, President Mugabe noted that the "troubling" state of peace and security on the continent needed to be given attention.

"We condemn the acts of terrorisms committed by extremists across Africa and we resolved to confront terrorism collectively in order to defeat it," he said.

AU Ministers Responsible for Gender and Women's Affairs also held the 2nd AU High Level Panel on Gender Equality and Women's Empowerment meeting on the margins of the AU Summit.

The outcome of the meetings, held under the theme "Make it Happen Through the Financial Inclusion of Women in the Agribusiness Sector", was a declaration and a call for action to include women in agribusiness.

The meetings called for the implementation of women's right to access, control, ownership and benefit from financial resources, including access to public procurement processes in education, information and skills development, innovative technologies and practices, to develop women's economic empowerment in agribusiness.

The Ministers also called for greater effort

CALL FOR NOMINATIONS: SOUTH AFRICAN NATIONAL ORDERS	NOMINATION FORM Particulars of Candidate:
<p>National Orders are the highest form of recognition that a country bestows on deserving citizens. The President as the Grand Patron of the National Orders, awards these orders, which are inclusive and represent all South Africans.</p> <p>The Chancery of Orders is inviting nominations from members of the public, non-governmental organisations, civic-based organisations and faith-based organisations for individuals deemed worthy recipients of the following National Orders:</p> <p>THE ORDER OF MAPUNGBWE (Category: I Platinum; II Gold, III Silver, and IV Bronze) The Order is awarded to South African citizens who have accomplished excellence and exceptional achievements to the benefit of South Africa and beyond.</p> <p>THE ORDER OF BAOBAB (Category: I Gold; II Silver and III Bronze) The Order is awarded to South African citizens who have made exceptional and distinguished contributions in the following categories: community service, business and the economy, science, medicine and technological innovation.</p> <p>THE ORDER OF LUTHULI (Category: I Gold; II Silver and III Bronze) The Order is awarded to South African citizens in recognition of outstanding contribution in the struggle for democracy; nation-building; building democracy and human rights; justice and peace as well as for the resolution of conflict.</p> <p>THE ORDER OF IKHAMANGA (Category: I Gold; II Silver and III Bronze) The Order is awarded to South African citizens who have excelled in the field of arts, culture, literature, music, journalism and sport.</p> <p>THE ORDER OF MENDI FOR BRAVERY (Category: I Gold; II Silver and III Bronze) The Order is awarded to South African citizens who have distinguished themselves by displaying extraordinary acts of bravery through which their lives were placed in great danger or who have lost their lives, including trying to save the life of another person or by saving property, in or outside the Republic of South Africa.</p> <p>COMPANIONS OF O.R. TAMBO (Category: I Gold; II Silver and III Bronze) The Order of the Companions of O.R. Tambo is awarded to eminent foreign nationals for friendship shown to South Africa. It is therefore concerned primarily with matters of peace, cooperation, international solidarity and support and is integral to the execution of South Africa's international and multilateral relations.</p> <p style="text-align: center; font-size: small;">The motivation must be separate and include: 1) an introductory paragraph with summary of the nominee's achievements 2) a list of exceptional milestones reached by the nominee in his/her career and/or international arena 3) a description of the exceptional, outstanding, dedicated service or act of bravery rendered by the nominee.</p> <p style="text-align: center; font-size: x-small;">This form can be downloaded from the following website: www.thepresidency.org.za</p> <p style="text-align: center; font-size: x-small;">The closing date for nominations: 31 August 2015.</p> <p style="text-align: center; font-size: x-small;">Postal address: The Chancery of Orders, Private Bag X1000, Pretoria, 0001 Delivery address: Chancery of Orders, The Presidency, Room 225, East Wing, Union Buildings, Pretoria, 0001</p>	<p>Full name:</p> <p>Citizenship:</p> <p>Work/home address:</p> <p>Tel:</p> <p>Fax:</p> <p>E-mail:</p> <p>Present occupation:</p> <p>Previous occupation:</p> <p>Membership or organisations and societies:</p> <p>Publications written/edited or other projects completed by candidate:</p> <p>Orders, decorations, medals and awards already received:</p> <p>Order and category for which nominated:</p> <p>Particulars of proposer:</p> <p>Full name:</p> <p>Capacity:</p> <p>Tel:</p> <p>Fax:</p> <p>E-mail:</p>

to create a conducive environment for women to do agribusiness and access the agricultural value chain through prevention and responding to conflict on the continent, addressing, adapting and mitigating climate change impacts, and addressing the impact of epidemics and natural disasters.

