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THE GOVERNMENT PRINTING WORKS WILL NOT BE HELD RESPONSIBLE FOR ANY ERRORS THAT MIGHT OCCUR DUE TO THE SUBMISSION OF INCOMPLETE / INCORRECT / ILLEGIBLE COPY.

No FUTURE QUERIES WILL BE HANDLED IN CONNECTION WITH THE ABOVE.

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*The closing time is **15:00** sharp on the following days:*

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- **12 January**, Friday for the issue of Friday **19 January 2018**
- **19 January**, Friday for the issue of Friday **26 January 2018**
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- **02 February**, Friday for the issue of Friday **09 February 2018**
- **09 February**, Friday for the issue of Friday **16 February 2018**
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- **23 February**, Friday for the issue of Friday **02 March 2018**
- **02 March**, Friday for the issue of Friday **09 March 2018**
- **09 March**, Friday for the issue of Friday **16 March 2018**
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- **13 December**, Thursday for the issue of Friday **21 December 2018**
- **19 December**, Wednesday for the issue of Friday **28 December 2018**

LIST OF TARIFF RATES FOR PUBLICATION OF NOTICES

COMMENCEMENT: 1 APRIL 2016

NATIONAL AND PROVINCIAL

Notice sizes for National, Provincial & Tender gazettes 1/4, 2/4, 3/4, 4/4 per page. Notices submitted will be charged at R1000 per full page, pro-rated based on the above categories.

Pricing for National, Provincial - Variable Priced Notices		
Notice Type	Page Space	New Price (R)
Ordinary National, Provincial	1/4 - Quarter Page	250.00
Ordinary National, Provincial	2/4 - Half Page	500.00
Ordinary National, Provincial	3/4 - Three Quarter Page	750.00
Ordinary National, Provincial	4/4 - Full Page	1000.00

EXTRA-ORDINARY

All Extra-ordinary National and Provincial gazette notices are non-standard notices and attract a variable price based on the number of pages submitted.

The pricing structure for National and Provincial notices which are submitted as **Extra ordinary submissions** will be charged at **R3000** per page.

GOVERNMENT PRINTING WORKS - BUSINESS RULES

The **Government Printing Works (GPW)** has established rules for submitting notices in line with its electronic notice processing system, which requires the use of electronic *Adobe Forms*. Please ensure that you adhere to these guidelines when completing and submitting your notice submission.

CLOSING TIMES FOR ACCEPTANCE OF NOTICES

1. The *Government Gazette* and *Government Tender Bulletin* are weekly publications that are published on Fridays and the closing time for the acceptance of notices is strictly applied according to the scheduled time for each gazette.
2. Please refer to the Submission Notice Deadline schedule in the table below. This schedule is also published online on the Government Printing works website www.gpwonline.co.za

All re-submissions will be subject to the standard cut-off times.

All notices received after the closing time will be rejected.

Government Gazette Type	Publication Frequency	Publication Date	Submission Deadline	Cancellations Deadline
National Gazette	Weekly	Friday	Friday 15h00 for next Friday	Tuesday, 15h00 - 3 days prior to publication
Regulation Gazette	Weekly	Friday	Friday 15h00, to be published the following Friday	Tuesday, 15h00 - 3 days prior to publication
Petrol Price Gazette	As required	First Wednesday of the month	One week before publication	3 days prior to publication
Road Carrier Permits	Weekly	Friday	Thursday 15h00, to be published the following Friday	3 days prior to publication
Unclaimed Monies (justice, labour or lawyers)	January / As required 2 per year	Any	15 January / As required	3 days prior to publication
Parliament (acts, white paper, green paper)	As required	Any		3 days prior to publication
Manuals	As required	Any	None	None
State of Budget (National Treasury)	Monthly	Any	7 days prior to publication	3 days prior to publication
Legal Gazettes A, B and C	Weekly	Friday	One week before publication	Tuesday, 15h00 - 3 days prior to publication
Tender Bulletin	Weekly	Friday	Friday 15h00 for next Friday	Tuesday, 15h00 - 3 days prior to publication
Gauteng	Weekly	Wednesday	Two weeks before publication	3 days after submission deadline
Eastern Cape	Weekly	Monday	One week before publication	3 days prior to publication
Northern Cape	Weekly	Monday	One week before publication	3 days prior to publication
North West	Weekly	Tuesday	One week before publication	3 days prior to publication
KwaZulu-Natal	Weekly	Thursday	One week before publication	3 days prior to publication
Limpopo	Weekly	Friday	One week before publication	3 days prior to publication
Mpumalanga	Weekly	Friday	One week before publication	3 days prior to publication
Gauteng Liquor License Gazette	Monthly	Wednesday before the First Friday of the month	Two weeks before publication	3 days after submission deadline
Northern Cape Liquor License Gazette	Monthly	First Friday of the month	Two weeks before publication	3 days after submission deadline
National Liquor License Gazette	Monthly	First Friday of the month	Two weeks before publication	3 days after submission deadline
Mpumalanga Liquor License Gazette	2 per month	Second & Fourth Friday	One week before	3 days prior to publication

GOVERNMENT PRINTING WORKS - BUSINESS RULES

EXTRAORDINARY GAZETTES

3. *Extraordinary Gazettes* can have only one publication date. If multiple publications of an *Extraordinary Gazette* are required, a separate Z95/Z95Prov *Adobe* Forms for each publication date must be submitted.

NOTICE SUBMISSION PROCESS

4. Download the latest *Adobe* form, for the relevant notice to be placed, from the **Government Printing Works** website www.gpwonline.co.za.
5. The *Adobe* form needs to be completed electronically using *Adobe Acrobat / Acrobat Reader*. Only electronically completed *Adobe* forms will be accepted. No printed, handwritten and/or scanned *Adobe* forms will be accepted.
6. The completed electronic *Adobe* form has to be submitted via email to submit.egazette@gpw.gov.za. The form needs to be submitted in its original electronic *Adobe* format to enable the system to extract the completed information from the form for placement in the publication.
7. Every notice submitted **must** be accompanied by an official **GPW** quotation. This must be obtained from the *eGazette* Contact Centre.
8. Each notice submission should be sent as a single email. The email **must** contain **all documentation relating to a particular notice submission**.
 - 8.1. Each of the following documents must be attached to the email as a separate attachment:
 - 8.1.1. An electronically completed *Adobe* form, specific to the type of notice that is to be placed.
 - 8.1.1.1. For *National Government Gazette* or *Provincial Gazette* notices, the notices must be accompanied by an electronic Z95 or Z95Prov *Adobe* form
 - 8.1.1.2. The notice content (body copy) **MUST** be a separate attachment.
 - 8.1.2. A copy of the official **Government Printing Works** quotation you received for your notice .
(Please see *Quotation* section below for further details)
 - 8.1.3. A valid and legible Proof of Payment / Purchase Order: **Government Printing Works** account customer must include a copy of their Purchase Order. **Non-Government Printing Works** account customer needs to submit the proof of payment for the notice
 - 8.1.4. Where separate notice content is applicable (Z95, Z95 Prov and TForm 3, it should **also** be attached as a separate attachment. (Please see the *Copy Section* below, for the specifications).
 - 8.1.5. Any additional notice information if applicable.
9. The electronic *Adobe* form will be taken as the primary source for the notice information to be published. Instructions that are on the email body or covering letter that contradicts the notice form content will not be considered. The information submitted on the electronic *Adobe* form will be published as-is.
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 - 13.1. **Take note:** GPW's annual tariff increase takes place on **1 April** therefore any quotations issued, accepted and submitted for publication up to **31 March** will keep the old tariff. For notices to be published from 1 April, a quotation must be obtained from **GPW** with the new tariffs. Where a tariff increase is implemented during the year, **GPW** endeavours to provide customers with 30 days' notice of such changes.
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 - 15.2. It is critical that these *Adobe* Forms are completed correctly and adhere to the guidelines as stipulated by **GPW**.
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 - 16.1. **GPW** Account Customers must provide a valid **GPW** account number to obtain a quotation.
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 - 17.1. Cash customers doing **bulk payments** must use a **single email address** in order to use the **same proof of payment** for submitting multiple notices.
18. The responsibility lies with you, the customer, to ensure that the payment made for your notice(s) to be published is sufficient to cover the cost of the notice(s).
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 - 19.1. This means that **the quotation number can only be used once to make a payment.**

GOVERNMENT PRINTING WORKS - BUSINESS RULES**COPY (SEPARATE NOTICE CONTENT DOCUMENT)**

20. Where the copy is part of a separate attachment document for Z95, Z95Prov and TForm03

- 20.1. Copy of notices must be supplied in a separate document and may not constitute part of any covering letter, purchase order, proof of payment or other attached documents.

The content document should contain only one notice. (You may include the different translations of the same notice in the same document).

- 20.2. The notice should be set on an A4 page, with margins and fonts set as follows:

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Use font size: Arial or Helvetica 10pt with 11pt line spacing;

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Use font size: Arial or Helvetica 10pt with 11pt line spacing;

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21. Cancellation of notice submissions are accepted by **GPW** according to the deadlines stated in the table above in point 2. Non-compliance to these deadlines will result in your request being failed. Please pay special attention to the different deadlines for each gazette. Please note that any notices cancelled after the cancellation deadline will be published and charged at full cost.
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23. With effect from 01 October 2015, **GPW** will not longer accept amendments to notices. The cancellation process will need to be followed according to the deadline and a new notice submitted thereafter for the next available publication date.

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- 24.1. Incorrectly completed forms and notices submitted in the wrong format, will be rejected.
- 24.2. Any notice submissions not on the correct *Adobe* electronic form, will be rejected.
- 24.3. Any notice submissions not accompanied by the proof of payment / purchase order will be rejected and the notice will not be processed.
- 24.4. Any submissions or re-submissions that miss the submission cut-off times will be rejected to the customer. The Notice needs to be re-submitted with a new publication date.

GOVERNMENT PRINTING WORKS - BUSINESS RULES**APPROVAL OF NOTICES**

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DEPARTMENT OF ENVIRONMENTAL AFFAIRS

NO. 197

09 MARCH 2018

SCHEDULE

**BIODIVERSITY MANAGEMENT PLAN FOR THE
CAPE MOUNTAIN ZEBRA**
Equus zebra zebra
IN SOUTH AFRICA



Photo: R. Smith

Jointly developed by

Lead Agent: CapeNature

Implementing Agencies: CapeNature, South African National Parks, Eastern Cape Parks and Tourism Agency, National Zoological Gardens, Department of Environmental Affairs, Northern Cape Department of Environment and Nature Conservation, Eastern Cape Department of Economic Development, Environmental Affairs and Tourism and Free State Department of Economic, Small business, Tourism and Environmental Affairs

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BMP-S: CAPE MOUNTAIN ZEBRA IN SOUTH AFRICA

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Citation

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ZEBRA IN SOUTH AFRICA

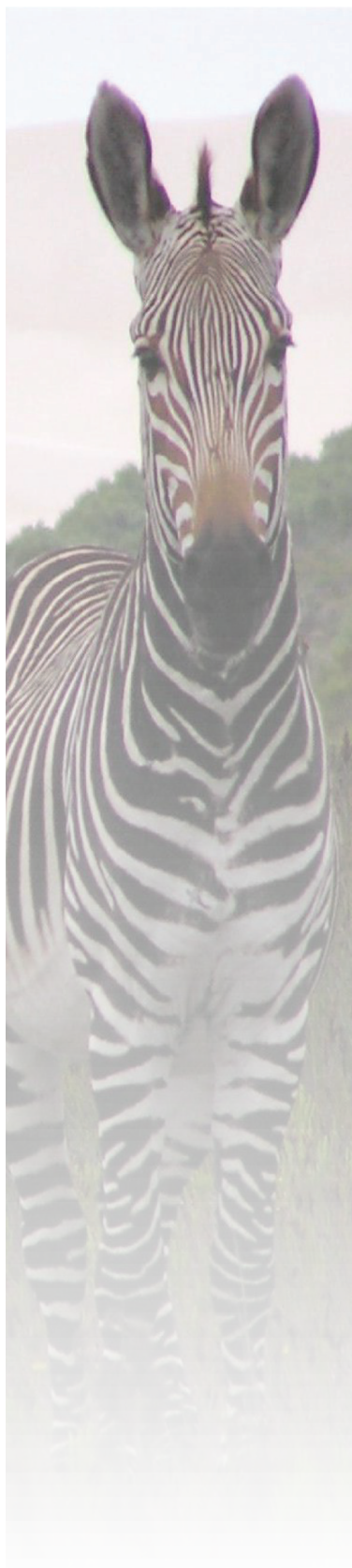
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FOREWORD – Dr Peter Novellie

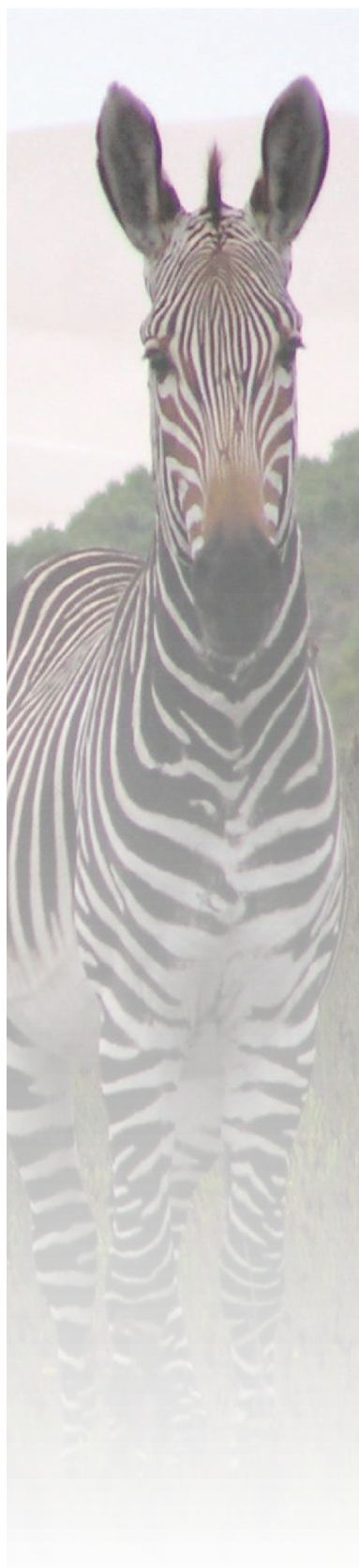
This draft Biodiversity Management plan (BMP) constitutes an important milestone in the conservation of Cape mountain zebra. It traces the long history of conservation measures and research aimed at ensuring the future of the subspecies, from the early efforts of the first half of the twentieth century to the most recent update on its conservation status. This well documented history, together with an extensive consultation process, enabled the BMP to accurately identify the threats currently facing Cape mountain zebra, as well as to formulate a set of objectives designed to counter the threats. Finally the BMP outlines the next important steps, which constitute the governance arrangements for the implementation of the plan, and then its submission to the Department of Environmental Affairs for gazetting for public participation.

From the perspective of a thirty year personal association with the conservation of Cape mountain zebra I see in this plan a significant new approach. Responsibility for the conservation of mountain zebra has always been shared across a range of authorities and individuals, but never previously has there been such close collaboration between them. The BMP is the product of extensive consultation and information sharing between diverse role players in different levels of government and in the private sector. This collaborative process has not been finally concluded, but will continue after gazetting, and indeed throughout the implementation of the plan. The emphasis on monitoring, data collection and adaptive management in the BMP will ensure an ongoing process of information sharing and joint learning.

In providing for collaborative adaptive management the BMP resonates well with emerging ideas in the scientific literature on species conservation. A threatened species cannot be protected in isolation, only in the context of the social ecological system in which it occurs. Social ecological systems are complex and inherently unpredictable. Traditional species protection measures often assume predictability, requiring conservation authorities to decide in advance whether a given activity may or may not have deleterious consequences for the species.



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Authorization for the activity is then granted or withheld, usually without any monitoring of the consequences. This is unrealistic for complex, unpredictable systems, which are more appropriately dealt with by adaptive management (Doremus 2001; Green and Garmestani 2012). The BMP for Cape mountain zebra departs from traditional predictivist measures, committing to adaptive management and to the essential requirements of monitoring and review.

Unless adaptive management is conducted within a governance framework that is itself adaptive it has little chance of success (e.g. Walker 2012). This realization has produced a growing body of scholarship on adaptive governance (reviewed by Chaffin *et al.* 2014). Provision for monitoring, information sharing and collaborative learning are seen by many authors as essential to adaptive governance of complex systems (e.g. Dietz *et al.* 2003; Cilliers *et al.* 2013). Another feature conducive to adaptive governance is a diversity of authorities, each with its own geographic area and domain of authority, with each authority linking with others on common issues (Olsson *et al.* 2007; Biggs *et al.* 2012). Diverse governance can enable dynamic responses in the face of rapid change and uncertainty, whereas single-level, centralized governance units do not have the variety of response capabilities necessary to deal with complexity (Olsson *et al.* 2007). Another advantage of diversity is that strengths at one level can offset weaknesses at another (Biggs *et al.* 2012). Far from being an encumbrance, the diversity of institutions involved in the conservation of Cape mountain zebra may actually be a strength.

The Cape mountain zebra currently faces a number of complex challenges, not least the unavoidable shortage of human and financial resources to implement required conservation measures and monitoring. Perfect solutions will seldom be possible but, through collaboration across diverse levels, the BMP promises to find innovative, workable solutions.

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EXECUTIVE SUMMARY

Endemic to South Africa, Cape mountain zebra (*Equus zebra zebra*) numbers declined to less than 60 individuals at the beginning of the 20th century. These animals were isolated in three locations: Cradock (Eastern Cape), Kammanassie and Gamkaberg (Western Cape). Since then, conservation action has resulted in steady increases in the overall population number and distribution, however, the residual effects of a potential genetic bottleneck currently threatens the long term survival of the species throughout its natural distribution range. Cape mountain zebra now occur in a number of genetically separate and isolated populations and are threatened by, among other, small sub-population sizes, habitat fragmentation and hybridization with other equid species. Collaborative and integrated management among stakeholders, as well as public support, is required for effective management of the sub-populations to ensure the maintenance of genetic diversity within the meta-population and to promote sustainable utilisation by the private sector.

Cape mountain zebra is listed as Vulnerable (D1) by the IUCN and on Appendix I of the Convention on International Trade in Endangered Species of Wild Fauna and Flora; a convention which regulates the international trade of the species, and requires a non-detriment finding for export permits to be granted.

At the end of 2015, the Cape mountain zebra meta-population comprised approximately 4,872 individuals in 76 sub-populations throughout South Africa. The meta-population is considered stable, increasing and has exceeded the previous target set in the 2002 IUCN Equid Specialist Group Status Action Plan for the mountain zebra as a species. Apart from the three relict sub-populations occurring on protected areas (Kammanassie Nature Reserve, Gamkaberg Nature Reserve and Mountain Zebra National Park), Cape mountain zebra have been reintroduced to another nine protected areas within their natural distribution range and 7 protected areas outside the natural distribution range, comprising approximately 70% of the population. Cape mountain zebra populations on private land were estimated at 1,481 individuals, in 2015, comprising approximately 30% of the total population.

In 2011, a partnership between CapeNature, the Wilderness Foundation, the World Wildlife Fund - South Africa and the Table Mountain Fund was initiated towards the drafting of a Biodiversity Management Plan (BMP-S) for Cape mountain zebra. The initiative was primarily aimed at integrating the efforts of the then Mountain Zebra Working Group into the BMP-S. An inter-agency collaboration between the South African National Parks, CapeNature, Eastern Cape Parks and Tourism Agency, National Zoological Gardens of South Africa, the National Department of Environmental Affairs, Northern Cape Department of Environment and Nature Conservation, Eastern Cape Department of Economic Development, Environmental Affairs and Tourism and Free State Department of Economic, Small business, Tourism and Environmental Affairs, ensued and acknowledged the need for a Cape mountain zebra BMP-S to ensure the long term survival of the species in nature.

Stakeholder engagements identified threats and challenges including the loss of genetic diversity through inbreeding and genetic drift, diseases such as equine sarcoidosis, the risk of hybridization, predation, poaching, emigration threats, and the lack of implementation of a meta-population strategy. The selection of the Cape mountain zebra for a BMP-S is based on the requirements of the NDF, its threat status, the requirement for meta-population management and inter-agency



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cooperation towards shared objectives for the conservation of the species, standardised monitoring, collaborative research, increased participation by landowners and opportunities as a flagship for protected area expansion and stewardship initiatives.

