



Western Cape  
Government

Transport and Public Works

BETTER TOGETHER.

Newsletter

Issue No. 7  
March 2013

# Transport and Public Works



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# The Department improves service delivery through Walk-In centre at 9 Dorp Street

**The Western Cape Department of Transport and Public Works has opened a Walk-In centre at its head office in Cape Town to improve service delivery. The Walk-In centre is one of the future initiatives by Department to improve service delivery across the province.**

The Minister of Transport and Public Works, Robin Carlisle, opened the centre in November 2012. Part of the opening was the signing of a Customer Service Charter by Minister Carlisle (see page 3).

The centre gives contractors access to a dedicated client service area where they can view tenders available and tender documents.

The tender and cashiers' offices are now located at the same place to ensure a more efficient and effective service. In the past, contractors were forced to transact at various parts of the building, making the process longer and less effective.

In the previous financial year (2011/2012), the Department awarded 1 348 contracts valued at over R2.5 billion. Of those contracts, 1 133 (84%) were awarded to HDI (Historically Disadvantaged Individuals) owned companies valued at over R1.6 billion; and 835 (62%) to companies owned by women, valued at R440 million.



Ready to serve: Staff of Transport and Public Works at the 9 Dorp Street Walk-In centre.

The following services are available at the Walk-In centre:

- Motor vehicle licence renewals
- Motor vehicle registration and licensing-related enquiries
- Applications for special licence numbers
- Driving licence-related enquiries.



Open for business! Cutting the ribbon from left to right are Johan Fourie, Head of Department of Transport and Public Works, Robin Carlisle, Minister of Transport and Public Works and Thando Mguli, Assistant Executive Manager Provincial Facilities.



## An open opportunity society for all.

This charter reflects the belief of the Department of Transport and Public Works and its implementation partners in Batho Pele: A better life for all South Africans by putting people and safety first. It is our commitment to our customers that we will do our utmost to help you and provide you with the quality of service you deserve.

**VISION:** *"To create an open opportunity society for all in the Western Cape so that people can live lives they value."*

### You have the right to

- Apply for the services we provide.
- Services that promote your rights and wellbeing.
- Expect friendly and helpful service from respectful, responsible and competent officials while honoring your responsibility to not verbally abuse officials.
- Be treated with dignity. Have access to fair and unbiased assistance.
- See your personal information on request as per PAIA.
- Insist on respect and confidentiality – of your privacy and information.
- Take part in fair processes. This includes meeting with officials and being accompanied by someone of your choosing.
- Call on a review of a decision, if you disagree with it. (Submit a formal/written request on disagreement matters/issues in terms of PAJA.)
- Be provided with information about procedures to appeal our decisions.
- Insist that wrong or unfair practices be corrected.
- Receive protection when you report any form of abuse, misuse, fraud or misconduct.
- Ask for full and fair investigation of every complaint.
- Redress and an apology for lapses in our service.
- To be served in a healthy and safe environment.

### We commit to

- Offering you professional services that meet the required standards.
- Keeping to the timelines that we have set for each type of service.
- Identifying ourselves when we speak to you.
- Listening carefully to you, and referring you appropriately should we not understand your language.
- Taking care of customers with special needs such as persons with disabilities or the elderly.
- Providing accurate and consistent information.
- Explaining the things you need to know or do, such as
  - o The types of services we offer;
  - o How to qualify for these services; and
  - o How, when and where to apply for such services.
- Providing reasons for our decisions.
- Providing written feedback about approved or rejected applications and enquiries.
- A zero tolerance policy on abuse, misuse, fraud or misconduct.
- Correcting our mistakes.