Leaders also agreed to work harder to address the issue of migrants crossing the

Mediterranean, and improve infrastructure and technology advancement on the continent. A migrant is a person working outside of their home country in order to find work or better living conditions. The AU is concerned about the thousands of migrants losing their lives in the Mediterranean Sea while trying to reach greener pastures in Europe.



SPORT, ARTS AND CULTURE

Presidential Youth Working Group: Shaping young minds



President Jacob Zuma interacts with young people at the launch of the Presidential Youth Working Group. The programme aims to mainstream youth development and empowerment in the work of government.

More Matshedisio

Government is increasing efforts to develop and empower the youth as they make up the majority of South Africa's population.

Recently, President Jacob Zuma launched the Presidential Youth Working Group in Pretoria. The programme is made up mostly of non-political youth organisations that have a mandate to advise the Presidency on how better to implement youth programmes and monitor the implementation of programmes aimed at the youth by various departments, among other things.

Speaking to Vuk'uzenzele at the launch, Tessa Dooms from Youth Lab said she was very impressed to see government including non-political youth organisations in its plans.

She said the newly established working group would help hold departments accountable for the viability of youth desks set up by government.

"It was recommended that we look at the already existing programmes meant for youth to see who is benefiting and how more youth can benefit from those programmes," Dooms said.

She added that the working group would also ensure that government and the private sector make use of best practices including youth participation, especially in rural areas.

The Presidential Youth Working Group was established to mainstream youth development and empowerment in the work of government.

Representatives of youth formations from various sectors including education, agriculture, small business, sports, religious sectors, health and youth development were represented at the launch.

Executive chairman of the South African Graduate Development Association, Thamsanqa Maqubela, said young people needed to be included in the budget of the state, as they make up the majority of the country.

"We want to see the budget, not only of the National Youth Development Agency (NYDA), but we want to see institutions of civic organisations, also agriculture and mining included in youth budget allocation," he said.

Maqubela added that the youth did not want to be given hand-outs only but wanted to take part in programmes.

Maqubela felt that areas that need special attention included up-scaling graduate empowerment activities such as graduate internship programmes and increasing the numbers to 200 000 a year, standardising the internship stipend across all sponsors, and standardising the internship duration to 24 months for all graduates.

"We appeal to learners, students and graduates to know who they are and where they are going by setting goals. Let opportunities find you prepared so that you can live a life of purpose and add value to your country and the world through your career and talents."

Youth representatives also called on the private sector to work with government to help with youth development.

Following the meeting, Deputy Minister in The Presidency, Buti Manamela, said the working group would ensure that youth programmes were outcomes-based and beneficial.

The Deputy Minister said the meeting also discussed the National Youth Policy (NYP), which is tied to the National Development Plan (NDP), and aims to respond to the major challenges young people face. He said unemployment, poor skills levels and drugs were just some of these.

"The policy outlines initiatives and programmes that respond to these challenges which hinder our young people from taking charge of their destiny," he said.

These initiatives include capitalising on the R2.7 billion made available by both the Industrial Development Corporation and Small Enterprise Development Agency to finance youth-owned enterprises; speeding up the implementation of the Youth Employment Accord of 2013, as well as introducing interventions to provide unemployed and poor young people with income and opportunities for community service, among others.

The Deputy Minister said the Department of Planning, Monitoring and Evaluation has established work-streams that will take the work of the Presidential Youth Working Group forward.