During the Cape mountain zebra BMP-S development process, both internal and external stakeholder consultation developed the following **desired state** for the Cape mountain zebra:

The scientifically sound conservation (including regulation) of an ecologically healthy and genetically diverse meta-population of Cape mountain zebra

The **vision** is:

An increasing, genetically healthy meta-population, supporting sustainable off-takes, with an increased conservation value and private sector investment in Cape mountain zebra.

The desired state is underpinned by the following **goals**.

1. Conservation of the Cape mountain zebra meta-population.
2. Advancement of knowledge and understanding regarding the genetic diversity of the Cape mountain zebra meta-population.
3. Eliminate risk for genetic contamination due to hybridisation with other equine species and safeguard Cape mountain zebra in their natural distribution range.
4. Mitigate and manage the impact of current and emerging diseases.
5. Long-term monitoring of Cape mountain zebra meta-population dynamics and habitat.
6. Aligned legislation and mandates.
7. Effective communication, collaboration and coordination among stakeholders.

The prioritised **strategic objectives** of the Cape mountain zebra BMP-S are as follows:

1. to maintain genetic diversity in the Cape mountain zebra meta-population,
2. to implement monitoring and research to inform adaptive management,
3. to consistently and uniformly implement legislation, regulations, policies and guidelines, and
4. to ensure effective communication, collaboration and coordination between stakeholders and the public for Cape mountain zebra conservation.

The implementation of this BMP-S will have the following **benefits**.

1. The Cape mountain zebra population remains stable and increasing.
2. Scientifically-sound meta-population management is implemented, and through this, the full extent of the genetic diversity is represented throughout the population.
3. The population is ecologically healthy and secure (including being regulated effectively and efficiently).
4. Implementation and maintenance of sustainable off-takes to support the NDF.
5. Private sector support and investment in Cape mountain zebra conservation.

The Biodiversity Management Plan for the Cape mountain zebra is aimed at **identifying, allocating and undertaking** the required, identified actions to enable stakeholders to contribute to the overall desired outcome of ensuring the long term survival of the subspecies in nature and thereby ensuring



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the sustainable, non-detrimental harvest and off-take as an economic incentive for private land owners participating in the meta-population strategy.

The BMP-S therefore focusses on actions and strategies to strengthen the overall population performance, distribution and genetic diversity to ensure overall population fitness and resilience of the meta-population within the natural distribution range (and including protected areas with populations outside the natural distribution range).



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The authors would like to express their gratitude to all those who contributed to the development and compilation of this biodiversity management plan:

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ABBREVIATIONS AND ACRONYMS

AHS	African Horse Sickness
BES	Biodiversity Economy Strategy
BMP-S	Biodiversity Management Plan for Species
BPV	Bovine papillomavirus
CBD	Convention on Biological Diversity
CITES	Convention on International Trade in Endangered Species in Wild Fauna and Flora
CN	CapeNature
DAFF	Department of Agriculture, Forestry and Fisheries
DEA	Department of Environmental Affairs
DEA: BC	Department of Environmental Affairs – Biodiversity and Conservation Branch
ECPTA	Eastern Cape Parks and Tourism Agency
EWT	Endangered Wildlife Trust
DNA	Deoxyribonucleic acid, the molecule that carries most of the genetic instructions used in the development, functioning and reproduction of all known living organisms
EC DEDEAT	Eastern Cape Department of Economic Development, Environmental Affairs and Tourism
FPAs	Fire Protection Associations
FS DESTEA	Free State Department of Economic, Small Business Development, Tourism and Environmental Affairs
HEI	Higher Education Institutions
HMZ	Hartmann's mountain zebra
IUCN	International Union for Conservation of Nature
MOU	Memorandum of Understanding
MSE	Management Strategy Evaluation
MZWG	Mountain Zebra Working Group
NC DENC	Northern Cape Department of Environment and Nature Conservation
NDF	Non-detriment Finding
NDR	Natural distribution range
NEM: BA	National Environmental Management: Biodiversity Act 10 of 2004
NEM: PAA	National Environmental Management: Protected Areas Act 57 of 2003
NEMA	National Environmental Management Act 107 of 1998
NP	National Park
NR	Nature Reserve
NRF	National Research Foundation
NZG	National Zoological Gardens of South Africa
PHASA	Professional Hunters Association of South Africa
PMG	Parliamentary Monitoring Group
PZ	Plains zebra
SAHGCA	South African Hunters and Game Conservation Association
SANBI	South Africa National Biodiversity Institute
SANParks	South African National Parks
SCC	Species Survival Commission
TMF	Table Mountain Fund
ToPS	Threatened or Protected Species Regulations
ToR	Terms of Reference



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WCNCB	Western Cape Nature Conservation Board
WC GDDB	Western Cape Game Distribution Database
WC DEA & DP	Western Cape Department of Environmental Affairs and Development Planning
WCP	Western Cape Province
WCPAES	Western Cape Protected Area Expansion Strategy
WG1	Working Group on Biodiversity and Conservation
WRSA	Wildlife Ranching South Africa
WWF	World Wildlife Fund
WWF-SA	World Wide Fund for Nature – South Africa

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GLOSSARY OF DEFINITIONS, SCIENTIFIC AND TECHNICAL TERMS

In this BMP-S, unless the context indicates otherwise, a word or expression defined in the National Environmental Management: Biodiversity Act (NEM: BA, Act 10 of 2004) or Protected Areas Act (NEM: PAA, Act 57 of 2004) has the same meaning.

Genetic diversity	Genetic diversity is the total number of genetic characteristics in the genetic makeup of a species. It is distinguished from genetic variability, which describes the tendency of genetic characteristics to vary. Genetic diversity is required for populations to adapt to environmental change. It is measured using an array of molecular and quantitative methods. Large populations of naturally outbreeding species usually have extensive genetic diversity, but it is usually reduced in populations and species of conservation concern (Frankham <i>et al.</i> 2006).
Monitoring	The collection and analysis of repeated observations or measurements to evaluate change in status, distribution or integrity in order to track the impacts of directed management implemented to achieve a stated management objective.
Protected areas	<ul style="list-style-type: none"> Any area declared or proclaimed as such in terms of Section 3 or listed in the Second Schedule to the Western Cape Nature Conservation Management Act, 1997 (Act No. 9 of 1997); or Any of the protected areas referred to in Section 9 of the National Environmental Management: Protected Areas Act, 2003 (Act No. 57 of 2003).

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1) INTRODUCTION

The Cape mountain zebra (*Equus zebra zebra*) is endemic to South Africa. It is a subspecies of Mountain zebra (*Equus zebra*) which historically occurred in the mountains of the Great Escarpment from the south west of Angola, through Namibia, the Northern Cape of South Africa, and the Cape Fold mountains in the Western and Eastern Cape Provinces. Gradual separation over time resulted in two distinct subspecies, namely the Hartmann's mountain zebra (*Equus zebra hartmannae*) to the north and Cape mountain zebra to the south.

Cape mountain zebra numbers declined drastically to less than 60 individuals at the beginning of the twentieth century. These animals were isolated in three locations: Cradock, Kammanassie and Gamkaberg. Conservation action has resulted in steady increases in the overall population numbers and distribution, however the residual effects of the genetic bottleneck currently threatens the long term survival of the species throughout its natural distribution range (NDR).

Cape mountain zebra now occur in a number of genetically depauperate and isolated populations and are threatened by small sub-population sizes, habitat fragmentation and by hybridisation with other equids.

Collaborative and integrated management among stakeholders, as well as public support, is required for effective management of the sub-populations to ensure the maintenance of genetic diversity and sustainable utilisation by the private sector.

1.1 The need for a BMP-S for Cape mountain zebra

Cape mountain zebra have a limited NDR confined to the extreme south-south west of the country. They are a near endemic to the Cape Floristic Region (Boshoff *et al.* 2015; Hrabar and Kerley 2015; Birss *et al.* 2015; Hrabar and Kerley 2013), an internationally recognised global Biodiversity Hotspot (Myers *et al.* 2002).

At the end of 2015, the Cape mountain zebra metapopulation comprised approximately 4,872 individuals in 76 sub-populations throughout South Africa. Apart from the three relict sub-populations occurring on protected areas (Kammanassie Nature Reserve (NR), Gamkaberg NR and Mountain Zebra National Park), Cape mountain zebra have been reintroduced to another 9 protected areas within their NDR and 7 protected areas outside the NDR. Approximately 70% of the population occurs in state owned protected areas (Hrabar and Kerley 2015).

Cape mountain zebra is listed as VULNERABLE (D1)¹ by the IUCN (Novellie 2008) and recently at the 17th session of the Conference of the Parties to the Convention on International Trade in Endangered Species (CITES) down-listed from on Appendix I to Appendix II, which regulates International trade, and requires a non-detriment finding (NDF) for export permits to be granted. The proposal was made because of the significant recovery in the animal's numbers – from just less than 100 individual animals in the 1990s to well over 5 000 in 2016, signifying South Africa's success in the conservation of the subspecies.

¹ VULNERABLE D1: A taxon is VULNERABLE (VU) when the best available evidence indicates that it meets any of the criteria VU, and it is therefore considered to be facing a high risk of extinction in the wild. This criterion identifies very small or restricted populations. A taxon qualifies for criterion D if the population of mature individuals is smaller than the threshold set for each of the categories of threat. Under the VU category there are two options, D1 and D2. A taxon qualifies for VU D1 if the population size is estimated to number fewer than 1,000 mature individuals.

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In 2011, a partnership between CapeNature, the Wilderness Foundation and the World Wildlife Fund (WWF): Table Mountain Fund (TMF), was initiated toward the drafting of a BMP-S for Cape mountain zebra. The initiative was primarily aimed at contextualising the efforts of the Mountain Zebra Working Group (MZWG) into the BMP-S, being considered the most appropriate legislative provision for realising the collective objectives and building on the successes of the MZWG, for Cape mountain zebra conservation, however, financial and logistical constraints impeded the initiative.

An inter-agency collaboration between the South African National Parks (SANParks), CapeNature and the Eastern Cape Parks and Tourism Agency (ECPTA) acknowledges the need for the Cape mountain zebra BMP-S, to ensure the long term survival of the species in nature, and to formalise the collaborative efforts of participatory parties of the MZWG.

During two consecutive stakeholder workshops (CITES NDF and initial BMP-S in 2013), threats identified included the loss of genetic diversity through inbreeding and genetic drift, diseases such as equine sarcoidosis, the risk of hybridisation, predation, poaching and emigration threats, and the absence of a metapopulation management strategy, thus the need for an integrated inter-agency cooperative, including broader stakeholder involvement, towards the objectives of a BMP-S was initiated.

The selection of the Cape mountain zebra for a BMP-S is based on the requirement of the NDF; its threatened status; the requirement for metapopulation management and inter-agency cooperation towards shared objectives for the conservation of the species; standardised monitoring; collaborative research; increased participation by landowners, and opportunities as a flagship for Protected Area expansion and stewardship initiatives.

1.2 Vision and desired state

The global Cape mountain zebra population is considered stable and increasing and has exceeded the previous target set in the 2002 IUCN Equid Specialist Group Status Action Plan for the Mountain Zebra (Novellie *et al.* 2002). However, the long term survival of the species is considered to be dependent on the implementation of a sound metapopulation management strategy and integrated action plans in order to mitigate the threats of inbreeding, hybridisation, loss of genetic variation, disease resilience and fragmentation.

During the Cape mountain zebra BMP-S stakeholder consultation workshop held in November 2013, the following desired state for the Cape mountain zebra was developed:

The scientifically sound conservation (including regulation) of an ecologically healthy and genetically diverse metapopulation of Cape mountain zebra.

The vision is an increasing, genetically healthy metapopulation, supporting sustainable off-takes, with an increased conservation value and private sector investment in Cape mountain zebra.

The desired state is underpinned by specific goals which guided the development of the BMP-S. These are:

1. Conservation of the Cape mountain zebra meta-population.
2. Advancement of knowledge and understanding regarding the genetic diversity of the Cape mountain zebra metapopulation.
3. Eliminate genetic contamination due to hybridisation with other equine species and safeguard Cape mountain zebra in their NDR.



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4. Mitigate and manage the impact of current and emerging diseases.
5. Long-term monitoring of Cape mountain zebra meta-population dynamics and habitat.
6. Aligned legislation and mandates.
7. Effective communication, collaboration and coordination among stakeholders.

1.3 Objectives of the BMP-S

The prioritised strategic objectives of the Cape mountain zebra BMP-S are as follows.

1. To maintain genetic diversity in the Cape mountain zebra metapopulation.
2. To implement monitoring and research to inform adaptive management.
3. To consistently and uniformly implement legislation, regulations, policies and guidelines.
4. To ensure effective communication, collaboration and coordination between stakeholders and the public for Cape mountain zebra conservation.

1.4 Benefits of the BMP-S

The envisaged benefits of implementing this BMP-S are:

- The Cape mountain zebra population remains stable and increasing.
- Scientifically-sound metapopulation management is implemented, and through this, the full extent of the genetic diversity is represented throughout the population.
- The population is ecologically healthy and secure (including being regulated effectively and efficiently).
- Implementation and maintenance of sustainable off-takes to support the NDF.
- Private sector support and investment in Cape mountain zebra conservation.

1.5 Anticipated outcomes of the BMP-S

The Biodiversity Management Plan for the Cape mountain zebra is aimed at identifying, allocating and undertaking the required, identified actions to enable stakeholders to contribute to the overall desired outcome of ensuring the long term survival of the subspecies in the wild and thereby ensuring the sustainable, non-detrimental harvest and off-take as an economic incentive for private land owners participating in the metapopulation strategy. The BMP-S therefore focusses on actions and strategies to strengthen the overall population performance, distribution and genetic diversity to ensure overall population fitness and resilience of the metapopulation within the NDR (and including protected areas populations outside the NDR).

The BMP-S further highlights the research and monitoring activities which will provide:

1. A snapshot of current genetic structure within and among the sub-populations.
2. Determine the phylogenetic relationships to ensure maximum biodiversity for future evolutionary change.
3. Ensure an increasing metapopulation to prevent loss of genetic variation.



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4. Sub-population source, structure, distribution, size and management data to inform adaptive implementation and management of translocations and harvesting quotas at site and national level.

2) SPECIES BIOLOGY AND BACKGROUND INFORMATION

2.1 Species ecology and biology

2.1.1 Taxonomic description

Taxon name: *Equus zebra zebra* Linnaeus, 1758 (Novellie 2008).

Common names: Cape mountain zebra (English), Kaapse bergsebra / bergkwagga (Afrikaans), idauwa (isiXhosa), Dou (San), Daou (Khoikhoi) (Skinner and Chimimba 2005).

Taxonomic level: Subspecies

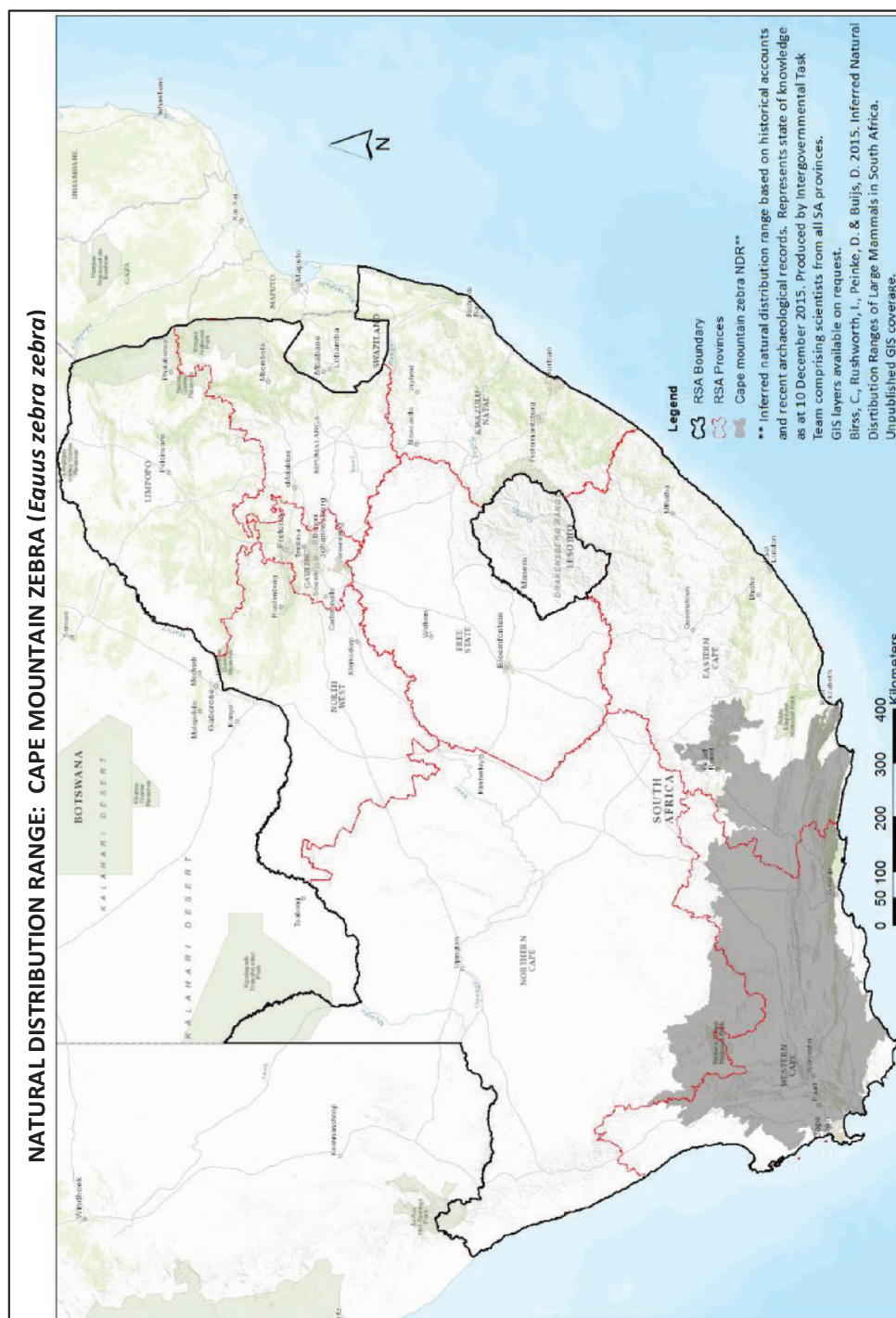
Groves and Bell (2004) investigated the taxonomy of the mountain zebras and concluded that the Cape mountain zebra and Hartmann's mountain zebra are distinct, and suggested that the two would be better classified as separate species, *Equus zebra* and *Equus hartmannae*. However, Moodley and Harley (2005) concluded that the two taxa could not be described as different species but, on the basis of their nuclear genetic distinctiveness, indicated that it is appropriate to regard them as different subspecies. That is the approach adopted for this BMP-S.

Mountain zebra are medium-sized, striped equids and differ from plains zebras (*Equus quagga*) in that the dark stripes on the head and body are narrower and more numerous and are without shadow stripes on the hindquarters. Mountain zebra has white underparts with a narrow black centre line extending over the chest and belly, a black tipped muzzle, a distinct dewlap and the markings over the sacral area form a gridiron pattern. The dewlap is more conspicuous in the Cape mountain zebra. Adult Cape mountain zebras have a shoulder height ranging from 116 to 128 cm and weigh between 204 and 372 kg (Penzhorn 1988).

2.1.2 Distribution of Cape mountain zebra

Mountain zebra historically occurred in the mountainous habitats associated with the availability of fresh water on the Great Escarpment from the extreme south west of Angola, through Namibia, the Northern Cape of South Africa, and the Cape Fold belt in the Western and Eastern Cape Provinces (Novellie *et al.* 2002). A large plain of unsuitable or marginal habitat known as the Knersvlakte, (an area between the northernmost extent of the Cederberg and Bokkeveld mountain ranges, and the southernmost extent of the Kamiesberg mountain range), is postulated by Novellie *et al.* (2002) to have inhibited gene flow between those mountain zebra occurring to the north and those occurring further south. However, Boshoff *et al.* (in Skead 2011) suggests that the population segregation may have occurred further north. Irrespective of where the separation occurred, it over time resulted into two distinct subspecies, namely the Hartmann's mountain zebra to the north and Cape mountain zebra to the south (Refer to Figure 1).