**MISSION:** *"The Department develops and maintains appropriate infrastructure and related services for sustainable economic development which generates growth in jobs and facilitates empowerment and opportunity."*

### Administrative Services

- Assist Municipalities to develop Integrated Transport Plans
- Manage the Professional Development Programme aimed at developing scarce skills in the transport and engineering fields
- Provide bursaries for deserving students through the Masakh' iSizwe Centre of Excellence

### Public Works Infrastructure Services

- Acquire and dispose of immovable assets
- Lease property
- Provide accommodation services to Provincial Departments
- Construct and maintain Health, Education and General building facilities
- Create jobs and economic empowerment through infrastructure provision

### Transport Infrastructure Services

- Construct, rehabilitate and maintain the provincial road network
- Offer learnerships and graduate training
- Offer diesel mechanic apprenticeships
- Provide technical support services
- Record accident data

### Transport Operations Services

- Manage and monitor subsidised and specialised public transport services
- Assist and support business development of land transport stakeholders
- Coordinate and facilitate transport safety and compliance programmes in accordance with the safe systems approach
- Assess, assist and capacitate municipalities on land transport mobility
- Facilitate the electronic monitoring and Fare Management system for subsidised bus services
- Oversee the implementation of Non-Motorised Transport
- Manage the construction of public transport facilities

### Transport Regulatory Services

- Provide motor vehicle licensing and registration services
- Provide motor vehicle roadworthy certification services
- Provide licenses for competent drivers
- Issue permits for abnormal load vehicles and events on public roads
- Provide overload control services on national and provincial roads
- Provide licensing services to public transport operators
- Register minibus taxi operators and associations
- Implement and coordinate road safety programmes
- Provide dispute resolution services in the public transport domain

### Community-Based Programmes

- Coordinate the Expanded Public Works Programme
- Facilitate programmes to develop emerging contractors
- Offering construction-related skills development opportunities, including apprenticeships.

### Please help us to help you by ...

- Insisting on government officials identifying themselves
- Providing us with correct and complete information such as your ID number
- Respecting and cooperating with officials

**Report any instances of fraudulent or corrupt activities by contacting the National Anti-Corruption Hotline at:**

**Toll-free 0800 701 701  
or 021 483 0901**

### Executive Authority declaration:

I, Robin Carlisle, commit my Department in terms of Part III, C.2 of the Public Service Regulations, 2001, as amended, to adhere to this Charter:

Signed copies of the Customer Service Charter are available at offices of Transport and Public Works.

Your voice counts. We want to hear from you. You can tell us how we are doing and performing, or report poor service or misconduct by requesting to see a supervisor. Or you can contact our Communications unit:

**Tel: +27 21 483 4391**

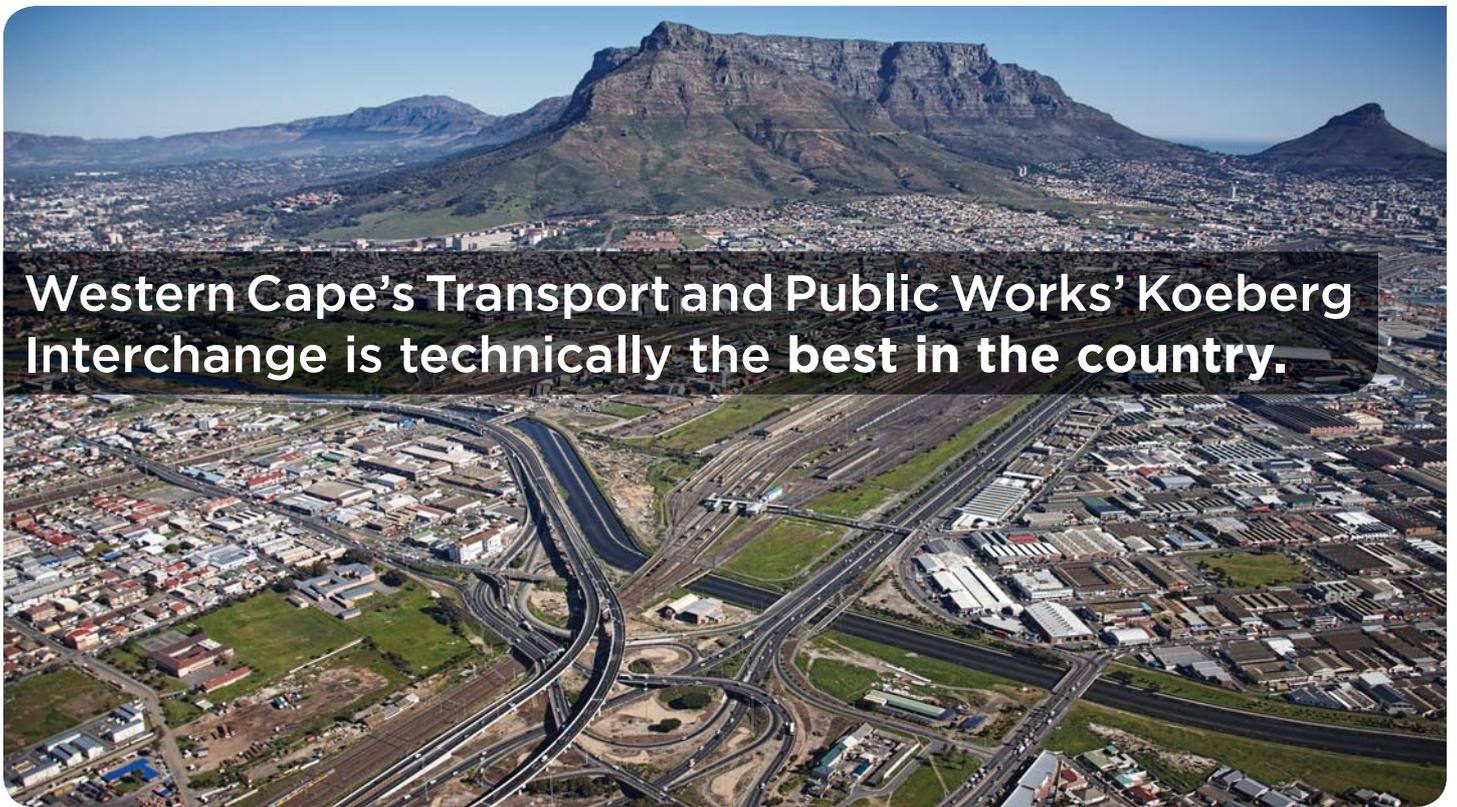
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**Office hours: 08:00 –15:30 (weekdays)**