The work-streams are Economic Participation and Transformation; Education, Skills and Second Chances; Health Care and Combating Substance Abuse; Nation Building and Social Cohesion; and Effective and Responsive Youth Development Institutions.

South Africa vs New Zealand: Proteas seek revenge



Albert Pule

The Proteas will this month try to make up for their loss against New Zealand in the World Cup when the two teams lock horns in a five-match series.

The New Zealand incoming tour will be made of two T20 Internationals (T20I) and three One Day International (ODI) that will be played in three cities. Durban and Centurion will each host two matches respectively while the other match will be played in Potchefstroom.

Tickets for the first T20I in Durban will range from R20 to R260 while the second T20I in Centurion will cost between R80 and R280. The ticket price for the ODIs will range

from R80 to R320.

FIXTURES (T20I)

Date: 14 August 2015
Venue: Kingsmead, Durban
Time: 18h00

Date: 16 August 2015

Venue: SuperSport Park, Centurion
Time: 14h00

ONE DAY INTERNATIONAL

Date: 19 August 2015

Venue: SuperSport Park, Centurion
Time: 12h30

Date: 23 August 2015

Venue: Senwes Park, Potchefstroom
Time: 10h00

Date: 26 August 2015

Venue: Kingsmead, Durban

Women gaining skills in ICT

Nosihle Shelembe

A national skills programme is changing the lives of young South African women and proving that no job is too tough for girls.

Programmes such as Techno Girls are helping the country to enforce women inclusion in industries such as Information and Communications Technology (ICT).

ICT includes any communication device or application, including radio, television, cell-phones, computer and network hardware and software, satellite systems.

The Ministry in the Presidency Responsible for Women, the Department of Basic Education, United Nations Children's Fund, the State Information Technology Agency (SITA) and Uwesio Consulting have come together to implement the Techno Girls programme. The programme aims to increase the number of women in sectors that are traditionally male dominated.

University of Pretoria student, Lerato Mhlongo took part in the Techno Girls programme, which has brought her one step closer to achieving her dream of being an information broker.

When most teenagers were spending time with friends during the school holidays, Mhlongo was already doing job shadowing at the Airports Company South Africa.

"During the job shadowing the company provided me with money for transport and food," Mhlongo said.

When Mhlongo joined Techno Girls, she wanted to study civil engineering but later changed her mind when she attended a career guidance session.

She chose to study for a Bachelor of Science in Information Science, because she believed the course touched on important fields since it exposed her to learning about economics, business and information.

"I love the course because I get to gain a lot of knowledge. Once you gain knowledge about a certain thing, you tend to be confident about how you live your life..."

Uwesio Consulting Programme Manager Andolene Hofmeyer says the Techno Girls

programme is an innovative job-shadowing programme for girls to encourage the uptake of careers in Science, Technology, Engineering and Mathematics (STEM).

The programme has two components: the Techno Girl Job Shadowing and the Techno Girl Alumni.

"The job shadowing is implemented over a period of three years for 15 days a year over the period," Hofmeyer says.

Mhlongo is one of 19 girls who are part of the Techno Alumni programme and are studying towards a qualification for a career in the ICT sector.

She is also a beneficiary of the National Students Financial Aid Scheme.

More than 9 000 girls have benefited from the Techno Girls programme since it was piloted in 2005. The programme currently has more than 2 700 girls benefiting from job shadowing.

The Department of Telecommunications and Postal Services has also partnered with Telkom, Intel, Deloitte and SchoolNet to develop an interactive website for the women living in Tlhabane, Rustenburg.

The platform aims to help more women to access ICT services.

The website will have information about the community and an interactive chat medium for women to communicate with each other, allowing a support structure to be formed for its users.

Emang Basadi Advocacy and Lobby Executive Director Bosa Ledwaba says the website had been developed to assist women address issues of domestic violence and crime in the community.

The website will be available on mobile phones, tablets and iPads.

Ledwaba says as part of the programme, about 50 young girls and women have received digital literacy training at the centre, as part of the Lwazi Digital Literacy Training project.

For more information contact:
011 781 9950 or www.uwesio.co.za