Cape mountain zebra inhabit rugged, broken mountainous and escarpment areas up to 2,000 m above sea level with a diversity of grass species and perennial water (Moodley and Harley 2005, Penzhorn in press). They are predominantly grazers, only browsing during unfavourable conditions i.e. during drought. The natural distribution range of Cape mountain zebra includes the Cederberg-Bokkeveld mountain ranges, the mountains of the Great Escarpment and the Cape Fold Belt, extending eastward to Beaufort West and the Roggeveld mountains up to the Swaershoek mountains between Somerset East and Cradock and south east to include the Great and Little Winterhoek mountains near Uitenhage in the Eastern Cape (Skead 2011, Boshoff *et al.* 2015, Birss *et al.* 2015).

Hunting and habitat loss had reduced Cape mountain zebra numbers to only 58 individuals in a few relict populations by the beginning of the 20th century (Novellie *et al.* 2002, Moodley and Harley 2005, Hrabar and Kerley 2015). By 1998 the total Cape mountain zebra population had grown to approximately 1,200 animals with the largest population estimated at 250 animals, at Karoo National Park (NP) where they had been reintroduced from the relict Cradock population (Lloyd 2002; Novellie *et al.* 2002).

2.1.3 Status of Cape mountain zebra sub-populations

Today, Cape mountain zebra occur in a number of protected areas within their NDR, these include the Baviaanskloof Nature Reserve (NR), Mountain Zebra NP, Karoo NP, Camdeboo NP, Tankwa Karoo NP, Bontebok NP, De Hoop NR, Hottentots-Holland NR, Anysberg NR, Kammanassie NR, Gamkaberg NR and Oorlogskloof NR. The total estimated population on protected areas within the NDR is close to 2,650 individuals. A further 690 individuals occur in sub-populations outside the NDR, these include Addo Elephant NP, Table Mountain NP, West Coast NP, Commando Drift NR, Tsolwana NR and Gariep NR. Combined, there are a total of approximately 3,391 animals in 19 sub-populations, 3 have 14 or less individuals. Refer to Table 1 for Cape mountain zebra sub-population sizes, distribution, sub-population source/s and relevant management authority in 2015.

The Cape mountain zebra populations on private land were estimated at 1,481 individuals in 2015, comprising approximately 30% of the total population (Hrabar and Kerley 2015). All are assumed to have been derived from the relict Cradock sub-population and are similarly expected to be exposed to limited gene flow. The number of Cape mountain zebra sub-populations on private land has increased notably from 38 in 2009 to 59 in 2015 and contribute significantly to an increased distribution and abundance of Cape mountain zebra. The average sub-population size increased from 25 to 29, and range from 5 to 120 individuals in a sub-population (Hrabar and Kerley 2015).

The Cape mountain zebra population has maintained an overall average growth rate of between 8.6% and 9.6% since 1985 and animals have been successfully reintroduced into various protected areas and onto private land across its former range (Novellie *et al.* 2002; Hrabar & Kerley 2015). Cape mountain zebra has also been introduced into protected areas and private land outside its former range, in the Eastern Cape, Western Cape, Northern Cape and the Free State Provinces.

SANParks has nine National Parks on which Cape mountain zebra occur. Three of these parks are outside of the NDR (West Coast, Table Mountain and Addo Elephant National Parks). Table Mountain and Bontebok National Parks have small populations and due to the size of the parks will not support population growth but can form a key role in the maintenance of genetic diversity. West Coast, Addo and the remaining National Parks (Tankwa Karoo, Mountain Zebra, Karoo and Camdeboo National Parks) are of sufficient size for population growth. All of the National Parks have



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habitat in suitable condition for maintenance of Cape mountain zebra populations, given that SANParks allows for natural flux in systems and populations across space and time.

CapeNature has five Nature Reserves with Cape mountain zebra at present. Four of these reserves are suitable for the maintenance and growth of Cape mountain zebra sub-populations (Anysberg NR, Gamkaberg NR, Kammanassie NR and De Hoop NR), whilst the other Cape mountain zebra sub-population (Hottentots-Holland NR) has performed poorly and is not expected to improve.

Eastern Cape Parks and Tourism Agency manages 3 populations of Cape mountain zebra. Commando Drift and Tsolwana Nature Reserves, which are outside of the NDR both have good habitat and have healthy and productive populations from which animals are regularly harvested for the purposes of live sale. The Baviaanskloof NR population, which is located within the natural range, has by comparison performed very poorly, and is believed to have suboptimal habitat.

The Northern Cape Province has one Provincial nature reserve with Cape mountain zebra present (Oorlogskloof NR). The habitat is marginal for Cape mountain zebra and is one of the main factors attributed to the slow population growth rate of Cape mountain zebra on the reserve. One reserve (Doornkloof NR) has also been identified as having suitable habitat for Cape mountain zebra but falls outside the NDR of the species.

Even though the Free State sub-population is outside the NDR, the habitat of Gariep NR has proven to be suitable for the maintenance of a Cape mountain zebra sub-population. The same habitat extends to Tussen die Riviere NR (Free State Province) and Oviston NR (Eastern Cape Province) and the opportunity exists to extend the Cape mountain zebra sub-population to occupy an area that would comprise approximately 45 000 ha.

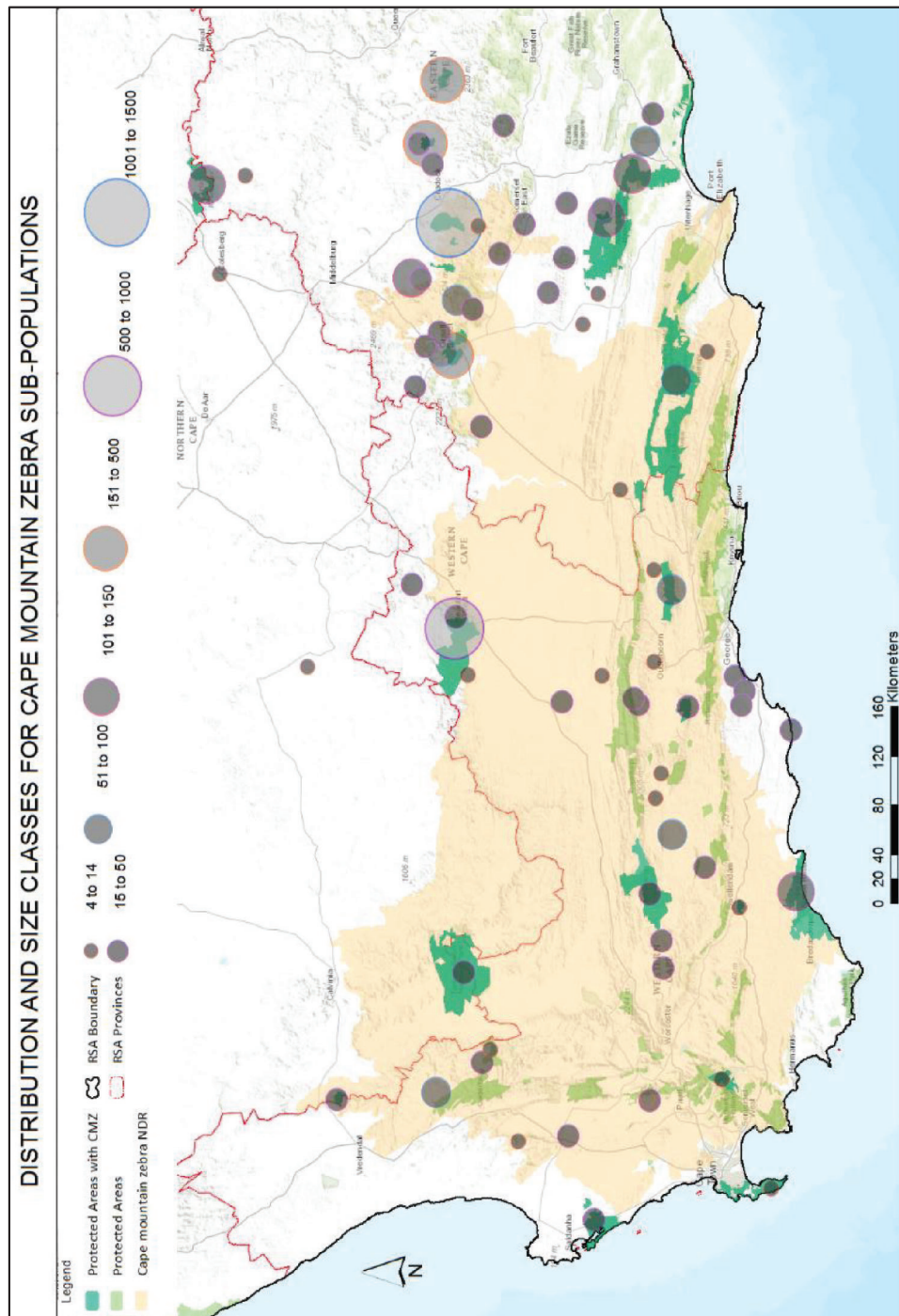


Figure 2. Distribution of Cape mountain zebra sub-populations (Data courtesy of Dr H Hrabar and CapeNature WC GDDB)

Table 1: Cape mountain zebra sub-population sizes, distribution, sub-population source/s and management authority in 2015.

Property Name	Property Type	Management Authority / Conservation Agency	In Natural Distribution Range	Population Estimate	Source Population
Anysberg NR	Protected Area	CapeNature	Yes	21	Karoo NP
De Hoop NR Complex (Includes Overberg Test Range)	Protected Area	CapeNature	Yes	115	Craddock and Kammanassie NR
Gamkaberg NR	Protected Area	CapeNature	Yes	42	Gamkaberg NR
Hottentots-Holland NR	Protected Area	CapeNature	Yes	5	De Hoop NR
Kammanassie NR	Protected Area	CapeNature	Yes	70	Kammanassie NR
Oorlogskloof NR	Protected Area	Northern Cape DENC	Yes	18	Gariep NR, Bontebok NP
Tsolwana NR	Protected Area	ECPTA	No	162	Commando Drift NR (Craddock)
Commando Drift NR	Protected Area	ECPTA	No	156	Karoo NR (Craddock)
Baviaanskloof NR	Protected Area	ECPTA / CapeNature	Yes	51	Southern Cape (Craddock)
Gariep NR	Protected Area	Free State DESTEA	No	103	Craddock, Karoo NP
Karoo NP	Protected Area	SANParks	Yes	842	Craddock
Tankwa Karoo NP	Protected Area	SANParks	Yes	41	Craddock, Karoo NP
Mountain Zebra NP	Protected Area	SANParks	Yes	1,191	Craddock
West Coast NP	Protected Area	SANParks	No	42	Craddock, Karoo NP
Bontebok NP	Protected Area	SANParks	Yes	14	Craddock
Addo Elephant NP	Protected Area	SANParks	No	120	Craddock, Karoo NP
Camdeboo NP	Protected Area	SANParks	Yes	236	Craddock, Karoo NP

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Property Name	Property Type	Management Authority / Conservation Agency	In Natural Distribution Range	Population Estimate	Source Population
Table Mountain NP	Protected Area	SANParks	No	4	Cradock, Karoo NP
Addo Elephant NP (and Contractual)	Protected Area	SANParks	No	103	Cradock, Karoo NP
Private	Private	Private	Yes	750	Cradock
Private	Private	CapeNature	Yes	45	De Hoop NR
Private	Private	NC DENC / CapeNature	Yes	10	Oorlogskloof NR
Private	Private	Private	No	786	Cradock
Private	Private	Private	Unknown	Unknown	Northern Cape
TOTAL				4,872	

Data courtesy of Dr H Hrabar and CapeNature WC GDDB

Table 2: Summary of Cape mountain zebra distribution by Province: percentage contribution to metapopulation and NDR.

Province	% Contribution to Cape mountain metapopulation	% Contribution to Cape mountain zebra NDR
Western Cape Province	37%	64%
Eastern Cape Province	59%	23.5%
Northern Cape Province	2%	12.5%
Free State Province	2%	0%

2.1.4 Genetic status of Cape mountain zebra sub-populations

Past research mostly focused on investigating the genetic factors influencing the persistence of the Cape mountain zebra. Moodley and Harley (2005) found low genetic variability within individual Cape mountain zebra sub-populations, but that there is moderate variability within the meta-population. They assessed the genetic status of the three relict Cape mountain zebra sub-populations, including the Cradock, Gamkaberg and Kammanassie populations. They found that the small populations are grossly inbred, with low numbers of alleles/locus and resultant low heterozygosity. As a consequence of inbreeding, genetic drift and marked reduction of genetic variation, all three relict Cape mountain zebra stocks were significantly differentiated from each other. The entire metapopulation has still maintained much of its historical variation, albeit in three separate and highly inbred stocks. It was recommended that a management strategy that supports the mixing of relict Cape mountain zebra populations be drafted in order to halt the further loss of Cape mountain zebra genetic diversity (Moodley and Harley 2005; Hrabar and Kerley 2015).

Moodley and Harley (2006) indicated that the population size of the relict sub-populations of Kammanassie and Gamkaberg Nature Reserves had not yet recovered, with estimates of 38 and 28 respectively (1999 to 2000 data), and that fundamental genetic information was required to inform conservation management strategies. They postulated that, in enduring severe and sustained

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population bottlenecks, further major losses in genetic variation are expected to occur in Cape mountain zebra populations as well as the appearance of more divergent sub-populations, due to inbreeding and genetic drift. The Cradock population, has the highest number of founder animals shows recovery from a demographic bottleneck but low genetic variation due to inbreeding was observed. This is in contrast to the Hartmann's mountain zebra. Evidence from the De Hoop population where two relict populations (Cradock and Kammanassie), both with low genetic variation, were mixed shows genetic variation comparable to that of natural free-ranging populations (where genetic bottlenecks are not indicated).

The number of individuals for the sub-populations were estimated at 70 for Kammanassie and 42 for Gamkaberg, in 2015, with a growth rate that decreased substantially, averaging at 0 to 2% over the last 10 years. This emphasises the importance of accurate population census (Birss 2016 pers comm.). Both these populations are critically important to maintain genetic diversity in Cape mountain zebra as the loss of one of these will reduce the genetic variability substantially.

The effective management of genetic diversity can be complex as the mixing of genetic material within and between populations might be necessary to avoid future loss of allelic variation. In addition, inbreeding and genetic drift may compromise genetic fitness and may lead to the extinction of some sub-populations or the sub-species. The recommendation to ensure that conservation efforts are directed at safeguarding smaller populations against isolation and limited gene flow are critical to maintain viable populations (Moodley and Harley 2005, Hill 2009).

Data collected for 58 of the 75 Cape mountain zebra sub-populations by Hrabar and Kerley (2015) identified 13 (7 protected areas and 6 private land) sub-populations as having a reduced threat of inbreeding due to founder populations being equal to or more than 14 individuals and not being exposed to hybridisation with plains zebra, and also indicates that 12 of these sub-populations co-occur with plains zebra, 3 of which are protected area populations. The Cradock population, which has the highest number of founder animals, shows recovery from a demographic bottleneck, but low genetic variation due to inbreeding was observed. It is therefore critical that sub-populations do not become isolated and that gene flow between populations is maintained or simulated to prevent further deleterious genetic consequences, including genetic drift (Moodley and Harley 2005, Hill 2009).

Hybrids of Cape mountain zebra with plains zebra have been confirmed for one protected area and recommendations for the conservation management of Cape mountain zebra include the assessment of habitat condition and management, population size, prevalence of skewed sex ratios and to develop risk averse strategies to minimise risk of future translocations and the probability of producing hybrids. Evidence that the difference in chromosomal numbers may not be a barrier to the exchange of genes between equid species warrants further research and reproductive assessments of Cape mountain and plains zebra hybrids (Dalton *et al.*, in press).

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Table 3. Cape mountain zebra sub-populations threatened by hybridisation with other equids (Hartmann's mountain zebra-HMZ; horses, donkeys and plains zebra-PZ.) (CapeNature 2016; Hrabar and Kerley 2015; FS DESTEA; NC DENC; ECP DEDEAT).

Property Name	Cape mountain zebra sub-population with presence of other equids	Cape mountain zebra sub-population bordering other equids
Anysberg NR	No	Yes (Horses)
De Hoop NR Complex (Includes Overberg Test Range)	No	Yes (Horses, donkeys)
Gamkaberg NR	No	No
Hottentots-Holland NR	No	No
Kammanassie NR	No	Yes (PZ)
Oorlogskloof NR	No	No
Tsolwana NR	No	Yes (HMZ)
Commando Drift NR	No	No
Baviaanskloof NR	No	No
Gariep NR	No	No
Karoo NP	Yes (PZ)	Yes (PZ)
Tankwa Karoo NP	No	Yes (PZ)
Mountain Zebra NP	Yes (PZ)	Yes
West Coast NP	No	Yes (PZ)
Bontebok NP	No	No
Addo Elephant NP	No	Unknown
Camdeboo NP	No	No
Table Mountain NP	No	No
Addo Elephant NP (Contractual)	No	No
Private (number of sub-populations known)	10	20
TOTAL COUNT	12	25

Data courtesy of Dr H Hrabar and CapeNature WC GDDB

Hybridisation between Cape and Hartmann's mountain zebra (Gray 1971), due to injudicious translocations results in fertile offspring. Genetic test results for a translocation consignment between private properties confirmed hybridisations between Cape and Hartmann's mountain zebra as well in both mountain zebra sub-species and plains zebra (*Equus quagga burchelli*), (Birss, personal communication 2015).

Historically, the ranges of Cape mountain zebra would have overlapped with the now extinct sub-species of plains zebra (*Equus quagga quagga*) but habitat preferences would have caused them to rarely occur in sympatry. Introductions of the extant subspecies of plains zebra in sympatry with Cape mountain zebra onto protected areas and private land were not discouraged. It was assumed that if hybridisation does occur, offspring would be infertile due to different chromosome numbers (Dalton *et al.* 2016 in press).

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2.1.5 Life history and reproduction

Lloyd and Rasa (1989) attempted to determine the effects of status of the reproductive success and fitness of both males and females, and relate these findings to the sex ratios of offspring for dominant and subordinate mares, and to determine the subsequent fate of these offspring. The social structure of Cape mountain zebra was shown to be complex with very specific spatial structures. This is generally characterised by small breeding units that remain stable, both numerically and hierarchically over extended periods of time. The typical social structure is one of small harems comprising an adult stallion and one to three (maximum five) mares and their dependent foals; non-breeding groups consist primarily of bachelors, but sometimes include young fillies (Penzhorn 1984; Rasa and Lloyd 1994; Penzhorn 2016 in press). The majority of harem-forming species have a social structure typified by short male tenure periods and dispersal of male offspring only into bachelor groups.

In equids, where male herd tenure can be long, both males and females disperse; males forming a bachelor group and females either joining other breeding units. Dispersing Cape mountain zebra colts and fillies both tend to join a non-breeding group (Rasa and Lloyd 1994). Cape Mountain zebra breeding units are characterised by long stallion herd tenure, averaging 7 years, but usually for life, and breeding mares typically remain in the same breeding units until their own death or the death or sup-plantation of the breeding stallion. Since father's herd tenure and daughter's oestrus, which occurs at a relatively early age, overlap, dispersal of daughters as well as sons is an effective means of circumventing inbreeding (Penzhorn 1984; Rasa and Lloyd 1994).

Cape mountain zebra has a low reproductive rate due to a long gestation period of approximately 12 months, after which a single foal is produced with foaling peaking in the rainy season, however, foaling can occur year round. Life expectancy is over 20 years and breeding herds remain stable for many years, averaging 1 male to 2.4 unrelated females. Socially ranked mares produce their first offspring between 4 and 5 years of age with an average foaling interval of 25 months, however, dominant mares produce significantly more offspring and mares can continue to produce up to the age of 21. Stallions remain fertile for up to 19 years. Both male and female offspring leave the herd after approximately 22 months, or within four months after the birth of a sibling, and join non-breeding groups which are important for the forming of nucleus breeding pairs (Penzhorn 1982; Penzhorn 1985; Skinner and Smithers 1990; Penzhorn and Novellie 1991).

Foal mortality is related to behavioural factors, where dominant mares attack the foals of subordinate mares, possibly causing broken legs and fatalities (Lloyd and Rasa 1989; Skinner and Smithers 1990), potentially related to competition for resources (Hrabar 2015 pers. comm.).

Cape mountain zebras are not territorial and home ranges of breeding herds overlap with seasonal variation. Home range sizes for Mountain Zebra NP were estimated to range between 3.1 – 16.0 km², averaging 9.4 km² (Penzhorn 1982; Skinner and Smithers 1990).

2.1.6 Habitat requirements and resource assessment

As mentioned previously, Cape mountain zebra naturally inhabit rugged, broken mountainous and escarpment areas and are dependent on the presence of grass and perennial water. Remaining, untransformed natural areas representing these habitats are largely confined to protected areas. Cape mountain zebra seasonally migrate, where possible, between habitat types and predominantly select areas with high grass cover and limited population growth may be the result of confinement to upland areas with restricted access to year-round grass-rich habitats and drinking water.