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## Western Cape's Transport and Public Works' Koeberg Interchange is technically the best in the country.

TECHNICALLY THE BEST: The Koeberg Interchange has raked up awards since 2011 when it won the Construction World's Best Projects of 2011.

### The Koeberg Interchange in Cape Town has won the South African Institute of Civil Engineers' 2012 Technical Excellence Award.

The Head of the Department of Transport and Public Works, Mr Johan Fourie says the Koeberg Interchange is a prime example of how the Department increased access to safe and efficient transport in the Western Cape.

"Koeberg was one of those projects where we met most of the strategic objectives of the Provincial Government. The project provided an opportunity to improve training and education and the new interchange will contribute to making our roads safer."

The project has received 4 major awards to date:

1. The first award, winner of Construction World's Best Projects of 2011, emphasised the construction aspects and really celebrated the fact that this was designed as a "constructable" project. The SAICE Regional Award for Technical Excellence, emphasised the technical expertise which had to be applied to the project.
2. The Consulting Engineers of South Africa/Aon where the Koeberg Interchange was the winner in the large project category.
3. The SAICE National Award for Technical Excellence.

## Route 60 Repairs Underway

**A slip failure of the road embankment occurred on the R60 between Ashton and Swellendam in October 2012, causing a large collapse across the full width of the road. This crater required that the road be completely closed as it is not safe for public use.**

Temporary detour road signs redirecting traffic via the N2 and the R317 have been installed at major intersections in Ashton, Robertson, Bonnievale and Swellendam.

The largest portion of the maintenance work would be the excavation and filling of the crater. It was estimated that about 30 000 m<sup>3</sup> of material will have to be removed and stockpiled.

Once the fill has been removed, a rock pioneer layer will be placed to stabilise the embankment, after which the fill material will be replaced and compacted.

The road layerworks, surfacing and guardrails can then be completed. The road should be reopened for traffic by the end of April 2013.



ROUTE 60 REPAIRS: The crater that was left by the slip failure on the R60 between Ashton and Swellendam.

# The Western Cape Provincial Road Traffic Act aims to make the provincial roads safe and accessible for all.

**The Provincial Legislature passed the Western Cape Provincial Road Traffic Act on 29 November 2012.**

The act gives the Minister of Transport and Public Works power to put in place measures to make our roads safer. Since the adoption of the act the Minister can investigate any vehicle or driving licence testing station without prior permission from the National Department of Transport. Through this act the Department aims to eliminate corruption and to jail offenders.

The act also gives the Minister power to restrict the use of blue lights in the province to emergencies only.

Cyclists will also benefit from the act because it requires motorists to keep a distance of 1.5 metres from cyclists when they overtake them. Cyclists who do not ride single file or who do not stop at traffic lights or stop signs can now be fined.

“Whilst we have reduced annual cyclist deaths in the province from 57 in 2008 to 35 in 2011, a reduction of 39%, this figure is still too high,” said Minister Carlisle.

**The Western Cape Provincial Road Traffic Act** becomes part of the arsenal of weapons employed by the Western Cape Government in its **Safely Home** campaign to end road carnage, and cut the death rate in half by 2014.



**KEEP YOUR DISTANCE.** The Western Cape Provincial Traffic Act requires motorists to keep 1.5 metres away from cyclists when passing them.

# Drunk Drivers Beware!

If caught, you'll be named and shamed.

If you get caught driving drunk, you will be named and shamed!

This is one of the tactics used by the Department of Transport and Public Works to end road deaths. If you get caught driving while drunk, are convicted of culpable homicide or are disqualified from applying for a learner's licence, the department places your name on a list of offenders who committed the same crime. The list is frequently published in newspapers.



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Below is a list of offenders who had their names published in August, September and October 2012.

First Name	Surname	Date of Birth	Town where offence was committed	Court where prosecution took place	Penalty 1	Penalty 2
Andrew	Andries	16/10/1966	Dysselsdorp	Oudtshoorn	R1 000 or 10 months imprisonment suspended for five years on condition that accused is not found guilty of the same offence.	Not indicated.
Frederick	Blaauw	07/06/1950	Durbanville	Piketberg	R3 000 or 12 months imprisonment.	Driving licence suspended for 12 months.
Thembalipheli	Chintso	30/11/1978	Stanford	Hermanus	R6 000 or 12 months imprisonment of which R3 000 or six months imprisonment is suspended for five years conditional on the accused not being convicted of the same offence.	In terms of Section 35(3) of Act 93 of 1996 the accused is disqualified from obtaining a driving licence or a permit to drive for a period of six months from the date of sentence.
Clifford	Cornelius	12/05/1965	Darling	Atlantis	R4 000 or four months imprisonment of which R2 000 or two months imprisonment is suspended for a period of three years.	Not indicated.
Eric Mitchell	Conradie	19/10/1963	Moorreesburg	Moorreesburg	R4 000 or 16 months imprisonment of which R3 000 or 12 months imprisonment is suspended for four years.	Driving licence suspended for six months.
Moos	Dampies	15/02/1960	Bredasdorp	Bredasdorp	R2 000 or two months imprisonment suspended for five years conditional on the accused not being convicted for contravention of Section 65(1)(a) or Section 65(2)(a) of Act 93 of 1996 committed during the period of suspension.	In terms of Section 35(3) of Act 93 of 1996 the accused is disqualified from obtaining a driving licence or a permit to drive for a period of 12 months from the date of sentence.
Jonathan James	Daries	19/07/1967	Bishop Lavis	Bishop Lavis	R4 000 or 80 days imprisonment.	Not indicated.
Robert Warren	De Villiers Roux	04/08/1970	Hermanus	Hermanus	R10 000 or 20 months imprisonment of which R5 000 or 10 months imprisonment is suspended for five years conditional on the accused not being convicted for contravention of Section 65(1)(a) or Section 65(2)(a) of Act 93 of 1996 committed during the period of suspension.	R10 000 or 10 months in jail