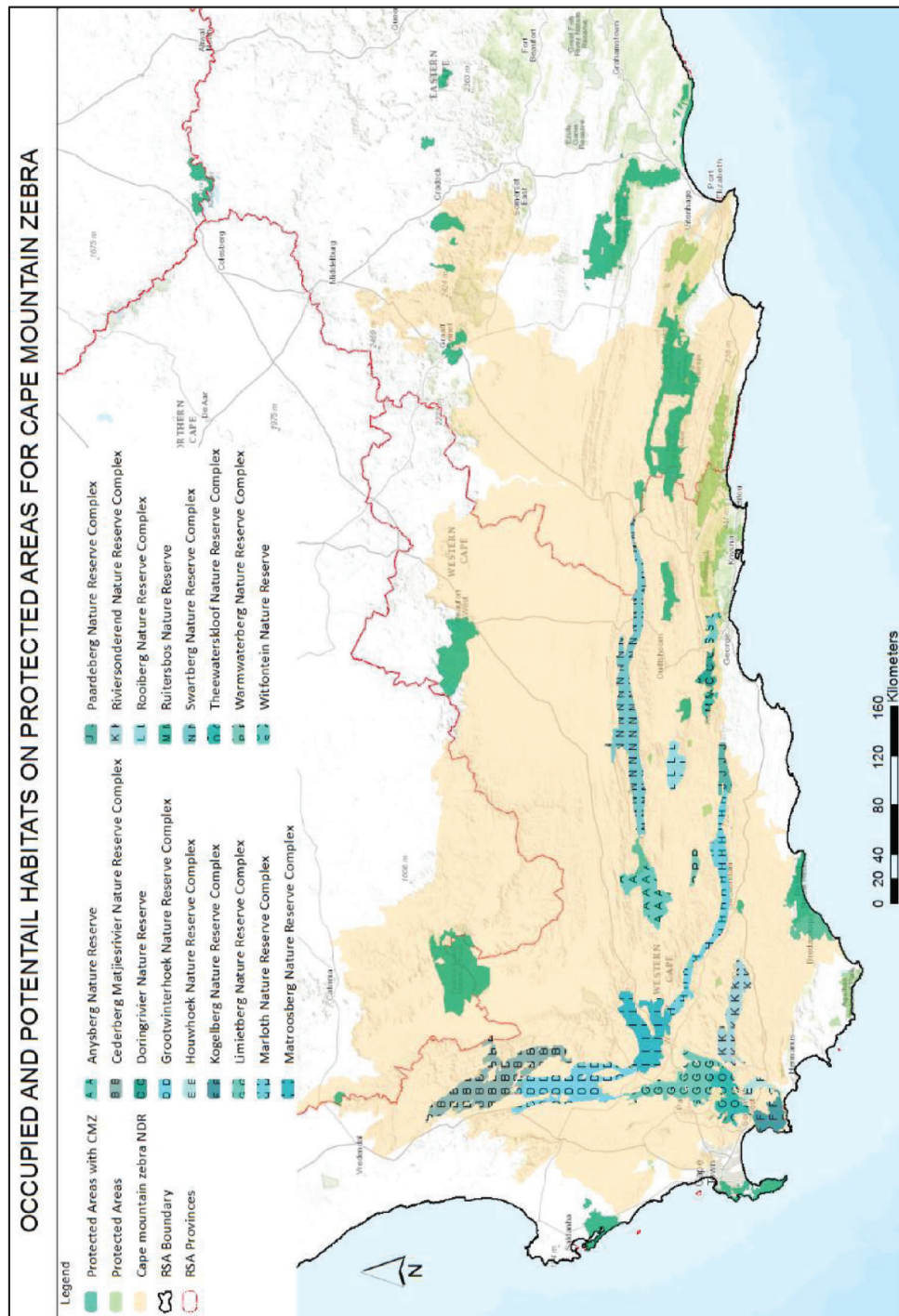


Figure 3. Occupied and Potential Cape mountain zebra habitats – Initial Assessment of Protected Areas in the WCP only.

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Cape mountain zebra is regarded as a partial refugee species, as some populations have been confined to suboptimal areas of its historic range contributing to poor population performance (Lea *et al.* in press). Estimates of potential suitable biomass production in some reserves indicate that populations may have reached their optimum stocking potential. These reserves are inadequate in size or densely stocked with other game species and cannot accommodate higher densities of Cape mountain zebra (Birss and Schutte-Vlok 2015 pers comm.). Using inadequate assessments of habitat suitability may grossly over-estimate the conservation potential of existing protected areas where current populations are confined to marginal habitats. As habitats shift with land use and climate change, the current distribution of protected areas may be inappropriate to meet future conservation goals (Lea *et al.* in press). Additional protected areas within the NDR have suitable habitat, but it is essential to apply appropriate stocking models considerate of the forage production potential, climate, total game stocking, size of suitable habitat, accessibility to water and areas of high grass cover. It has also been suggested that environments transformed by agriculture may be suitable for Cape mountain zebra (Smith *et al.* 2011).

A large proportion of research conducted on Cape mountain zebra focus on habitat suitability for the species. Habitat suitability studies were conducted for Bontebok NP (Kraaij and Novellie 2010; Watson *et al.* 2011; Strauss 2015), De Hoop NR (Smith *et al.* 2007; Hurzuk 2009; Smith *et al.* 2011), Gamkaberg NR (Watson *et al.* 2005), Mountain Zebra NP (Winkler and Owen-Smith 1995) and Kammanassie NR (Watson and Chadwick 2007). All studies showed that Cape mountain zebra prefer habitat with a high grassy component, and that only small portions of these reserves have suitable habitat for the species (Hurzuk 2009; Strauss 2015). Winkler and Owen-Smith (1995) suggested that seasonal variations in vegetation communities utilised by zebra were not only influenced by changes in grass quality, but also by variations in grass quantity. It was also highlighted that habitat selection (including availability) must not be viewed in isolation since water, mineral licks, shelter, as well as social factors, are also known to influence habitat use in large herbivore species (Winkler and Owen-Smith 1995). Penzhorn and Novellie (1991) suggested that ideally conservation areas should be large with sufficient varied habitats to sustain populations throughout summer and winter. The existence of large populations of antelope could be detrimental to zebras due to interspecific competition (Hurzuk 2009). Strauss (2015) suggests that Cape mountain zebra have season-specific and site-specific feeding strategies to ensure adequate quantity and quality of forage throughout the year.

There appears to be considerable scope, >935,191 ha, for increasing the area and number of sub-populations of Cape mountain zebra (Hrabar and Kerley 2013). An assessment of the CapeNature protected areas consolidated with mountain catchment areas in the Western Cape indicates that potential habitat of <855,940 ha could be available for the reintroduction and reinforcement of a number of viable Cape mountain zebra populations, (populations >100 individuals), (Birss *et al.* 2016). However, a careful and systematic evaluation of potential sites for habitat suitability, area of suitable habitat, stocking potential, security and manageability will have to be carried out. Several Nature Reserves (some are clusters of several protected areas) have the potential to contribute significantly to new sub-populations of Cape mountain zebra including Bokkerviere NR, Cederberg NR, Matjiesrivier NR, Groot Winterhoek NR, Outeniqua NR, Rooiberg NR and Swartberg NR. Although these areas have suitable habitat, some will need additional and/or improved fencing to facilitate management of Cape mountain zebra and other species which may influence Cape mountain zebra population health.

In order to assess the priority potential sites for Cape mountain zebra in the Western Cape, CapeNature applied a two-step process to evaluate sites within its protected area network. The method starts with a desktop assessment and concludes with an on-site assessment of the habitat. This method may be used as a template for developing a more general prioritisation approach that could be applied to Cape mountain zebra across its NDR.



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2.1.7 Known diseases

Marais *et al.* (2007) proposed that, since the entire Cape mountain zebra population originates from a very small genepool, a reduced innate immune system diversity exists which leads to the increased susceptibility of some smaller populations to equine sarcoids. Genetic diversity and levels of heterozygosity have been shown to be lower in populations of Cape mountain zebra that are affected by sarcoids (Sasidharan 2004; Nel *et al.* 2006). Equine sarcoid is a virus causing tumours in horses and donkeys and is associated with high levels of inbreeding. It is thought to manifest in animals due to complex interactions between the aetiological agent, the environment and the host genome. In horses, the bovine papillomavirus (BPV) types 1, 2 and 13 are involved in the pathogenesis of sarcoids (Alcântara *et al.* 2015). In a comparison of genetic parameters and sarcoid tumours in Cape mountain zebra affected populations showed low levels of heterozygosity, genetic diversity and polymorphisms. These populations were also highly inbred (Sasidharan 2004, Sasidharan *et al.* 2011).

The persistence of sarcoids in a population could potentially be linked to the social structures of herds where one stallion will breed with a harem for long periods of time (Sasidharan 2004). Tumour-affected Cape mountain zebra exhibit higher mortality rates than non-affected due to reasons that seem unrelated to any apparent climatic variations. Sasidharan (2004) recommends research on the comparative investigation on the immunological status of different Cape mountain zebra populations and epidemiological studies towards shedding more light on equine sarcoids.

Sasidharan (2004) suggests that anecdotal evidence may point to impaired immune function in Cape mountain zebra populations. Necropsy reports for Cape mountain zebra that died of disease symptomatic of African Horse Sickness (AHS) or equine encephalosis is unique in that zebras in general have been reported to be resistant to both. Equid movement quarantines for AHS are expected to impact on gene flow simulations through translocations.

Cape mountain zebra generally harbour high tick loads but no comparative studies have been done on parasitic loads between sarcoid-affected and non-affected zebras. Incidences of subclinical equine babesiosis have been reported in Cape mountain zebra (Young *et al.* 1973).

2.2 Population statistics and trends

The overall population growth rate of the Cape mountain zebra metapopulation has remained positive (Hrabar and Kerley 2013; Hrabar and Kerley 2015), however, not all sub-populations are maintaining a positive growth rate (Hrabar *et al.* 2015; CapeNature 2016). The mean annual rate of increase was maintained at 10% from 2002 – 2009, compared to 8.6% from 1985 to 1995 (Novellie *et al.* 1996), 9.6% from 1995 and 1998 (Novellie *et al.* 2002) and 8.4% from 1998 and 2002.

It should be noted that when assessing population numbers and their changes over time, that due to the unknown error around the estimates for the count of the entire population it is difficult to assess the accuracy of the trends or to be able to put confidence bounds around the increase figures.

In total the Cape mountain zebra population is estimated to have increased by 75% (from 2,790 to 4,872 individuals) over the period 2009 to 2015 (Hrabar and Kerley 2015) which translates to an average annual increase of 11%. Historical national population growth figures were as follows: from 1985 to 1995: 8.6% and from 1995 to 1998: 9.6% (Novellie *et al.* 2004).



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Table 4: Cape mountain zebra population trends by management authority.

Province	Number of sub-populations	Population estimate	Population trend	Challenges or threats
SANParks	9	2,593 (1,089 in 2010 to 2,525 in 2015)	11.8% average increase	Low genetic diversity, predation effects unknown, hybridisation, sarcoids
ECPTA	3	369 (261 in 2007 to 369 in 2015)	9% average increase	Low genetic diversity
CapeNature	5	253 (228 in 2010 to 253 in 2015)	1.12% average increase	Poor population performance, hybridisation, habitat insecure, habitat alteration (water abstraction)
FS DESTEA	1	103 (45 in 2004 to 103 in 2015)	6.5% average increase ⁴	Low genetic diversity
NC DENC	1	18	1.33% average increase	Low genetic diversity, sarcoids, poor population performance, insecure habitat, management and regulatory capacity constraints
Private	55	1,481 (946 in 2010 to 1,481 in 2015)	9.47% average increase	Low genetic diversity

2.3 Research

A scientific literature review has produced a list of important research findings, outcomes and recommendations to be taken into account in designing action plans for this BMP-S. These research findings and recommendations are incorporated into the relevant sections of this document.

The National Zoological Gardens of South Africa (NZG), a declared National Research Facility of the National Research Foundation (NRF) since 2004, is uniquely placed to generate new knowledge, core technologies and data pools/collections commensurate with international standards. It now has a critical mass of equipment, skills and users and the potential for networking and attracting collaboration. The facility offers unique opportunities for the advancement of science and for an interface between science and the public, and the additional provision of opportunities for skills development. Within the broad strategic context of



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the NZG, the thematic driver for research focuses on ways to attract, develop and retain talent and to uphold excellence in all investments in knowledge, people and infrastructure. In its role as a national research facility, the NZG assist agencies and organisations, in collaboration, to fulfil their collective mandates for the conservation of biodiversity, ultimately enhancing the collective efforts in southern Africa for the conservation of regional biodiversity (Kotze and Nxomani 2011).

The NZG's strength is bringing together expertise from a variety of disciplines in synergy and an interdisciplinary approach rarely encountered in other research institutions. This strength is supported by appropriate human capacity, infrastructure and sustained funding for core scientific activities in both conservation biology and wildlife health.

The NZG has built up a unique resource to conduct and promote molecular genetic research in Africa, in response to a need to understand the relationships between the degree of genetic diversity, molecular diagnostics, phylogenetics and genetic factors that determine population viability of threatened species as a result of habitat fragmentation. National genetic databases have been established for a variety of species, including bontebok (*Damaliscus pygargus pygargus*), and are being expanded for species such as Cape mountain zebra.

The implementation of effective metapopulation management for Cape mountain zebra aimed at conserving and maximising genetic diversity (inclusive of reproductive vigour and disease resilience) of the metapopulation, with due consideration of the potential deleterious genetic consequences, is heavily reliant on the undertaking to implement focussed applied research in partnership with the NZG.

2.4 Utilisation and socio-economic context

The decimation of wildlife through trophy hunting by early settlers and explorers in the 19th century promoted the recognition among some hunters of the need to protect remaining game populations (Lindsey *et al.* 2007). Van Stittert (2005) suggests that the privatisation and commercialisation of wild "game" animals was already well-advanced in the Cape in the late 19th century and driven by the ostrich feather trade and local demand for meat and skins, and in the twentieth by commercial sport hunting. Formally protected Nature Reserves were an anomaly in the Cape. After establishment, public game reserves were reallocated for farming and were restricted where they survived at all.

Ostrich domestication was a watershed in the wild animal history of the Cape. The recognition of land owner rights and suppression of itinerant hunting and trading in game provided an effective legal monopoly over game animals that could be converted into either profit or patronage resulting in steady enclosure of private farms in the east and north (Transvaal) after 1883, financed by profits from the ostrich feather boom. The first record of a farmer fencing part of his farm to protect animals refers to Mr Alexander van der Byl who enclosed bontebok on approximately 2,500 ha near Bredasdorp. The establishment of National Parks by central government due to the potential tourism value and precarious position of the remnant royal game in the Cape was intended to rescue the surviving gemsbok (*Oryx gazella*) (Gordonia), bontebok (Bredasdorp) and elephant (*Loxodonta africana*) (Uitenhage/Alexandria) in 1931, and Cape mountain zebra (Cradock) in 1937, from the threat of 'provincial prejudice' and private parsimony by creating a national park for each animal (Van Stittert 2005; Du Toit 2012).

Examples of conservation success by private land owners (including wildlife ranchers) commonly cited are the cases of the southern white rhinoceros (*Ceratotherium simum simum*), bontebok, black wildebeest (*Connochaetes gnou*), Cape mountain zebra and the geometric tortoise (*Psammobates geometricus*) (Lindsey *et al.* 2007; Cousins *et al.* 2008). Cousins *et al.* (2008) states that the maintenance of natural areas through wildlife ranching is obviously beneficial to conservation and protects habitat from radical transformation and



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also provides additional space which supports formal conservation as ranchers become “custodians of components of metapopulations” for a variety of species, both introduced and non-introduced.

The role of wildlife ranching for landscape level conservation, in general, is thought to be essential due to the limited government funding available for conservation, however, the practicality of ranching wildlife for conservation is challenging. In addition to the challenges of combining economic gain with conservation objectives, ranchers are often faced with relatively smaller enclosed areas and this necessitates the need for intensively managed wildlife populations. In order to enhance the role of wildlife ranching within conservation, clear guidance and support for ranchers is likely to be required to boost endorsement and minimise economic loss to ranchers (Cousins *et al.* 2008; Lindsey *et al.* 2007).

Hrabar and Kerley (2013; 2015) report that the most common motivation for stocking Cape mountain zebra on private land was for the conservation of the species and the least common motivation was hunting. Private land stakeholders, however, have expressed aspirations for Cape mountain zebra derived incentives through hunting, trading and stocking accessibility (Birss personal communication 2016) as well as stocking of Cape mountain zebra on private land, outside of their NDR (Hrabar and Kerley 2015; Taylor *et al.* 2016).

Hunting of Cape mountain zebra by South African hunters and land owners for population management and ecotourism purposes is permitted and granted by the relevant provincial conservation authorities on the merit of applications. Cape mountain zebra, being listed on CITES, requires a positive NDF in order to allocate hunting quotas for international export and in some cases additional requirements may include enhancement findings (i.e. United States of America: Endangered Species Act) – this limits accessibility of international clients to hunt Cape mountain zebra.

According to Lindsey *et al.* (2007), South Africa has the largest hunting industry in Africa in terms of number of operators, visiting hunters, animals shot and revenues generated, however, also cautions that the value of wildlife trophies create pressure for the issuance of large and increasing CITES quotas. Further, they refer to the insistence by hunters and hunting advocates that trophy hunting is of major importance for conservation in Africa, involves low off-takes, high prices and is sustainable, thus plays a role in creating incentives for the conservation of threatened species, but that CITES restrictions on trophy exports impose limitations on revenues from trophy hunting and incentives gained from restricted species. Discussions concerning trophy hunting are polarised which is exacerbated by the lack of reliable data on the impact of trophy hunting.

2.5 Conservation measures

Historically, excessive hunting as well as habitat loss and fragmentation due to agriculture reduced Cape mountain zebra numbers to less than 80 individuals in just three localities in the 1950s. Since the 1950s the number of Cape mountain zebra has gradually increased through translocations to ensure continued population growth and genetic diversity (Novellie *et al.* 2002). By 2002, the Cape mountain zebra population totalled >1 600 individuals in six national parks, 10 provincial reserves and 17 private reserves distributed across most of their natural range (Castley *et al.* 2002). According to Hrabar and Kerley (2015) over 70% of the national population is strictly protected within National Parks and provincial Nature Reserves.

The two smallest remnant populations of Cape mountain zebra occur in the Kammanassie and Gamka Mountains. The registered title deeds recognising the State Forest portions of the Kammanassie date back to 1878, the area was then known as the Langkloof State Forest (Schutte-Vlok *et al.* 2012). The earliest records of Cape mountain zebra census dates back to July 1986 when the Kammanassie NR was still managed by the National Department of Forestry. Kammanassie only became part of the provincial department during



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1988, and prior to this very little attention had been given to the Cape mountain zebra population on this NR. When the reserve was established in 1978 the estimated number of Cape mountain zebra was six (Odendal 1978). The earliest record of Cape mountain zebra on the Kammanassie mountain dates back to 1949, with a total of 15 animals recorded. Today the population is estimated at 70 animals (Cleaver 2004).

Gamkaberg NR was purchased by the Department of Nature and Environmental Conservation in 1974 for the express purpose of conserving, in their natural habitat, the remaining population of Cape mountain zebra occurring there (Barry *et al.* 2016). The Gamkaberg population was estimated at 42, in 2015, from a founder population of 6 animals (Barry *et al.* 2016).

Challenges around the survival of the Gamkaberg population include limited suitable habitat as they are fenced within the approximately 10 000 ha with limited availability of water during the dry months. The recent addition of the Fontein property means that the Cape mountain zebra now have access to two additional reliable borehole water points (Barry *et al.* 2016)

Cape mountain zebra occurred on the Outeniqua NR (established in 1936) but this population went extinct in the early 1970s possibly due to translocations and poaching was largely uncontrolled (Lloyd 1984).

In 1956 and 1957, the then Cape Provincial Administration purchased the properties De Hoop and Windhoek, east of Bredasdorp, and later the farm The Nook was added. The original De Hoop NR was proclaimed in 1957, as the first Provincial nature reserve, and used as an experimental game breeding farm (Scott and Scott 2002). The De Hoop Cape mountain zebra population was estimated at 115, in 2015, and animals move between De Hoop NR and the adjacent Denel Overberg Test Range. Ten animals were introduced to De Hoop in the 1970s, five from Mountain zebra NP and five from Kammanassie (Hey 1995). They are subject to low incidence of sarcoid tumour caused by the bovine papillomavirus (BVP) DNA types (Novellie *et al.* 2002; Sasidharan 2005).