First Name	Surname	Date of Birth	Town where offence was committed	Court where prosecution took place	Penalty 1	Penalty 2
Warren Jonathan	De Vries	11/10/1975	Atlantis	Atlantis	R3 000 or six months imprisonment. Accused's driving licence is suspended for a period of six months calculated from date of sentence in terms of Section 35(3) of Act 93/1996 committed during the period of suspension.	Not indicated.
Gregorius	Engelbrecht	22/06/1970	Vredenburg	Atlantis	In terms of Section 276(1)(j) of Act 51/1977, 30 imprisonment. The accused's driving licence is cancelled.	Not indicated.
Manuel Kafeni Isak	Erki	04/05/1968	Kraaifontein	Kuilsriver	R20 000 or 12 months imprisonment of which R14 000 or six months imprisonment is suspended for 5 years conditional on the accused not being convicted for contravention of Section 65(1)(a) or Section 65(2)(a) of Act 93 of 1996 committed during the period of suspension.	Not indicated.
George	Gertse	15/11/1970	Atlantis	Atlantis	R3 000 or four months imprisonment suspended for four years conditional on the accused not being convicted for contravention of Section 65(1)(a) or Section 65(2)(a) of Act 93 of 1996 committed during the period of suspension.	Not indicated.
Petros	Gigi	15/09/1964	Van Rhynsdorp	Van Rhynsdorp	R5 000 or 12 months imprisonment suspended for five years conditional on the accused not being convicted for contravention of Section 65(1)(a) or Section 65(2)(a) of Act 93 of 1996 committed during the period of suspension.	Accused's driving licence is suspended for a period of six months calculated from date of sentence in terms of Section 35 (3) of Act 93 of 1996 committed during the period of suspension.
Owen Christopher	Gillion	26/03/1961	Hermanus	Hermanus	R8 000 or 16 months imprisonment of which R4 000 or eight months imprisonment is suspended for 5 years conditional on the accused not being convicted for contravention of Section 65(1)(a) or Section 65(2)(a) of Act 93 of 1996 committed during the period of suspension.	Accused's driving licence is suspended for a period of six months calculated from date of sentence in terms of Section 35(3) of Act 93 of 1996 committed during the period of suspension.
Heinrich	Hendricks	17/12/1968	Stanford	Hermanus	R6 000 or 12 months imprisonment of which R3 000 or six months imprisonment is suspended for five years conditional on the accused not being convicted for contravention of Section 65(1)(a) or Section 65(2)(a) of Act 93 of 1996 committed during the period of suspension.	Accused's driving licence is suspended for a period of five years calculated from date of sentence in terms of Section 35(3) of Act 93 of 1996 committed during the period of suspension.
Brandon Marc	Van Der Merwe	23/03/1973	Langebaan	Hopefield	Twelve months imprisonment suspended for three years conditional on the accused not being convicted for contravention of Section 65(1)(a) or Section 65(2)(a) of Act 93 of 1996 committed during the period.	Accused's driving licence is cancelled in terms of Section 34(1)(b) of Act 93 of 1996.

# Northpine Technical High



The Public Works Branch of Transport and Public Works completed the construction of Northpine Technical High School in 2012. The cost of completion was R45 million.

The school has 30 classrooms and can accommodate approximately 1 200 students.

There are three separate workshops for:

- Electrical work
- Civil and building
- Mechanical work

The building is totally enclosed and therefore fully secure and it is also wheelchair accessible. The design reflects the industrial nature of the area and the fact that it is a technical high school.

The Department is required to build 81 schools for the Western Cape Education Department by the end of 2014. Brand new schools will replace many school buildings that have fallen in disrepair. Schools will also be built in areas with rapid population growth. The total budget for school infrastructure in this period would



exceed R3 billion. It is estimated 20 000 jobs would be created in the building of these schools, of which 6 000 would be for youth and 3 000 would be for women.

Historically disadvantaged individuals will benefit by at least R100 million.

To meet the challenge, Transport and Public Works has developed a Construction Procurement Strategy to decide on the appropriate procurement arrangements for the various packages.

The key decisions to be made include:

- Deciding on a procurement procedure.
- Deciding on a targeted procurement strategy.
- Deciding on a tender evaluation procedure.

Procurement arrangements will comply with the Standard for a Construction Procurement System and the Standard for an Infrastructure Delivery Management System.

The Department also completed the construction of six schools in 2012 for occupation at the start of 2013. Those schools are:

- Sunningdale (Cape Town)
- Concordia Primary School (Knysna)
- Concordia High School (Knysna)
- Disa High School (Cape Town)
- AZ Berman High School (Cape Town)
- Soneike High School (Cape Town)



NEW DAWN: Side elevation of the newly-built Northpine Technical High School in Northpine, Cape Town.



# SA roads too dangerous say cyclists

Safety concerns keep cyclists off South African roads.

This is the finding of Pondering Panda, a consumer research company that conducted a survey among South Africans to find out what prevented them from cycling. Pondering Panda interviewed 4 264 South Africans between the ages 13 and 34 years.

Thirty-seven percent of respondents claimed to own a bicycle. Of these, almost 2 in 5 said they would like to ride their bicycle to work or school, but did not currently do so. Safety was their primary concern, with 64% feeling unsafe on the road.

Seventy-five percent of bicycle owners said cycle lanes would motivate them to cycle to work or school. Demand for more cycle lanes in South African towns and cities was consistent across all South African groups.

The survey found that despite a concern for safety, 61% of bicycle owners said they do not always wear a helmet when they ride.

Shirley Wakefield, spokesperson for Pondering Panda, said, "It's great that so many young people show an active interest in cycling, but conditions on our roads are holding them back. With 3 in 4 cyclists saying they would cycle if there were more cycle lanes, it's clear that there is a pent-up demand for a healthier and cheaper way of commuting."

Wakefield said "The fact that the majority of cyclists say they don't always wear a helmet makes it especially important for drivers on our roads to remain vigilant and drive carefully when they spot a cyclist."

## Safety Tips for Cyclists:

- Obey the traffic signs and signals.
- Keep left and at least one metre clear of the kerb and parked cars.
- Ride with traffic, not against it.
- Watch out for the opening of car doors in your path.
- Be visible. Wear bright coloured clothing at daytime. At night, wear reflective clothing.
- Use lights at night. A white headlight and a rear reflector or taillight.
- Use hand signals when turning or changing lanes.
- Be aware of hazardous road conditions.
- Be aware of other road users, especially at intersections.
- Ride in a straight line.
- Wear a helmet that fits properly.
- Never ride with headphones.

## Safety Tips for Drivers:

- Yield to cyclists, especially at intersections.
- Check your blind spots and look before opening the car door.
- Do not drive, stop or park in a bicycle lane.
- Give cyclists enough room when overtaking.

## Practice what you preach!

Al-Ameen Kafaar, employee of Transport and Public Works says the reason why he cycles is because the Department promotes non-motorised transport.



## VOX Pops



I love cycling, it's fun and it's also a great form of exercising. I cycle from Tamboerskloof to campus on a daily basis. I have been cycling for nearly two years and I am still going strong.

Cycling on Cape Town roads is fine. I think drivers have become more considerate towards cyclists. Yes, I'd recommend cycling to everyone as it would improve our health and will allow us to keep Cape Town a much more eco-friendly place.

- Paegah Pajab



I cycle from Mowbray to Cape Town. I have been cycling for almost eight months. I enjoy cycling to work and it saves me money, money that I can now spend on my wife and children. There are not that many bicycle lanes on the route I travel. Most motorists are considerate, only one or two will blow their horn. In the evening I wear a bright jacket that makes me more visible and I think the jacket helped me to get safely home.

- Paul Mawesa



Daily I cycle approximately 18 kilometres, to work and back. Cycling to and from Cape Town is exciting. As a cyclist you should always wear protective gear and some bright clothing. Drivers are very much aware of cyclists on our roads. If we all work together we can take the sting out of the petrol price and help keep our environment healthy as ever.

- Alexei Harris



Every day I cycle approximately eight kilometres from Sea Point to Cape Town. I enjoy cycling in Cape Town.

It has become much safer because there are more bicycle lanes. Drivers are also more aware of cyclists. Cycling keeps me in good shape. I use and promote an electric bicycle and it saves me stacks of money.

- Eugene Van Der Westhuizen

## Non-motorised special

### Government setting example to achieve cleaner environment and healthier citizens.

The Provincial Land Transport Framework (PLTF) of the Western Cape Department of Transport and Public Works identifies traffic congestion and damage to the environment as two of the major challenges that the City of Cape Town and other bigger towns in the province face.

In rural areas the lack of efficient public transport contributes to poverty and prevents citizens from accessing economic and social opportunities.

One of the solutions to those problems, according to the PLTF is non-motorised transport, bicycles and walking in particular. The more we use bicycles the more we contribute towards a healthier environment as well as a healthier society.