In 1999, nine Cape mountain zebra from Karoo NP were introduced into the Anysberg NR at Vrede Valley. On 16 August 2004, a further eight zebra from Karoo NP was released into the reserve. Today the Cape mountain zebra sub-population is estimated at 21 animals. In 2012, the Anysberg NR was expanded by 12,832 ha with assistance from WWF-SA and funding from the Leslie Hill Succulent Karoo Trust, and this has increased the reserve to over 80 000 ha in size (Schutte-Vlok 2015).

2.5.1 The Mountain Zebra Working Group (MZWG)

A further overview of past conservation measures for Cape mountain zebra indicates that the conservation management of the South African Cape mountain zebra metapopulation is shared by five conservation agencies, namely SANParks (a parastatal organisation responsible for the management of South Africa's National Parks), CapeNature (public entity of the Western Cape Department of Environmental Affairs and Development Planning), Eastern Cape Parks and Tourism Agency (public entity of the Eastern Cape Department of Economic Development, Environmental Affairs and Tourism), the Northern Cape Department of Environment and Nature Conservation and the Free State Department of Economic, Small business development, Tourism and Environmental Affairs.

The MZWG was established to coordinate the conservation of mountain zebras in South Africa. Initially the focus was on the Cape mountain zebra, but was later expanded to include the Hartmann's mountain zebra in South Africa. The MZWG acted as a national body of interested and affected parties established to implement the Action Plan for Mountain Zebra as outlined in *Equids: zebras, asses and horses – status survey and conservation action plan*, published by the IUCN Equid Specialist Group in 2002. The primary role of the MZWG was to ensure that mountain zebra populations in South Africa are regularly monitored and to revise



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the strategy outlined in the Action Plan, when necessary. The MZWG has not officially been active since 2010 although much of the intentions of the working group had been adopted by participatory conservation agencies, either through policy or management commitment. Doctor Halszka Hrabar and Professor Graham Kerley, associated with the Nelson Mandela Metropolitan University, Port Elizabeth, have been primarily responsible for regular population status reports and liaison with private land owners, conservation agencies and conservation managers towards maintaining the momentum of the MZWG mandate.

The MZWG adopted a Terms of Reference which was aimed at *inter alia*:

1. To coordinate the future conservation of mountain zebras in South Africa;
2. To act as local body of interested and affected parties whose mandate is to implement the Equid Specialist Group Action Plan for Mountain Zebra as outlined by Novellie *et al.* (2002);
3. To monitor mountain zebra populations on a regular basis, and to revise the strategy outlined in the Action Plan when and where necessary using the monitoring information obtained;
4. To ensure appropriate implementation of the Action Plan, as well as scientific advisory personnel to ensure the Action Plan is followed and that the necessary revisions and any other sources of relevant information are brought to the attention of those responsible for implementation; and
5. Recognising the role that private landowners played historically in saving this animal from extinction, promoting a spirit of co-operation with current and future landowners, and regularly communicating relevant information to the private sector to achieve this goal.

Conservation management policies were developed and adopted by provincial conservation agencies for the translocation and hunting of Cape mountain zebra (the latter dating back to the early 1980s). Protocols for the monitoring of Cape mountain zebra in various reserves were developed and distributed in order to coordinate this matter and produce a reliable database on population status. A draft protocol for assessing the habitat of any receiving property was also developed.

In 2010 attempts to reconvene the MZWG failed and therefore CapeNature in partnership with SANParks initiated the BMP-S process, aiming to disband the MZWG in favour of a BMP-S steering committee and to drive towards a stakeholder workshop to draft a BMP-S for the Cape mountain zebra.

At present there is no formal management plan for Cape mountain zebra. SANParks currently has no specific management strategy for Cape mountain zebra, and management follows the general policy for the management of large mammals in SANParks. The Mountain Zebra and Karoo National Parks, which have the largest populations, have been increased greatly in area over the past decade, and consequently the Cape mountain zebra populations have been expanding in these parks. Both parks have introduced lions and other large predators, and their impact on the mountain zebra populations are being monitored (Novellie, personal communication).

An inter-agency collaboration between SANParks, CapeNature and ECPTA acknowledges the need for the Cape mountain zebra BMP-S, to ensure the long term survival of the species in nature, and to formalise the collaborative efforts of participatory parties of the MZWG.

CapeNature, in partnership with SANParks and the Eastern Cape Parks and Tourism Agency, initiated a process to develop a BMP-S for Cape mountain zebra, in terms of the NEM: BA, in collaboration with the Northern Cape Department of Environment and Nature Conservation, the National Zoological Gardens of



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South Africa and the Free State Department of Economic, Small business development, Tourism and Environmental Affairs.

Finally, in the development of this BMP-S, it is envisaged that the governance of Cape mountain zebra metapopulation management and the implementation of the BMP-S will be taken over by a BMP-S steering committee, including regulatory and other conservation authorities to provide oversight and accountability for the implementation of actions as detailed in the Action Tables.

2.5.2 Metapopulation management

A metapopulation is defined as a group of geographically isolated populations of the same species that may exchange individuals through dispersal, migration or, when implemented as a management strategy, human-controlled movement and the availability of empty habitats that are largely connected (Hanski 1999; Olivier *et al.* 2009). Implementation of human-mediated metapopulations becomes necessary when individuals no longer have the ability to move between patches or to recolonise empty patches (Akçakaya *et al.* 2007). The implementation of metapopulation processes may improve the persistence of mammals in fragmented habitats (Olivier *et al.* 2009). The managed metapopulation approach has been proposed for large herbivores in South Africa, where extensive areas are needed to hold a viable population (Elmhage and Angerbjörn 2001). Akçakaya *et al.* (2007) propose that what conservation needs is not necessarily metapopulations *per se*, but the metapopulation approach and concepts, which allow for the assessment of the persistence of a species that happens to exist in a metapopulation, either naturally or due to habitat loss and fragmentation.

Elmhage and Angerbjörn (2001) suggested a managed metapopulation approach as a means to solve problems of inbreeding in small, isolated populations with a high extinction risk, when:

1. There are discrete habitat patches large enough to hold breeding sub-populations (Hanski 1999); and
2. Ecological processes that work on both local and regional (metapopulation) scales (Hanski 1999).

Elmhage and Angerbjörn (2001) cautioned against the assumption that all populations with patchy distributions and some degree of connectivity are metapopulations. They emphasise the importance to investigate the demographic properties of sub-populations in different population networks, on a case by case basis in order to contribute to the conservation and management of large mammals in fragmented habitats. In addition to human-mediated dispersal through reintroduction and translocation, dispersal can be increased by conserving or restoring the habitat between existing populations. This can reduce local extinctions by facilitating the 'rescue effect' of colonization, and it can increase the rate of recolonization following local extinction. One example to increase the overall persistence of the species is linking populations through habitat corridors (Akçakaya *et al.* 2007).

Effective metapopulation management for Cape mountain zebra by the conservation agencies involved (see above), should aim to conserve the allelic diversity and promote and maintain genetic diversity within and between the relevant sub-populations of the metapopulation, in particular the potential loss of rare alleles in the isolated relict populations at Kammanassie and Gamkaberg, either caused by genetic drift or genetic swamping. Genetic data are often used to assess "population connectivity" because it is difficult to measure dispersal directly at large spatial scales, however, estimates of genetic divergence alone provide little information on demographic connectivity (Allendorf *et al.* 2012). "Genetic rescue" is considered to play a crucial role in the persistence of small natural populations and is an effective conservation tool under certain circumstances, however, the occurrence of outbreeding depression following heterosis in the first generation in some cases indicates that care is needed when considering the source of populations for rescue (Allendorf *et al.* 2012).



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It has been recommended by various authors (Hrabar *et al.* 2015; Hrabar and Kerley 2013; Hrabar and Kerley 2015; Hill 2009; Sasidharan *et al.* 2011; Moodley and Harley 2006) that the three relic populations should be mixed. With due consideration to the potential deleterious genetic consequences as indicated by Frankham *et al.* (2002) and Allendorf *et al.* (2012), introductions into either Kammanassie and or Gamkaberg sub-populations must be avoided and alternative locations for mixing and monitoring the effects of mixing must be considered. In this regard, it would be recommended that the mixing of sub-populations first takes place between those contained in state-owned protected areas, for proper monitoring of the result, before translocations to private properties are considered.

As animals are available to be sourced from the De Hoop NR, Gamkaberg NR and Kammanassie NR populations, new populations derived from various mixtures of these source animals and carefully selected numbers of Cradock-source animals should be established. These new populations should be introduced into the top priority sites as determined by the prioritisation and site selection criteria listed in this BMP-S.

More than 40 individuals in various groups have escaped from De Hoop NR and now occur on private land. In some instances these animals are being persecuted and poached. Hybridisation with horses and donkeys have been observed (Marais 2015).

The Cape mountain zebra metapopulation comprises the following four main elements:

1. A good number of widely distributed sub-populations derived from the Cradock lineage that form the bulk of the Cape mountain zebra population (including private land sub-populations),
2. The Gamkaberg NR population,
3. The Kammanassie NR population,
4. The De Hoop population which is a Cradock- and Kammanassie-derived population which does still represent rare alleles from the Kammanassie population (Moodley and Harley 2006).

Finally, the management and monitoring of the Cape mountain zebra metapopulation should be guided by this BMP-S and all agencies and eventually, private and corporate landowners, should strive to promote the conservation of the Cape mountain zebra. Only a collaborative and focused science-based effort, supported by sound management principles and best practice will ensure the success and future survival of the species.

It appears from the available body of knowledge, that many and rather specific recommendations to improve the survival of Cape mountain zebra in the wild and within its NDR have been made throughout the years, but that little action has been taken in this regard.

2.5.3 Non-detriment finding (NDF)

Hrabar and Kerley (2015) estimate that the potential Cape mountain zebra population on occupied private land could have been between 2,205 and 2,427 individuals in 2015. They also indicated that the most common motivation for stocking Cape mountain zebra on private land was for the conservation of the species while the least common motivation was hunting. However, during a workshop convened by SANBI in order to prepare a Non-detriment Finding, private land stakeholders expressed aspirations for Cape mountain zebra derived incentives through hunting, trading and stocking accessibility (Birss personal communication 2016). Although hunting by South African hunters and land owners for population management and ecotourism purposes is permitted and granted on the merit of applications, Cape mountain zebra, being listed on CITES, requires a positive Non-detriment Finding in order to allocate hunting quotas for export – thus limits accessibility of international clients to hunt Cape mountain zebra.



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In May 2015 the Scientific Authority of South Africa, as established in terms of Section 60(1) of the NEM: BA, conducted an NDF assessment for the Cape mountain zebra in terms of the CITES Regulations (Equ_zeb_zeb_May2015). As stated previously, the purpose of this NDF was to assess whether or not the trade (international) in Cape mountain zebra is likely to have a detrimental impact on the population(s) of the species.

The NDF undertaken for the Cape mountain zebra demonstrates that legal local and international trade in live animals and the export of hunting trophies at present poses a moderate to high risk to the survival of this subspecies in South Africa. It continues to state that if a small hunting quota were to be introduced, it would in all likelihood increase the economic value of the Cape mountain zebra, which is anticipated to generate species and habitat conservation incentives. Subsequently, if the Cape mountain zebra had a higher economic value, there would be more of an incentive to conserve the subspecies and limit the introduction of alternative high-value extra-limital species that can lead to habitat deterioration.

Recommendations from the NDF include the development and effective implementation of a Biodiversity Management Plan for Cape mountain zebra to improve metapopulation management and the parallel implementation of a small cautious hunting quota supported by a population viability analysis which considers genetic diversity within the population, with effective monitoring and research (Scientific Authority. 2015).

The intention of this BMP-S is to promote the conservation and future survival in the wild of the Cape mountain zebra within its NDR with the actions flowing from the planning process to achieve this goal.

2.5.4 Population viability analysis

Local extinction refers to the extinction of a single population in a spatially separate patch, global extinction refers to the loss of all members of a species in all of its constituent populations, and quasi-extinction (Ginsberg *et al.* 1982) to the risk of decline below a specified population size within some specified time (Lindenmayer and Burgman 2005). Population viability analysis is a modelling tool which is used to predict the likelihood of a population reaching a minimum size and threshold in the future. Ginzburg *et al.* (1982) cautioned decision makers to ensure a good understanding of predictive modelling and to, not merely rely on experts' ability to obtain a result or the interpretation of a final conclusion. Previous models (using a quasi-extinction threshold of 10 individuals at the time horizon of 50 years) deployed for both Kammanassie and Gamkaberg Cape mountain zebra sub-populations, indicated that the viability of the Gamkaberg NR was uncertain and argued that limited suitable habitat and the absence of regular fires increased the probability of quasi-extinction (based on population growth rates between 1973 and 2004). The predicted low probability of a quasi-extinction for the Kammanassie sub-population is influenced by rapid population growth after the series of fires from 1997 onwards, and above average rainfall. Although the study suggests that the risk of quasi-extinction of the Cape mountain zebra sub-populations were relatively low over the next 50 years, it was still higher than expected and highly dependent on environmental factors and management decisions (Watson *et al.* 2005, Watson and Chadwick 2007). This risk is exacerbated by small population sizes, inbreeding and competition with other species for suitable habitat (Penzhorn and Novellie 1991; Novellie *et al.* 2002, Watson *et al.* 2005, Watson and Chadwick 2007).

The main management recommendations to reduce this risk of quasi-extinctions of Cape mountain zebra include:

- Deliberate mixing of relict populations in order to maintain and improve genetic diversity;
- Re-enforcement of existing populations prioritised over the establishment of new populations;
- Regulation of translocations to prevent hybridisation;



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- Research into the implications of disease and disease risk management;
- Translocation of animals to other protected areas;
- Acquisition of land adjacent to protected areas with Cape mountain zebra;
- Changing fire management in the habitat preferred by Cape mountain zebra to increase the availability of palatable grasses; and
- Formation of conservancies with adjacent landowners.

(Novellie *et al.* 2002; Moehlman 2002; Moodley and Hartley 2005; Watson *et al.* 2005; Watson and Chadwick 2007; Sasidharan *et al.* 2011; Hrabar *et al.* 2011; Hrabar and Kerley 2015; Strauss 2015).

The 2002 IUCN Status and Action Plan for the Mountain Zebra *Equus zebra* (Novellie *et al.* 2002) suggested a Cape mountain zebra population target of 2,500. This number, now exceeded, needs to be reassessed (Hrabar and Kerley 2013). Kerley *et al.* (2003) suggests Cape mountain zebra population targets of 7,249 for pre-transformation areas and 5,194 excluding transformed areas within the NDR in the Cape Floristic Region. The population estimate of 4,791, in 2015, of which 3,268 occurs on protected areas, could potentially increase by 3,240 on protected areas in the NDR, in the long term, with the effective implementation of a sound metapopulation strategy, thereby indicating that a target population of 6,500 on protected areas may be an attainable goal (Birss *et al.* 2016).

During 2015 and 2016, SANBI convened a number of workshops to facilitate the development of Cape mountain zebra population simulation models to inform formal evaluation of management strategies (including harvesting). The workshops introduced the basic principles of the Management Strategy Evaluation (MSE) framework. The model allows for the monitoring of off-takes of various age and sex ratios under different management strategies. From this information robust quantitative analysis can be conducted to provide advice on selective hunting quotas and introduction strategies or relocations schemes to achieve the targets considered for optimal resource use (Winker 2016a).

A time-series analysis of long-term established mountain zebras within protected areas was aimed at: (1) to predict and forecast the absolute numbers of long-term protected subpopulations, (2) to determine the average rate of increase across populations and (3) to provide robust population trend estimates, and associated uncertainties, with implications for the IUCN Red list status. The estimated global mean of the rate of increase across the 10 subpopulations was 6.9% per annum and suggests a potential further increase of at least 4,073 animals by 2025, depending on the availability of habitat (Winker 2016b).

Incorporating carrying capacity limits into forward projections is expected to constrain future growth potential of the nine identified source populations. To maintain rates of increase in source population numbers, the expansion of available land or the founding of new source populations on suitable land will be required (Winker 2016c).

The development and implementation of site and national level MSE models to provide decision support for the evaluation of off-takes is recommended. These models should support the implementation of a CITES quota, providing for constant monitoring and evaluation. A hunting quota determined through a population viability analysis that considers genetic diversity within the population is being developed and the implementation thereof will be monitored through a research project.

2.6 Conservation status and legislative context

In South Africa, legislative jurisdiction regarding the conservation and management of wildlife is shared between the national and provincial governments. The Constitution mandates that “nature conservation, excluding National Parks, national botanical gardens and marine resources,” is one of the functional areas in which there is concurrent national and provincial legislative jurisdiction.



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South Africa has nine provinces: Eastern Cape, Free State, Gauteng, KwaZulu-Natal, Limpopo, Mpumalanga, Northern Cape, North West, and Western Cape. A great deal of legislative and executive jurisdiction over issues of conservation and management of wildlife, including regulation of imports and exports, is exercised by these provincial governments. National government wields significant legislative jurisdiction over the protection of wildlife, in large part to create national uniformity on the matter.

The NEM: BA and its subsidiary legislation put in place protections for various species that are threatened or otherwise in need of protection. It also provides the authority for consolidating fragmented biodiversity legislation in the country through the establishment of national norms and standards specific to certain particularly vulnerable animals. Enforcement of the NEM: BA and its subsidiary legislation is shared across various tiers of government (Goitom 2013).

2.6.1 International obligations

The Convention on Biological Diversity (CBD)

South Africa is a Party to the CBD. Parties to the CBD adopted the Strategic Plan for Biodiversity 2011-2020, in 2010 in Nagoya, Japan, with the purpose of inspiring broad-based action in support of biodiversity over the following decade by all countries and stakeholders. In recognition for the urgent need for action the United Nations General Assembly also declared 2011-2020 as the United Nations Decade on Biodiversity. The Strategic Plan is comprised of a shared vision, a mission, strategic goals and 20 targets and serves as a framework for the establishment of national and regional targets, promoting the three objectives of the CBD.

The development and implementation of this BMP-S addresses Strategic Goal C: Improve the status of biodiversity by safeguarding ecosystems, species and genetic diversity. This BMP-S specifically aims to contribute to the Target 12: By 2020 the extinction of known threatened species has been prevented and their conservation status, particularly to those in decline, has been improved and sustained. This target specifically related to IUCN listed threatened species and has two components:

- Preventing extinction. Preventing extinction entails that those species which are currently threatened do not move into the extinct category; and
- Improving the conservation status of threatened species. An improvement in conservation status would entail a species increasing in population to a point where it moves to a lower threat status.

Progress towards this target would help reach other targets contained in the Strategic Plan, including Target 13. Further actions taken towards this target could also help to implement commitments related to the species focussed multilateral agreements such as CITES (CBD 2013).

The World Heritage Convention

Cape mountain zebra occur on 7 protected areas within the Cape Floristic Region World Heritage Site: Table Mountain NP, Anysberg NR, Kammanassie NR, Gamkaberg NR, Theewaterskloof NR and the Baviaanskloof NR.

IUCN Red List

In 2008, the IUCN Red List status for Cape mountain zebra changed from “Endangered” to “Vulnerable” (VU D1) as the total population was estimated at approximately 500 mature individuals and increasing.

CITES



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South Africa is a Party to the CITES, which thus governs and controls South Africa's international trade in CITES-listed species. The Cape mountain zebra is listed in Appendix I of CITES i.e. species threatened with extinction which are or may be affected by trade. Refer to South Africa's CITES Regulations (see below).

2.6.2 National legislation

NEM: BA

The NEM: BA gives effect to the constitutional commitment to take reasonable legislative measures that promote conservation by providing for the management and conservation of biological diversity and the sustainable use of indigenous biological resources.

Threatened or Protected Species (ToPS) Regulations, 2007

The ToPS Regulations, 2007, promulgated in terms of NEM: BA came into force in February 2008. The regulations provide for the protection of species that are threatened or in need of protection to ensure their survival in the wild and give effect to the Republic's obligations. At the time of writing (February 2016), the ToPS Regulations are going through a comprehensive process of review, amendment and repeal.

CITES Regulations, 2010

The CITES Regulations under NEM: BA came into force in March 2010. The regulations give effect to South Africa's obligations as a signatory to the Convention on International Trade in Endangered Species of Wild Fauna and Flora (see above) insofar as creating a permitting system to regulate the international trade (import, export and re-export) of listed species (live animals as well as specimens / products) as well as concomitant administrative, compliance and enforcement structures.