# Fifty percent of Western Cape road death victims are pedestrians.

**When Safely Home started in 2009, 40% of those killed on our roads were pedestrians. Currently, 50% of those killed on our roads are pedestrians.**

This statistic shows the Safely Home campaign is reaching drivers and their passengers, but not pedestrians. A crucial aspect of the problem is that pedestrians killed on the road are from poorer communities, where education levels are lower, and where access to transport is limited.

Professor Alastair Millar, from the Red Cross Children's Hospital in Cape Town, is one of Safely Home's dedicated partners. Professor Millar said children were particularly vulnerable and he said the fact that they were vulnerable was because they were not mature enough yet. In 2011, 752 pedestrians who were injured on Western Cape roads were admitted to Red Cross Hospital. An alarming 573 children are annually killed while walking on South African roads.

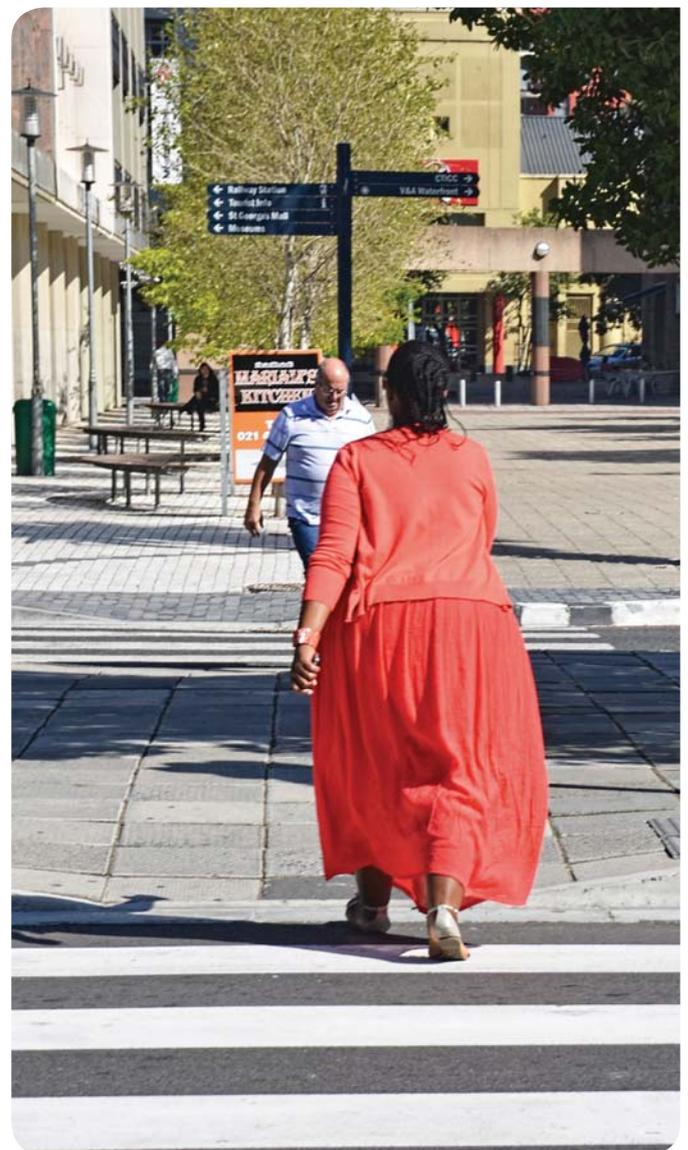
## Simple steps towards safe pedestrian practices:

- Wear bright coloured clothing and reflective materials. Cross in a well-lit area at night.
- Stand away from buses or parked cars before crossing the road so drivers can see you.
- Always walk on the sidewalk; if there is no sidewalk, walk facing oncoming traffic.
- Do not drink alcoholic beverages and cross the road.
- Do not cross where a road bends or leads to a sharp curve.
- Do not rely solely on pedestrian signals; look for oncoming traffic before crossing.
- Be aware of other road users, particularly at intersections.
- Do not wear headphones or talk on your cell phone whilst crossing the road.
- Cross at pedestrian crossings.
- Always obey traffic signals.
- Wait for vehicles to pass before crossing the road.

## Children and Pedestrian Safety

Parents and caregivers need to take special care and follow simple steps to ensure child road safety:

- Teach children safe traffic behaviour and set a good example.
- Ensure that children remember and follow safety procedures.
- Plan safe walking and cycling routes with children.
- Enquire about road safety education programmes at school and reinforce what children are taught at school.