In terms of Regulation 6(3)(c) of the CITES Regulations (read with Article IV of the CITES (Convention) and Section 1 of the NEM: BA), an export permit shall only be granted for an Appendix I (or II) listed species when a Scientific Authority of the State of export has advised that such export will not be detrimental to the survival of that species.

A NDF is defined in the CITES Regulations to mean a finding by the Scientific Authority advising that a proposed export of an Appendix I (or II) specimen will not be detrimental to the survival of the species and that a proposed import of an Appendix I specimen is not for purposes that would be detrimental to the survival of the species.

NEM: PAA

NEM: PAA provides for the protection and conservation of ecologically viable areas representative of South Africa's biodiversity and natural landscapes and seascapes in protected areas. Protected areas in South Africa offer a viable tool for habitat protection and the protection and maintenance of ecologically viable numbers of the Cape mountain zebra and their associated species and habitats.

2.6.3 Other relevant South African legislation

Apart from the National Environmental Management Act, 107 of 1998 (NEMA) and its related Acts and Regulations, the nine provincial conservation ordinances / acts are the major regulatory instruments for the regulation of wild animal species in South Africa.



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Transvaal Nature Conservation Ordinance, 12 of 1983 (implemented in Gauteng; Limpopo including Gazankulu and Venda; North West including Bophuthatswana and Lebowa and Mpumalanga Provinces) and augmented by:

- Gauteng Nature Conservation Ordinance, 1983 - Gauteng Nature Conservation Act, 2014;
- Limpopo Nature Conservation Ordinance, 1983 - Limpopo Environmental Management Act, 2003; Gazankulu Nature Conservation Act, 5 of 1975, Venda Nature Conservation Act, 10 of 1973;
- Mpumalanga Ordinance, 1983 - Mpumalanga Nature Conservation Act, 10 of 1998;
- North West Nature Conservation Ordinance, 1983; Bophuthatswana Nature Conservation Act, 1973; Lebowa Nature Conservation Act, 1973, and tribal rule.

Cape Province Nature Conservation Ordinance, 19 of 1974 (implemented in the Western Cape; Eastern Cape including Ciskei and Transkei; Northern Cape and North West Provinces) and augmented by:

- Western Cape Nature Conservation Ordinance, 19 of 1974 - Western Cape Biodiversity Bill *in prep.*
- Northern Cape Nature Conservation Ordinance, 19 of 1974 - Northern Cape Nature Conservation Act, 9 of 2009
- Eastern Cape Nature Conservation Ordinance, 19 of 1974; Ciskei Nature Conservation Act, 10 of 1987; Transkei Decree 9 of 1992.

Natal Nature Conservation Ordinance, 15 of 1974 (implemented in KwaZulu-Natal Province, including KwaZulu)

- KwaZulu Nature Conservation Act, 29 of 1992 - KwaZulu-Natal Nature Conservation Management Act, 9 of 1997; KwaZulu Nature Conservation Act, 8 of 1975

Free State Nature Conservation Ordinance, 1969 (implemented in the Free State Province, including QwaQwa) and augmented by:

- Free State Nature Conservation Ordinance, 8 of 1969; QwaQwa Nature Conservation, 5 of 1976.

Supporting decision making instruments include National Norms and Standards and Provincial Conservation and Regulatory Policies.

Other Acts such as the Animals Protection Act, 71 of 1962 as amended, which regulates animal welfare in South Africa is also applicable to wildlife.

The Game Theft Act, 105 of 1991, the Fencing Act, 31 of 1963; the Animal Health Act, 7 of 2002, Animals Diseases Act, 35 of 1984, Medicines and Related Substances Control Act, 101 of 1965, and the Animal Matters Amendment Act, 42 of 1993, may also be relevant to Cape mountain zebra conservation as it plays a significant role in veterinary care of animals, as well as their translocation.

Furthermore, Cape mountain zebra is a carrier of AHS. As a result, certain restrictions (Animal Diseases Act) are in place for the movement of Cape mountain zebra, especially into the AHS controlled areas of the Western Cape (set out by the Department of Agriculture in 2003).



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3) PLANNING FRAMEWORK

3.1 The planning context

The Cape mountain zebra BMP-S workshop planning process was aligned to the framework provided by the IUCN Species Survival Commission for species conservation planning. Refer to Figure 4. It has guided the stakeholder engagement and planning workshops in defining the desired state, objectives and actions for this BMP-S. The outputs have guided the compilation of the Action Plan and Monitoring Framework (Section 5) to enable effective monitoring and reporting, based on appropriate indicators of success (measurable indicators/outputs) for each action. This enables the tracking of progress towards achieving objectives and thus allow for the adaptive review of objectives (IUCN 2008).

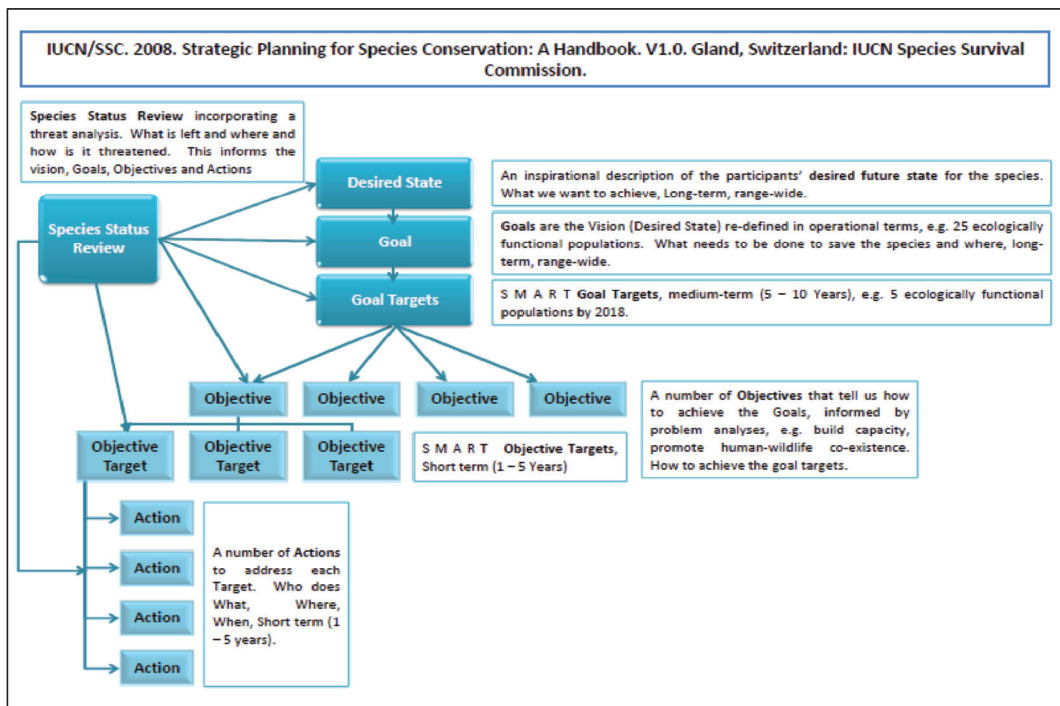


Figure 4: IUCN Species Survival Commission (SSC) schematic for species conservation planning.

3.2 Key role players

Key role players and stakeholders in the management of the Cape mountain zebra are the following (Table 5).

- Those government departments and agencies (at a national, provincial and local level) that have been mandated in terms of legislation, to protect this species, and to implement the actions identified in this plan in order to ensure the long term survival of this species in the wild.
- Other government departments involved in regulating activities that may impact on achieving the conservation objective for the species.
- Private land owners, (including wildlife ranchers), with sub-populations of Cape mountain zebra on their land;
- Researchers and research institutions involved with research relevant to the species.
- Non-governmental organisations, at both a national and international level providing funding for management implementation, research, students and projects.

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Table 5. Organisations that are involved in developing and implementing various aspects of the Cape mountain zebra BMP-S.

National Government	<ul style="list-style-type: none"> • Department of Agriculture, Forestry and Fisheries • Department of Environmental Affairs Branch: Biodiversity and Conservation (DEA: BC) • Department of Environmental Affairs: ToPS and CITES • South African National Biodiversity Institute • South African National Parks • National Zoological Gardens of South Africa
Provincial Government	<ul style="list-style-type: none"> • CapeNature • Northern Cape Province: Department of Environment and Nature Conservation • Eastern Cape Province: Department of Economic Development, Environmental Affairs and Tourism • Free State Province: Department of Economic, Small Business Development, Tourism and Environmental Affairs • Eastern Cape Parks and Tourism Agency
Higher Education Institutions	<ul style="list-style-type: none"> • Centre for African Conservation Ecology, Nelson Mandela Metropolitan University • Manchester University • University of the Free State
Non-Government	<ul style="list-style-type: none"> • World Wild Fund for Nature – South Africa (WWF-SA) • Table Mountain Fund (TMF) • Wilderness Foundation • Endangered Wildlife Trust (EWT) • Wildlife Ranching South Africa (WRSA) • Professional Hunters Association of South Africa (PHASA) • South African Hunters and Game Conservation Association (SAHGCA)
Other	<ul style="list-style-type: none"> • Perdeberg Winery

3.3 Stakeholder engagement

Identified interested and affected parties were invited to participate in the initial Cape mountain zebra BMP-S workshop via e-mail in October 2013. The list of participants and provisional agenda for the workshop is attached as Appendix A and includes experts on Cape mountain zebra, representatives of conservation management agencies, representatives of wildlife ranching and hunting associations, private land owners and researchers (many already participated in a SANBI facilitated workshop for the compilation of the CITES NDF). Invitees were requested to participate in the workshop to facilitate the drafting of a Biodiversity Management Plan for Cape mountain zebra and were requested to recommend additional stakeholders who they thought could contribute to the proposed workshop.

The Stakeholder Workshop was held on 29 November 2013. The workshop included presentations on the current state of knowledge for Cape mountain zebra. The group as a collective developed the Desired State and identified the key threats to the long term survival of Cape mountain zebra in nature. Break-away groups led by an expert in that particular field, then facilitated the compilation objectives and action plans for each threat. The proceedings of the workshop were used to compile the draft Biodiversity Management Plan for Cape mountain zebra. This draft was compiled by representatives of SANParks and CapeNature. CapeNature



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engaged in two internal workshops to facilitate the adoption of a CapeNature Cape mountain zebra metapopulation management strategy based on the outcomes of the BMP-S workshop and to contribute to developing mechanisms to enable the achievement of the objectives of the BMP-S.

The draft Cape mountain zebra Biodiversity Management Plan will be submitted to the Department of Environmental Affairs for gazetting for public participation. Stakeholders involved in the initial workshop will be provided with the draft Cape mountain zebra BMP-S and encouraged to provide further inputs via the public participation process to promote transparency.

3.4 Relevant agreements

There is currently no formal inter-agency agreement as far the management of Cape mountain zebra is concerned. Apart from the three stakeholder and internal workshops held, a meeting held between the Eastern Cape Parks and Tourism Agency, SANParks and CapeNature in January 2016 in Stellenbosch will form the basis of future inter-agency cooperative agreements, formal Memoranda of Understanding and/or protocols to be developed.

A draft inter-agency protocol for dealing with the potential threat of hybridisation between Cape mountain zebra and plains zebra, and the translocation of surplus Cape mountain zebra from National Parks is under development (Zimmermann personal communication).

3.5 Identification of lead and implementing agencies

A final BMP-S workshop with conservation agencies and other stakeholders was held on 25 May 2016 (Agenda and Attendance Registers are attached as Appendix D). During this workshop all stakeholders for the BMP-s were identified and confirmed, and the relationships between stakeholders were workshopped by small working groups as an introduction to the rest of the proceedings. The outputs of this (Venn diagrams representing different stakeholders and their respective relationships) are attached as Appendix E. This exercise informed further discussion and final agreement on who the respective lead and responsible agencies are, as well as the collaborators.

CapeNature was proposed and accepted as the overall lead agency for the CMZ BMP-S, and the workshop identified additional lead and implementing agencies, and collaborators for the respective actions under each Objective Target. The workshop and all stakeholders present concluded and reached consensus on all identified actions under each objective target.

It should be noted that the NC DENC could not attend the workshop but provided extensive comments on the document. Similarly, the EC DEDEAT and FS DESTEA could not attend either, but have also supplied comments on earlier versions of the BMP-S.

3.6 Expert verification for quality of content and context

The Biodiversity Management Plan for Cape mountain zebra (Draft Cape mountain zebra BMP-S_V2_24 April 2016.pdf) was reviewed by Dr Peter Novellie for expert verification of quality of content and context.

Dr Novellie recently retired after 32 years with SANParks, working mainly at the interface between park management planning, wildlife management and national law and policy. His other research interests include the management of ungulate herbivory in protected areas, and the conservation of threatened species. His involvement with Cape mountain zebra started in 1983 when he was appointed to a research position in the Mountain Zebra NP.



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Dr Novellie is generally regarded as the Cape mountain zebra “guru” and has authored and co-authored numerous publications and recommendations on the conservation status, ecology, behaviour, monitoring and management of Cape mountain zebra during his tenure with SANParks.

Dr Novellie found the draft BMP to be thorough and excellently compiled, has endorsed this BMP and provided suggestions which have been incorporated into the content.



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SCHEDULE**4) BIODIVERSITY MANAGEMENT PLAN****4.1 Lead and implementing agencies**

Lead agencies:	CapeNature	
Implementing Agencies:	DEA:	Regulation, coordination of implementation, monitoring, evaluation and annual reporting.
	CapeNature:	Regulation, research collaboration, population management, monitoring and reporting.
	SANParks:	Population management, monitoring, research collaboration and reporting.
	ECPTA:	Population management, monitoring, research collaboration and reporting.
	EC DEDEAT:	Regulation, monitoring and reporting.
	NC DENC:	Regulation, population management, monitoring, research collaboration and reporting. [Comments received from NC DENC indicate that they do not currently have the capacity (staff, budget and resources) to implement this BMP-S.]
	FS DESTEA:	Population management, monitoring, research collaboration and reporting.
	NZG:	Research, monitoring and reporting.
	SANBI:	Monitoring, reporting and research facilitation.

4.2 Identified threats and challenges**4.2.1 THREAT: Population Fragmentation**

An increase in fragmented, small, isolated sub-populations derived from an already genetically compromised population, with inhibited or non-existent gene flow, injudiciously translocated and or introduced into habitats based on poorly informed assessments of associated risks (IUCN 2013), promotes the creation of population sinks and exacerbates genetic drift (Ginzburg *et al.* 1982; Penzhorn and Novellie 2001; Elmhage and Angerbjörn 2001; Novellie *et al.* 2002; Frankham *et al.* 2002; Moodley and Harley 2006; Allendorf *et al.* 2012; Hrabar and Kerley 2013; Hrabar and Kerley 2015). Restrictions on the movement of equid animals across Horse sickness quarantine zones, will hinder the flow of genetics between sub populations (Cowell pers. comm.)

4.2.2 THREAT: Inbreeding

Breeding of closely-related individuals exacerbates the deleterious genetic consequences of enduring severe and sustained population bottlenecks in Cape mountain zebra, with continued loss of heterozygosity. The establishment of small, single source populations impedes the natural inbreeding avoidance behaviour, naturally exhibited in large viable populations through the dispersal of progeny. This compounded loss of genetic diversity predisposes the sub-populations to decreased resistance of the metapopulation to diseases and adaptation to environmental changes and stochastic events (Penzhorn 1982; Penzhorn 1984; Penzhorn 1985; Skinner and Smithers 1990; Penzhorn and Novellie 1991; Rasa and Lloyd 1994; Frankham *et al.* 2002; Moodley and Harley 2006; Allendorf *et al.* 2012).

4.2.3 THREAT: Hybridisation

Hybridisation between Cape and Hartmann's mountain zebra, due to injudicious translocations result in fertile offspring. Hybridisation between Cape mountain and plains zebra has been confirmed and concerns of introgression have been raised. Introgression is the incorporation of genes from one species or subspecies

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to another through hybridisation that results in fertile offspring that further hybridise and backcross to parental populations. Typically, hybridisation occurs when humans introduce exotic species in the range of rare species, or alter habitat so that previously isolated populations are now in secondary contact. Hybridisation with other equid species have also been confirmed and are concerning as this results in displaced reproductive effort of the metapopulation (Gray 1971; Frankham *et al.* 2002; Allendorf *et al.* 2012; Marias 2015; Dalton *et al.* 2016).

4.2.4 THREAT: Habitat alteration and fragmentation

Habitat quality and quantity is negatively impacted by modification, groundwater abstraction, erosion, alien invasive species, inappropriate fire management, overstocking and transformation (Penzhorn and Novellie 1991; Winkler and Owen-Smith 1995; Watson and Chadwick 2007; Hurzuk 2009; Kraaij and Novellie 2010; Smith *et al.* 2011; Watson *et al.* 2011; Schutte-Vlok *et al.* 2012; Strauss 2015; Birss *et al.* 2016;).

4.2.5 THREAT: Insecure habitat

Inability to secure habitat (funding dependant), expand protected areas, fence and provide adequate infrastructure threaten the continued success of the Cape mountain zebra metapopulation (Hurzuk 2009; Schutte-Vlok *et al.* 2012; Hrabar and Kerley 2015; Marais 2015; Birss *et al.* 2016).

4.2.6 CHALLENGE: To implement effective metapopulation management

The implementation of an effective metapopulation management strategy in order to ensure the establishment and maintenance of viable populations on suitable habitat within the NDR, maintain allelic diversity, promote and maintain genetic diversity and the reinforcement of reproductive potential, based on sound conservation genetic principles has been recommended by various authors, however, purposeful intervention have not been implemented on a metapopulation level. The increasing establishment of small founder sub-populations, lack of reinforcement and inaction towards understanding and implementing measures to increase genetic diversity of sub-population results in inbreeding, genetic drift, and loss of allelic diversity within sub-populations, and potentially results in decreasing the effective population size (a measure of its genetic behaviour, relative to that of an ideal population) (Hrabar *et al.* 2015; Hrabar and Kerley 2015; Hrabar and Kerley 2013; Hill 2009; Sasidharan *et al.* 2015; Moodley and Harley 2006; Frankham *et al.* 2002; Allendorf *et al.* 2012; Dalton *et al.* 2016; Akçakaya *et al.* 2007; Elmhage and Angerbjörn 2001; Hanski 1999; Olivier *et al.* 2009; Ginsberg *et al.* 1982; Lindenmayer and Burgman 2005; Novellie *et al.* 2002; Moehlman 2002; Watson *et al.* 2005; Watson and Chadwick 2007; Strauss 2015).

4.2.7 CHALLENGE: To provide incentives for private land owners to maintain viable sub-populations of Cape mountain zebra

Hunting, trading and stock accessibility, have been identified as potential Cape mountain zebra derived incentives. Conservation accreditation schemes, metapopulation participation and the provision of conservation management guidelines and support have also been identified as potential incentives, whereas strict policy and legislative requirements have been noted as disincentives. South Africa is very well positioned to accommodate international hunters, however CITES restrictions on trophy exports limits revenue potential and investment. Hunting advocates promote the importance of hunting for conservation in Africa, citing low off-takes, high prices and sustainability as incentives for the conservation of threatened species. Combining economic gain with conservation objectives are challenging for wildlife ranchers and strict conservation policies related to the stocking of Cape mountain zebra limits opportunities for wildlife ranchers to invest in the species, however, wildlife ranching is accredited with conservation successes for a number of species and contributing to landscape level conservation (Van Stittert 2005; Lindsey *et al.* 2007; Cousins *et al.* 2008; Du Toit 2012; Hrabar and Kerley 2015; Scientific Authority 2015).



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4.2.8 CHALLENGE: To consistently and uniformly implement legislation, policies and IUCN guidelines

A concurrent legislative jurisdiction is exercised by the appointed agencies or departments of nine provinces, the national DEA and SANParks. Provinces have differing conservation legislations, policies, priorities and objectives and are funded via provincial treasuries aligned with the provincial priorities, resulting in variation in the allocation of capacity and resources for nature conservation. Collectively, the provinces have incorporated approximately 22 sets of nature conservation legislation, including decrees and tribal rules effected in previous homeland states. The concurrent competence issue (environment and nature conservation) between the national and provincial departments creates confusion for the public and potentially obscures specific mandates. The NEM: BA and its subsidiary legislation is implemented by the DEA as well as provinces and incorporates various mandatory obligations in terms of international conventions and agreements. The magnitude of legislation, processes and mandates may appear poorly aligned and inconsistently implemented, resulting in over or under regulation of specific activities towards different objectives, (Goitom 2013; Birss 2014; PMG 2014).

4.2.9 CHALLENGE: To communicate and collaborate effectively among stakeholders

The MZWG which was established in 1990, has not been officially active since 2006, but served as an engagement forum for interested and affected parties on aspects of mountain zebra conservation and management. An increase in the number of sub-populations of Cape mountain zebra on private land, an increased interest in utilisation of the species and the increased interest by NGO governing bodies within the wildlife industry in addition to the inactive MZWG, resulted in increased challenges for reconciling the objectives of conservation agencies with the objectives of wildlife ranchers, hunters, animal activists, animal welfare organisations and academia (Novellie *et al.* 2002; Hrabar and Kerley 2015; Scientific Authority 2015; Donian 2016 pers. comm.).

4.2.10 CHALLENGE: To overcome management and capacity constraints

Conservation management agencies are constrained by limited and decreasing funding for the implementation of conservation action plans, compliance and enforcement. Inadequate or inappropriate equipment, capacity and expertise within the formal conservation agency sector as well as in the private ranching sector encumbers effective management of some sub-populations. The deficiency of site-level management plans and an overall management strategy further disables effective and efficient metapopulation-oriented management of Cape mountain zebra sub-populations (Novellie *et al.* 2002; Lindsey *et al.* 2007; Cousins *et al.* 2008; Hrabar and Kerley 2013; Hrabar and Kerley 2015).

4.2.11 CHALLENGE: To create awareness

Cape mountain zebra are not currently perceived to have a conservation value. A major challenge in conservation is influencing people's behaviour. Most conservation issues are complicated and are seen by many people as a luxury, an irrelevance or a threat, despite the many benefits that it provides mankind. Cape mountain zebra has been identified as a flagship species to focus broader conservation marketing campaigns and foster awareness to gain public support, appreciation and a nurturing attitude towards Cape mountain zebra and its habitats (Smith *et al.* 2012; Hrabar and Kerley 2015).

4.2.12 CHALLENGE: To integrate conservation planning

The existing network of protected areas, protected area expansion strategies and the establishment of connectivity corridors, do not adequately incorporate Cape mountain zebra metapopulation conservation



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objectives. The long term conservation of Cape mountain zebra requires connectivity of suitable habitat, access to water and optimal forage across landscapes which needs to be incorporated into integrated conservation plans (i.e. identifying spatially explicit priorities and actions for the conservation of Cape mountain zebra) (Penzhorn and Novellie 1991; Winkler and Owen-Smith 1995; Margules and Pressey 2000; Kerley *et al.* 2003; Watson *et al.* 2005; Smith *et al.* 2007; Hurzuk 2009; Ryers *et al.* 2010; Kraaij and Novellie 2010; Watson *et al.* 2011; Smith *et al.* 2011; Hrabar and Kerley 2013; Birss and Schutte-Vlok 2015 pers. comm.; Strauss 2015; Hrabar and Kerley 2015; Lea *et al.* 2016; Birss *et al.* 2016).

5) ACTION PLAN AND MONITORING FRAMEWORK

The Cape mountain zebra BMP-S planning process is aligned to the framework provided by the SSC for species conservation planning. It has guided the stakeholder engagement and planning workshops in defining the objectives and actions for this BMP-S. The various workshop outputs have guided the compilation of the Action Plan and Monitoring Framework to enable effective reporting as shown in Figure 5.

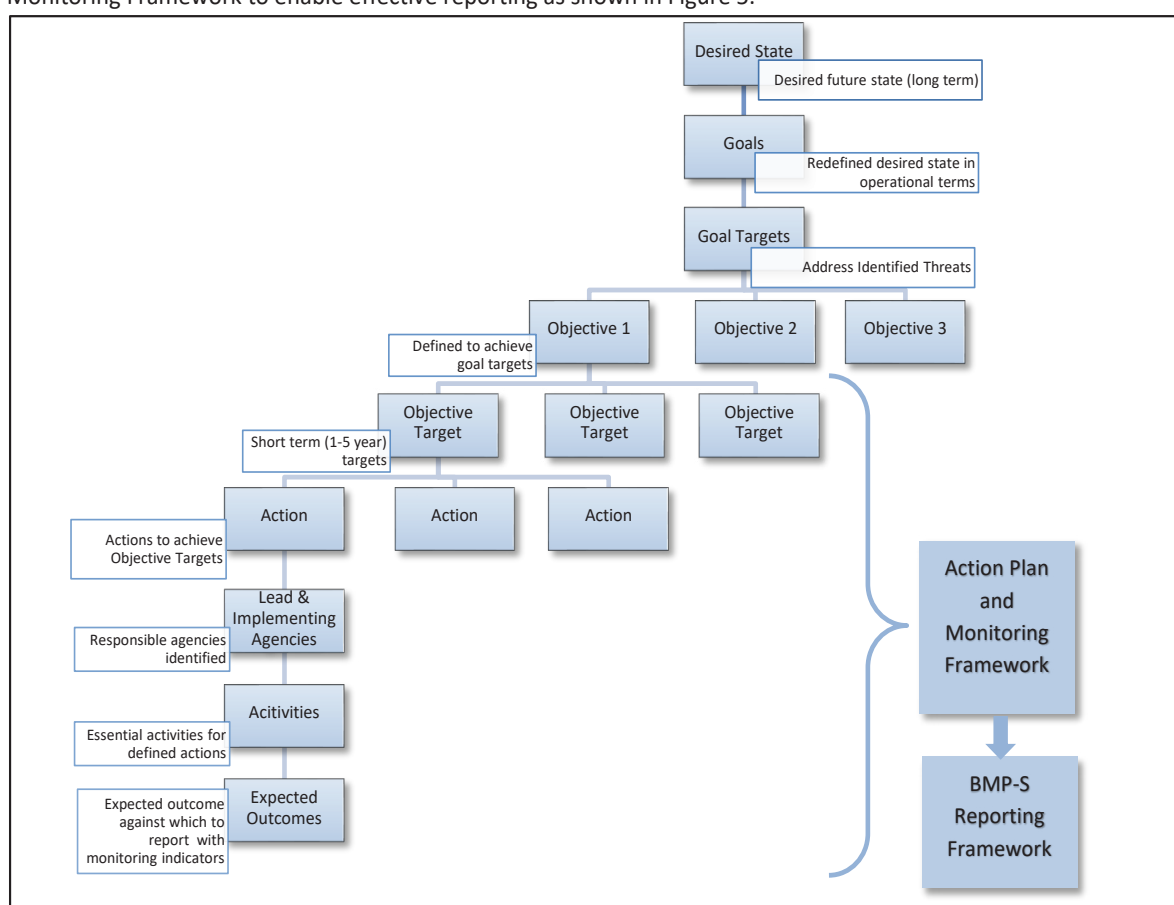


Figure 5: Action Plan and Monitoring Framework derived from IUCN SSC schematic for species conservation planning methodology applied for this BMP-S.

SCHEDULE

5.1 OBJECTIVE 1: MAINTAIN GENETIC DIVERSITY IN THE CAPE MOUNTAIN ZEBRA META-POPULATION

To achieve the above objective, the following action plans have been developed for implementation through this BMP-S. These actions will need to be implemented by the identified lead and implementing agencies to mitigate the identified threats (inbreeding; population fragmentation; insecure habitat; and hybridisation) and challenges (implementation of metapopulation management; provision of incentives for private land owners; effective communication and collaboration among stakeholders; consistent and uniform implementation of legislation; management and capacity constraints; and the integration of conservation planning).

5.1.1 Objective target: Meta-population management

5.1.1.1 ACTION: ESTABLISH AND MAINTAIN A CENTRALISED NATIONAL CAPE MOUNTAIN ZEBRA POPULATION DATABASE.		
Lead agencies:	SANBI, CN, SANParks	
Implementing agencies:	NZG; SANParks; CN; ECPTA; EC DEDEAT; FS DESTEA; NC DENC	
Collaborators:		
Essential activities:	1) Collate and update Cape mountain zebra distribution, population source, population dynamics, introductions and off-take data annually.	
Expected Outcome in 5 yrs.:	1) An up to date Cape mountain zebra distribution and population numbers database.	
Monitoring and Evaluation:	1) Effective sub-population reporting.	
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Agency operational budget	Within 1 year of gazetting BMP-S.	National centralised database established.
Challenges: NC DENC has capacity constraints.		

5.1.1.2 ACTION: DEVELOP AND IMPLEMENT A SOUND META-POPULATION MANAGEMENT GUIDELINE.		
Lead agencies:	CN, SANParks, ECPTA	
Implementing agencies:	SANParks; CN; ECPTA; EC DEDEAT; FS DESTEA; NC DENC	
Collaborators:	Higher Education Institutions (HEI)	
Essential activities:	1) Compile Cape mountain zebra meta-population management guidelines with clear objectives and principles for contributing sub-populations (including criteria for identifying source, sink and reinforcement sub-populations and meta-population management methodology); 2) Evaluate the status of all sub-populations and make recommendations for the management and contribution toward the objectives of the Cape mountain zebra meta-population.	
Expected Outcome in 5 yrs.:	1) Improved genetic diversity.	
Monitoring and Evaluation:	1) Number of meta-population strategy participants.	

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Funding / Resources	Timeframe	Measurable Indicators / Outputs
Agency operational budget	Within 1 year of gazettement BMP-S; Meta-population guideline implemented within 3 years of gazettement BMP-S.	Meta-population management guideline developed and implemented
Challenges: NC DENC has capacity constraints.		

5.1.1.3 ACTION: DEVELOP A LIST OF PRIORITY SITES FOR REINFORCEMENT AND RE-INTRODUCTION

Lead agencies:	CN, SANParks, ECPTA	
Implementing agencies:	SANParks; CN; ECPTA; EC DEDEAT; FS DESTEA; NC DENC	
Collaborators:	EWT; WRSA	
Essential activities:	1) Develop assessment guidelines for potential reinforcement and reintroduction sites; 2) Develop prioritisation guideline for potential Cape mountain zebra reinforcement and reintroduction sites; 3) Conduct site assessments and develop prioritised list of sites.	
Expected Outcome in 5 yrs.:	1) List of priority sites for reinforcement and reintroduction; 2) Cape mountain zebra re-introduction and re-enforcement site assessment guidelines.	
Monitoring and Evaluation:	1) Increased distribution of Cape mountain zebra sub-populations in the NDR towards conservation targets.	
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Agency operational budget	Within 1 year of gazetting BMP-S; Implementation within 2 years of gazetting BMP-S.	Priority sites identified, site assessment, prioritisation and conservation translocation guidelines developed and implemented.
Challenges: NC DENC has capacity constraints.		

5.1.1.4 ACTION: ESTABLISH AND REINFORCE CAPE MOUNTAIN ZEBRA SUB-POPULATIONS ON PRIORITISED SITES.

Lead agencies:	CN, SANParks, ECPTA	
Implementing agencies:	SANParks; CN; ECPTA	
Collaborators:	EWT	
Essential activities:	1) Develop and implement guidelines for the conservation translocations, establishment and monitoring of mixed source Cape mountain zebra sub-populations (informed by expert genetic management recommendations). 2) Translocate surplus available Cape mountain zebra from source sub-populations to identified priority sites, in accordance with meta-population management guidelines.	
Expected Outcome in 5 yrs.:	1) Increased Cape mountain zebra distribution and sub-population performance.	
Monitoring and Evaluation:	1) Increased establishment and reinforcement of Cape mountain zebra sub-populations.	
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Funds to be raised.	Within 2 years of gazettement BMP-S.	Cape mountain zebra sub-populations re-enforced and established; increased number of Cape mountain zebra in the NDR; increased average sub-populations size.
Challenges:		

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5.1.2 Objective target: Conserve a genetically diverse meta-population

5.1.2.1 ACTION: INVESTIGATE THE GENETIC DIVERSITY OF THE CAPE MOUNTAIN ZEBRA META-POPULATION.		
Lead agencies:	NZG, CN, SANParks	
Implementing agencies:	SANParks; CN; ECPTA; EC DEDEAT; FS DESTEA; NC DENC	
Collaborators:		
Essential activities:	1) Collect samples and analyse data from maximum number of sub-populations; 2) Research, develop and implement a cost-effective genetic sampling protocol, investigate non-invasive sampling techniques, prioritise sub-populations to be sampled and recommend minimum sample size per sub-population; 3) Research and develop suitable genetic markers using modern technologies to conduct analyses of genetic diversity within sub-populations and consequences of implemented and proposed management actions.	
Expected Outcome in 5 yrs.:	1) Baseline of genetic diversity within sub-populations.	
Monitoring and Evaluation:	1) Increased sampling efficiency and efficacy; 2) Reduced risks associated with invasive sampling techniques; 3) Reliable, repeatable genetic test results achieved; 4) Decreased risk of loss of allelic diversity; 5) Improved sub-population performance.	
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Agency operational budget	Initiate within 1 year of gazettement BMP-S; Consolidated baseline information within 5 years of gazettement BMP-S.	Standardised Protocols for genetic sampling; Standardised genetic diversity markers developed.
Challenges: NC DENC has capacity constraints.		

5.1.2.2 ACTION: MONITOR AND MANAGE THE IMPACTS OF META-POPULATION TRANSLOCATIONS ON GENETIC DIVERSITY.		
Lead agencies:	NZG, CN, SANParks	
Implementing agencies:	DEA: ToPS; SANParks; CN; ECPTA; EC DEDEAT; FS DESTEA; NC DENC	
Collaborators:		
Essential activities:	1) Research and develop appropriate monitoring framework to detect and predict potential impacts on the genetic diversity resulting from translocations, reinforcements and mixing or original source populations; 2) Develop genetic management recommendations for reintroduced, reinforced and mixed sub-populations; 3) Implement and monitor the effects of implementing genetic management recommendations for reintroduced, reinforced and mixed sub-populations.	
Expected Outcome in 5 yrs.:	1) Sound meta-population management and translocations for improved sub-population performance.	
Monitoring and Evaluation:	1) Decreased risk of loss of allelic diversity; 2) Improved sub-population performance.	
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Agency operational budget	Initiate within 1 year of gazettement BMP-S; Consolidated assessment after 5 years of gazettement BMP-S.	Monitoring framework, scientific genetic management and monitoring recommendations developed.
Challenges: NC DENC has capacity constraints.		

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5.1.2.3 ACTION: QUANTIFY THE EXTENT OF HYBRIDISATION OF CAPE MOUNTAIN ZEBRA WITH PZ, HMZ AND OTHER EQUIDS.		
Lead agencies:	NZG, CN, SANParks	
Implementing agencies:	NZG; SANParks; CN; ECPTA; EC DEDEAT; FS DESTEA; NC DENC	
Collaborators:	SANBI (on database development)	
Essential activities:	<ol style="list-style-type: none"> 1) Collate and centralise distribution data for Cape mountain zebra, PZ and HMZ and known hybrids (Cape mountain zebra with PZ, other equids); 2) Research and develop standardised genetic markers to detect hybrids and genetic profiling for the assessment of genetic integrity; 3) Develop and maintain a centralised database of genetic sequences associated with sub-population distribution. 	
Expected Outcome in 5 yrs.:	1) Quantified and effectively managed hybridisation risks.	
Monitoring and Evaluation:	<ol style="list-style-type: none"> 1) Decrease in instances of hybridisation; 2) Eliminate translocation of hybrids. 	
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Agency operational budget	Initiate within 1 year of gazetting BMP-S; Genetic markers and profiling after 3 years of gazetting BMP-S.	Spatial dataset for distribution of Cape mountain zebra, PZ, and HMZ developed; standardised hybridisation detection and genetic profiling developed; genetic sequences database established.
Challenges: NC DENC has capacity constraints.		

5.1.2.4 ACTION: CONDUCT RESEARCH TO QUANTIFY THE EXTENT AND SEVERITY OF POSSIBLE DISEASE OCCURRENCE IN CAPE MOUNTAIN ZEBRA.		
Lead agencies:	NZG, CN, SANParks	
Implementing agencies:	NZG; SANParks; CN; ECPTA; FS DESTEA; NC DENC	
Collaborators:		
Essential activities:	<ol style="list-style-type: none"> 1) Research and develop the screening of innate immunity genes in Cape mountain zebra to identify disease associated mutations as well as determine diversity of these genes; 2) Research and develop a genetic test for the screening of babesiosis in Cape mountain zebra; 3) Research and develop a genetic test to detect the prevalence and or presence of equine sarcoids in Cape mountain zebra. 	
Expected Outcome in 5 yrs.:	1) Effective disease detection and quantified disease susceptibility of Cape mountain zebra sub-populations.	
Monitoring and Evaluation:	<ol style="list-style-type: none"> 1) Known prevalence and distribution of disease; 2) Effective management of disease risk. 	
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Agency operational budget	Within 2 years of gazetting BMP-S.	Standardised genetic tests for disease susceptibility and detection developed.
Challenges: NC DENC has capacity constraints.		



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5.1.2.5 ACTION: ASSESS THE REPRODUCTIVE FITNESS OF CAPE MOUNTAIN ZEBRA SUB-POPULATIONS.		
Lead agencies:	NZG, CN, SANParks	
Implementing agencies:	NZG; SANParks; CN; ECPTA; FS DESTEA; NC DENC	
Collaborators:		
Essential activities:	1) Opportunistic research and develop reproductive fitness assessment of Cape mountain zebra: conduct fundamental and applied research to further knowledge and understanding of Cape mountain zebra reproduction and integrate results into management recommendations.	
Expected Outcome in 5 yrs.:	1) Sound meta-population management for improved reproductive fitness and sub-population performance.	
Monitoring and Evaluation:	1) Sub-populations' reproductive performance assessed.	
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Agency operational budget	Opportunistic (as animals become available).	Reproductive fitness assessment report for sampled sub-populations (opportunistic during translocations).
Challenges: NC DENC has capacity constraints. Access to animals and high cost and risk of moving animals, so optimise opportunity.		

5.1.3 Objective target: Safeguard Cape mountain zebra against hybridisation

5.1.3.1 ACTION: MANAGE THE RISK OF HYBRIDISATION OF CAPE MOUNTAIN ZEBRA WITH PZ, HMZ AND OTHER EQUIDS.		
Lead agencies:	SANParks, CN	
Implementing agencies:	SANParks; CN; ECPTA; EC DEDEAT; FS DESTEA; NC DENC	
Collaborators:		
Essential activities:	1) Assess, quantify and prioritise Cape mountain zebra sub-populations at risk of hybridisation; 2) Develop a hybrid detection guideline based on phenotypic identification and traits.	
Expected Outcome in 5 yrs.:	1) Reduced risk of hybridisation for Cape mountain zebra sub-populations.	
Monitoring and Evaluation:	1) Decrease in hybridisation risk.	
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Agency operational budget	Within 1 year of gazetting BMP-S.	Cape mountain zebra sub-populations at risk of hybridisation assessed; hybridisation detection guideline developed (phenotypic assessment).
Challenges: NC DENC has capacity constraints.		

5.1.4 Objective target: Known impact of disease in Cape mountain zebra

5.1.4.1 ACTION: IMPLEMENT A SARCOID SURVEILLANCE PROTOCOL LINKED TO THE NATIONAL CAPE MOUNTAIN ZEBRA POPULATION MONITORING DATABASE.		
Lead agencies:	SANParks	
Implementing agencies:	CN; ECPTA; EC DEDEAT; FS DESTEA; NC DENC	
Collaborators:	NZG; DAFF: State Veterinarian; DEA: ToPS	
Essential activities:	1) Develop and maintain a reporting protocol for sarcoidosis in Cape mountain zebra sub-populations;	



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	2) Develop and implement Cape mountain zebra sarcoidosis post mortem protocol for collection and banking of relevant material with the NZG Biobank.	
Expected Outcome in 5 yrs.:	1) Known prevalence and distribution of disease, associated with understanding of genetic diversity of sub-populations.	
Monitoring and Evaluation:	1) Known prevalence and distribution of disease; 2) Disease risk mitigation.	
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Agency operational budget	Initiate within 1 year of gazettement BMP-S.	Disease surveillance and post mortem protocols developed; Disease prevalence reported.
Challenges: NC DENC has capacity constraints.		