OBEBY TRAFFIC RULES AND STICK TO THE PAVEMENT!

# Examine epileptic drivers

- Epilepsy SA

**Epilepsy SA has urged epileptic drivers to have regular examinations by neurologists to prevent attacks behind the wheel.**

*The Star* reported that a six month old baby died on his mother's back when a metro police officer allegedly having an epileptic attack, crashed into them in Meadowlands, Soweto.

In another incident last year the same officer hit a wall on his way to work, while driving his own car.

"Epilepsy South Africa believes that the decision on whether or not someone with epilepsy should be allowed to drive should be at the sole discretion of the patient's neurologist," ESA said in a statement.

The organisation said epileptic people ought to make the decision about whether it was safe for them to drive after careful consideration of both a doctor's advice and South African law.

According to the SA National Road Traffic Act (Regulations 99 and 102, section 15) you are not permitted to drive if you have uncontrolled epilepsy.

"The decision is based on the type and severity of seizures, and the degree to which they are controlled."

ESA said studies showed that people with uncontrolled seizures had an increased risk of having a car accident.

However, people whose seizures were controlled did not have a significantly increased risk.

ESA advises that if a person changes or discontinues medication suddenly, they have to stop driving until the doctor advises they can do so again.

- SAPA



To make our roads safer, the Western Cape Government, SAPS and Traffic Enforcement will be much more noticeable this Easter Holiday by increasing visible enforcement on the roads.

**We will:**

- Implement Average Speed Over Distance (ASOD) technology.
- Roll out Roadblocks.
- Crack down on Drunken Driving.
- Take a tough stance on Fatigue Management.
- Practice a zero-tolerance approach to reckless driving and traffic violations.



**AS A DRIVER YOU SHOULD:**

- Obey all traffic rules.
- Plan ahead and rest regularly.
- Drive with pedestrians in mind.
- Maintain a safe following distance.
- Wear a seat-belt.
- Don't drink and drive.

**EMERGENCY NUMBERS:**

- Traffic Line – 021 812 4581/2
- Emergencies from your mobile phone – 112
- Emergencies from a landline – 107
- South African Police Service (SAPS) – 10111
- Ambulance – 10177
- Medical and Fire Emergencies – 021 535 1100

LET'S MAKE OUR ROADS SAFER, **BETTER TOGETHER.**

REPORT RECKLESS AND INCONSIDERATE DRIVING AT  
[HTTP://SAFELYHOME.WESTERNCAPE.GOV.ZA/REPORTER](http://safelyhome.westerncape.gov.za/reporter)



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# Two successful roadblocks held during 2012/2013 Festive Season

The Western Cape Department of Transport and Public Works and some of its partners held two successful roadblocks in December 2012 and January 2013. The December roadblock took place near Laingsburg and the other roadblock near Beaufort West.

The following departments and agencies took part in the two events:

- Department of Community Safety.
- Eastern Cape Department of Transport.
- South African Police Service.
- Local Traffic.
- Emergency Medical Services of the Western Cape Department of Health.
- Road Traffic Management Corporation.

The officials who took part in the exercise focused on:

- Drunken driving.
- Fatigue management.
- Safety belt offences.
- Overloading.
- Failure to produce Professional Driving Permits.
- Public transport vehicle/driver violation.

- Invalid and fraudulent licences.
- Vehicle related incidents such as illegal number plates and defective vehicles.

Fourteen drivers were screened for drunken driving at the Laingsburg roadblock but no arrests were made. Fifty-two fines worth R23 900 were issued. Sixty-nine drivers were screened for drunken driving at the Beaufort West roadblock. A total of 39 fines worth R14 100 were issued.



Safely Home's Kevin October speaks to Thandiswa Marawu, Minister of Transport in the Eastern Cape at the roadblock near Beaufort West in January 2013.



David Carelse (front) of the Western Cape Emergency Medical Services (EMS) checks the blood pressure and sugar levels of Ivan Lusawana of Hermanus. Khaya Ntlebi of Transport and Public Works, Leslie Otto and Suzanne Carelse of EMS are at the back.

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