5.1.4.2. ACTION: PROMOTE AND FACILITATE RESEARCH ON CAPE MOUNTAIN ZEBRA PARASITE LOAD AND HOST-PATHOGEN INTERACTIONS.

Lead agencies:	NZG	
Implementing agencies:	SANParks; CN; ECPTA; EC DEDEAT; FS DESTEA; NC DENC	
Collaborators:		
Essential activities:	1) Research aetiological agents of disease to further knowledge and understanding of epidemiology.	
Expected Outcome in 5 yrs.:	1) Parasite prevalence data.	
Monitoring and Evaluation:	1) Known parasite load and distribution.	
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Agency operational budget	Initiate within 1 year of gazettement BMP-S.	Parasite Load Assessments for sampled sub-populations (Opportunistic during translocations)
Challenges: NC DENC has capacity constraints.		

5.2 OBJECTIVE 2: UNDERTAKE MONITORING AND RESEARCH TO INFORM ADAPTIVE MANAGEMENT

To achieve the above objective, the following action plans have been developed for implementation through this BMP-S. These actions will need to be implemented by the identified lead and implementing agencies to mitigate the identified threats (inbreeding; habitat fragmentation and alteration; and hybridisation) and challenges (implementation of metapopulation management; effective communication and collaboration among stakeholders; management and capacity constraints; and the integration of conservation planning).

5.2.1 Objective target: Long term monitoring of Cape mountain zebra sub-populations

5.2.1.1 ACTION: IMPLEMENT STANDARDISED CAPE MOUNTAIN ZEBRA SURVEY AND MONITORING PROTOCOLS FOR PROTECTED AREAS TO INFORM ADAPTIVE MANAGEMENT.		
Lead agencies:	CN, SANParks, ECPTA	
Implementing agencies:	SANParks; CN; ECPTA; FS DESTEA; NC DENC	
Collaborators:	SANBI	
Essential activities:	1) Develop standardised data collection and population monitoring protocols for Cape mountain zebra sub-populations on protected areas (incorporating the guidelines compiled by the MZWG);	



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2) Develop standardised population monitoring protocols for Cape mountain zebra sub-populations on private land (incorporating the guidelines compiled by the MZWG); 3) Conduct regular standardised sub-population assessments according to guidelines (precision based, game census).		
Expected Outcome in 5 yrs.: 1) Quality population monitoring data to inform assessments of sub-population performance and determination of off-take quotas.		
Monitoring and Evaluation: 1) Improved and consistent population trend monitoring and reporting.		
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Agency operational budget; Supplementary funds to be raised for total census.	Initiate within 1 year of gazettement BMP-S; Total census conducted at least once per sub-population in 5 years.	Precision based total census of protected areas with Cape mountain zebra; Standardised data collection and population monitoring protocols developed and implemented.
Challenges: NC DENC has capacity constraints.		

5.2.1.2 ACTION: IMPLEMENT RESEARCH ON HABITAT MANAGEMENT (INCLUDING IMPROVEMENT AND REHABILITATION) FOR CAPE MOUNTAIN ZEBRA.

Lead agencies: CN, SANParks, ECPTA Implementing agencies: SANParks; CN; ECPTA; FS DESTEA; NC DENC Collaborators: Manchester University, EWT		
Essential activities: 1) Facilitate research to inform appropriate Cape mountain zebra habitat management, (incorporate fire, alien vegetation, predation and game stocking where applicable). 2) Implement best-practice and research findings for integrated fire-alien vegetation-game stocking-predation for Cape mountain zebra habitat management.		
Expected Outcome in 5 yrs.: 1) Applied research informing management actions for Cape mountain zebra sub-populations.		
Monitoring and Evaluation: 1) Research publications, draft publications and reports.		
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Research funding to be sourced.	Initiate within 1 year of gazettement BMP-S.	Applied research on habitat management conducted, informs adaptive management of Cape mountain zebra sub-population sites.
Challenges: NC DENC has capacity constraints.		

5.2.1.3 ACTION: SUBMIT ANNUAL CAPE MOUNTAIN ZEBRA SUB-POPULATION STATUS REPORTS.

Lead agencies: CN, SANParks, ECPTA Implementing agencies: SANParks; CN; ECPTA; EC DEDEAT; FS DESTEA; NC DENC Collaborators: SANBI		
Essential activities: 1) Develop and implement standardised annual reporting formats for Cape mountain zebra sub-populations; 2) Collate sub-population status reports and analyse overall meta-population performance.		
Expected Outcome in 5 yrs.: 1) Quality population data to inform conservation assessments.		
Monitoring and Evaluation: 1) Improved meta-population performance. 2) Improved knowledge and understanding of meta-population performance.		
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Agency operational budget	Within 1 year of gazettement BMP-S; Annually.	Standardised reporting formats developed and implemented.
Challenges: NC DENC has capacity constraints.		



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5.2.1.4 ACTION: ASSESS POPULATION PERFORMANCE AND HABITAT CONDITION FOR CAPE MOUNTAIN ZEBRA ON PRIVATE LAND.		
Lead agencies:	CN, EC DEDEAT	
Implementing agencies:	CN; EC DEDEAT; FS DESTEAT; NC DENC	
Collaborators:	SANBI; SANParks; ECPTA; HEI; EWT	
Essential activities:	1) Regulatory agencies to develop and implement standardised habitat and population assessments for Cape mountain zebra on private land (incorporating the guidelines compiled by the MZWG); 2) Conduct assessment of habitat quality, habitat area availability, intra-specific competition and water availability for Cape mountain zebra sub-populations on private land.	
Expected Outcome in 5 yrs.:	1) Quality population and habitat conditions data to inform conservation assessments.	
Monitoring and Evaluation:	1) Improved meta-population performance; 2) Maintenance of ecological processes.	
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Agency operational budget	Within 2 years of gazetting BMP-S.	Standardised habitat and population assessments for Cape mountain zebra on private land developed and implemented.
Challenges: NC DENC has capacity constraints.		

5.3 OBJECTIVE 3: CONSISTENTLY AND UNIFORMLY IMPLEMENT LEGISLATION, REGULATIONS, POLICIES AND GUIDELINES

To achieve the above objective, the following action plans have been developed for implementation through this BMP-S. These actions will need to be implemented by the identified lead and implementing agencies to mitigate the identified threats (insecure habitat; and hybridisation) and challenges (provision of incentives for private land owners; effective communication and collaboration among stakeholders; consistent and uniform implementation of legislation; and management and capacity constraints).

5.3.1 Objective target: Consistent and uniform development and implementation of legislation and policy.

5.3.1.1 ACTION: DEVELOP NATIONAL TRANSLOCATION GUIDELINES	
Lead agencies:	CN, SANParks, DEA: ToPS
Implementing agencies:	DEA: ToPS; NZG; SANParks; CN; ECPTA; EC DEDEAT; FS DESTEAT; NC DENC
Collaborators:	EWT
Essential activities:	1) Develop a national guideline to avoid and manage the risks of Cape mountain zebra hybridising with PZ, HMZ and other equids, including mitigation of hybridisation risks to be implemented in the event of escapes from protected areas and stewardship (including custodianship) sites; 2) Develop and implement a national protocol for DNA sampling, testing and reporting on hybridisation; 3) Develop a national translocation guideline (Norms and Standards in terms of section 9, read with section 100, of NEM: BA, which includes a requirement for genetic testing and translocation policy) for Cape mountain zebra, incorporating the risks posed by AHS on translocations.



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Expected Outcome in 5 yrs.: 1) Appropriate regulatory measures developed and gazetted to reduce hybridisation and genetic risks to Cape mountain zebra sub-populations.		
Monitoring and Evaluation: 1) Uniform policy and regulation.		
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Agency operational budget	Initiate within 1 year of gazetting BMP-S; Norms and Standards after 5 years of gazetting BMP-S.	National guidelines and protocols for avoiding and mitigating the risks of hybridisation developed; National norms and standards for translocation of Cape mountain zebra developed.
Challenges: NC DENC has capacity constraints.		

5.3.1.2 ACTION: IMPLEMENT AN ADAPTIVE MANAGEMENT STRATEGY FOR SUSTAINABLE OFF-TAKES OF CAPE MOUNTAIN ZEBRA CAPE MOUNTAIN ZEBRA

Lead agencies: SANBI, CN, SANParks		
Implementing agencies: SANParks; CN; EC DEDEAT; FS DESTEAT; NC DENC		
Collaborators: DEA; ECPTA		
Essential activities: <ol style="list-style-type: none"> 1) Develop an appropriate adaptive MSE model for determining sustainable Cape mountain zebra hunting quotas; CITES removed so that local and international hunting (removal of the animal) is captured 2) Develop and implement standardised site-level decision support and assessment models for evaluating and advising on the potential site level impacts of off-takes. 		
Expected Outcome in 5 yrs.: 1) Sustainable off-takes and management of Cape mountain zebra sub-populations.		
Monitoring and Evaluation: <ol style="list-style-type: none"> 1) Trophy hunting exports. 2) Permits issued for translocation or hunting. 		
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Agency operational budget	Within 1 year of gazetting BMP-S.	A system for the allocation of CITES hunting quota; Site level off-take assessment model developed.
Challenges: NC DENC has capacity constraints.		

5.4 OBJECTIVE 4: EFFECTIVELY COMMUNICATE, COLLABORATE AND COORDINATE BETWEEN STAKEHOLDERS AND THE PUBLIC FOR CAPE MOUNTAIN ZEBRA CONSERVATION

To achieve the above objective, the following action plans have been developed for implementation through this BMP-S. These actions will need to be implemented by the identified lead and implementing agencies to mitigate the identified threats (inbreeding; habitat and population fragmentation; insecure and altered habitat; and hybridisation) and challenges (implementation of metapopulation management; provision of incentives for private land owners; effective communication and collaboration among stakeholders; consistent and uniform implementation of legislation; management and capacity constraints; integration of conservation planning; and increasing awareness).



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5.4.1 Objective target: Establish and maintain partnerships for Cape mountain zebra conservation.

5.4.1.1 ACTION: FORMALISE INTER-AGENCY COLLABORATION TO COORDINATE AND REVIEW THE IMPLEMENTATION OF THE CAPE MOUNTAIN ZEBRA BMP-S.		
Lead agencies:	DEA; BC	
Implementing agencies:	CN; SANParks; ECPTA; EC DEDEAT; FS DESTEA; NC DENC	
Collaborators:		
Essential activities:	1) Establish a Steering Committee for the implementation and review of the Cape mountain zebra BMP-S; 2) Develop Steering Committee terms of reference and reporting framework; 3) Develop and implement an inter-agency capacity development and exchange strategy; 4) Draft an inter-agency MOU for the exchange, and or donation of Cape mountain zebra to attain the objectives of the Cape mountain zebra BMP-S.	
Expected Outcome in 5 yrs.:	1) Effective, collaborative coordination among stakeholders.	
Monitoring and Evaluation:	1) Steering Committee Terms of Reference; Inter Agency MOUs.	
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Agency operational budget; Supplementary funding to be raised to enable agency capacity building and knowledge exchange.	Initiate within 1 year of gazetting BMP-S.	Cape mountain zebra BMP-S Steering Committee established; Inter-agency capacity developed; Cape mountain zebra sourced and donated.
Challenges: NC DENC has capacity constraints.		

5.4.1.2 ACTION: ENGAGE AND COLLABORATE WITH STAKEHOLDERS TO ACHIEVE THE OBJECTIVES OF THE CAPE MOUNTAIN ZEBRA BMP-S.		
Lead agencies:	CN, SANParks, ECPTA	
Implementing agencies:	DEA; SANParks; CN; ECPTA; EC DEDEAT; FS DESTEA; NC DENC	
Collaborators:	Private Sector; WRSA; NZG	
Essential activities:	1) Evaluate the potential for and implement custodianship agreements and fence-permeability agreements for Cape mountain zebra sub-populations exposed to habitat availability pressure; 2) Communicate Cape mountain zebra BMP-S aligned research, implementation progress, research needs and requirements to stakeholders, research partners and research institutions; 3) Compile a Cape mountain zebra driven People and Parks conservation strategy. 4) Investigate and report on National Biodiversity Economy Strategy (BES) ventures appropriate for Cape mountain zebra.	
Expected Outcome in 5 yrs.:	1) Cape mountain zebra sub-populations secured on good habitat and effectively managed; Knowledge generated and disseminated.	
Monitoring and Evaluation:	1) Agreements and MOUs signed; Research and People and Parks projects implemented.	
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Agency operational budget	Initiate within 1 year of gazetting BMP-S.	Stewardship; Custodianship agreements; Collaborative research projects; People and Parks projects implemented; identified BES ventures implemented.
Challenges: NC DENC has capacity constraints.		



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5.4.1.3 ACTION: IMPLEMENT HABITAT EXPANSION THROUGH STEWARDSHIP, CUSTODIANSHIP AND CONNECTIVITY CORRIDORS.		
Lead agencies:	CN, SANParks, ECPTA	
Implementing agencies:	SANParks; CN; ECPTA; EC DEDEAT; FS DESTEA; NC DENC	
Collaborators:	EWT; WWF; DEA: BC	
Essential activities:	1) Integrate Cape mountain zebra habitat requirements into conservation planning processes and identify priority Cape mountain zebra habitat sites at provincial and national level to inform expansion and custodianship initiatives; 2) Prioritise and implement Cape mountain zebra stewardship and custodianship agreements at priority sites; 3) Purchase suitable land for Cape mountain zebra habitat expansion.	
Expected Outcome in 5 yrs.:	1) Cape mountain zebra sub-populations secured on good habitat and effectively managed.	
Monitoring and Evaluation:	1) Integrated conservation planning with Cape mountain zebra habitat priorities; 2) Cape mountain zebra habitat expansion and land acquisition.	
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Agency operational budget; Supplementary funding to be raised for land acquisitions.	Initiate within 1 year of gazetting BMP-S.	Integrated conservation planning, prioritised Cape mountain zebra stewardship and land acquisition sites identified.
Challenges: NC DENC has capacity constraints.		

5.4.2 Objective target: Increase private sector investment and support for Cape mountain zebra conservation.

5.4.2.1 ACTION: DEVELOP INCENTIVES FOR STAKEHOLDERS TO PARTICIPATE IN AND CONTRIBUTE TO ACHIEVING THE OBJECTIVES OF THE CAPE MOUNTAIN ZEBRA BMP-S.		
Lead agencies:	CN, SANParks, ECPTA	
Implementing agencies:	DEA: BC; NZG; SANBI; SANParks; CN; ECPTA; EC DEDEAT; FS DESTEA; NC DENC	
Collaborators:	EWT; Private Sector, WRSA; Birdlife; DEA: ToPS	
Essential activities:	1) Investigate and develop appropriate incentives for participation in Cape mountain zebra conservation, in consultation with stakeholders;	
Expected Outcome in 5 yrs.:	1) Increased participation in Cape mountain zebra conservation by private land owners.	
Monitoring and Evaluation:	1) Distribution of Cape mountain zebra sub-populations - number of properties and extent of occurrence.	
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Agency operational budget; Supplementary funding to be raised for stakeholder workshops.	Within 1 year of gazetting BMP-S.	Incentives schemes developed for participation in Cape mountain zebra conservation, BES ventures implemented.
Challenges: NC DENC has capacity constraints.		

5.4.2.2 ACTION: DEVELOP INCENTIVES FOR THE EFFECTIVE IMPLEMENTATION OF THE META-POPULATION MANAGEMENT STRATEGY BY ALL STAKEHOLDERS.	
Lead agencies:	CN, SANParks, ECPTA
Implementing agencies:	DEA: BC; SANParks; CN; ECPTA; EC DEDEAT; NC DENC
Collaborators:	



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Essential activities:	1) Develop and implement Cape mountain zebra meta-population custodianship endorsement scheme.	
Expected Outcome in 5 yrs.:	1) Increased participation by Cape mountain zebra custodians.	
Monitoring and Evaluation:	1) Distribution of Cape mountain zebra sub-populations - number of properties and extent of occurrence.	
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Agency operational budget; Supplementary funding to be raised for stakeholder workshops.	Within 2 years of gazetting BMP-S.	Cape mountain zebra meta-population custodians endorsed.
Challenges: NC DENC has capacity constraints.		

5.4.2.3 ACTION: DEVELOP INCENTIVES FOR THE EFFECTIVE AVERSION AND MITIGATION OF CAPE MOUNTAIN ZEBRA HYBRIDISATION THREATS.

Lead agencies:	CN, SANParks, ECPTA	
Implementing agencies:	SANParks; CN; ECPTA; EC DEDEAT; NC DENC	
Collaborators:	Private Sector; WRSA	
Essential activities:	1) Investigate, develop and implement incentives for extirpation of HMZ from prioritised areas in the Cape mountain zebra NDR.	
Expected Outcome in 5 yrs.:	1) Increased participation in Cape mountain zebra conservation by private land owners and other stakeholders.	
Monitoring and Evaluation:	1) Distribution of Cape mountain zebra sub-populations - number of properties and extend of occurrence.	
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Agency operational budget; Supplementary funding to be raised for stakeholder workshops.	Within 3 years of gazetting BMP-S.	Extirpation of HMZ and Cape mountain zebra hybrids in priority Cape mountain zebra areas.
Challenges: NC DENC has capacity constraints.		

5.4.3 Objective target: Increase public awareness and education on the status and threats facing Cape mountain zebra.**5.4.3.1 ACTION: IMPLEMENT ENVIRONMENTAL EDUCATION AND EXTENSION INITIATIVES TO PROMOTE AWARENESS ON THE STATUS AND THREATS FACING CAPE MOUNTAIN ZEBRA.**

Lead agencies:	CN, SANParks	
Implementing agencies:	SANParks; CN; ECPTA; NC DENC	
Collaborators:	NZG; EWT	
Essential activities:	1) Develop resources and tools to facilitate environmental education and extension, focussing on the status and threats facing Cape mountain zebra; 2) Incorporate Cape mountain zebra as a case study in environmental education initiatives, i.e. the Green Matter Gamification Initiative.	
Expected Outcome in 5 yrs.:	1) Increased awareness of stakeholders and public on the importance of Cape mountain zebra as an indicator species.	
Monitoring and Evaluation:	1) Resources and tools developed and number of people targeted.	
Funding / Resources	Timeframe	Measurable Indicators / Outputs
Agency operational budget; Supplementary funding to be	Within 2 years of gazetting BMP-S.	Resources and tools developed for environmental education and extension; environmental education activities conducted.



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raised for environmental education activities.		
Challenges: NC DENC has capacity constraints.		



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6) CAPE MOUNTAIN ZEBRA BMP-S REPORTING FRAMEWORK

Below is the outline of the reporting framework based on the draft provided by DEA. It indicates the actions and the responsible reporting agencies.

ACTIONS	RESPONSIBLE AGENCY	TIMELINE	RESOURCES NEEDED	IMPLEMENTING AGENCIES / COLLABORATORS	DELIVERABLES	MEASURABLE OUTCOMES	PROGRESS	CHALLENGES / CORRECTIVE MEASURES
OBJECTIVE 1								
Objective Target 1.1								
1.1.1 Maintain a centralised national Cape mountain zebra population database.	SANBI, CN, SANParks			NZG; SANParks; CN; ECPTA; EC DEDEAT; FS DESTEAT; NC DENC	Spatial Cape mountain zebra distribution databases	National centralised database established		
1.1.2 Develop and implement a sound meta-population management guideline.	CN, SANParks, ECPTA			CN; SANParks; ECPTA; EC DEDEAT; FS DESTEAT; NC DENC; HEI	Meta-population management guideline; Assessment of sub-populations	Meta-population management guideline developed and implemented		
1.1.3 Develop a list of priority sites for reinforcement and reintroduction.	CN, SANParks, ECPTA			SANParks; CN; ECPTA; EC DEDEAT; FS DESTEAT; NC DENC; EWT; WRSA	Priority sites identified; Site assessment, translocation and prioritisation guideline	Priority sites identified; Increased distribution of Cape mountain zebra sub-populations in NDR		
1.1.4 Establish and reinforce Cape mountain zebra sub-populations on prioritised sites.	CN, SANParks, ECPTA			SANParks; CN; ECPTA; EWT	Translocation of Cape mountain zebra to priority sites	Increased distribution of viable Cape mountain zebra sub-populations		
Objective Target 1.2								
1.2.1 Investigate the genetic diversity of the Cape mountain zebra meta-population.	NZG, CN, SANParks			SANParks; CN; ECPTA; EC DEDEAT; FS DESTEAT; NC DENC	Genetic sampling protocol; Genetic markers developed; Samples collected.	Baseline of genetic diversity in sub-populations		
1.2.2 Monitor and manage the impacts of meta-population translocations on genetic diversity	NZG, CN, SANParks			SANParks; CN; DEA; TOPS; ECPTA; EC DEDEAT; FS DESTEAT; NC DENC	Genetic monitoring framework and management recommendations	Sound meta-population translocations		
1.2.3 Quantify the extent of hybridisation of Cape	NZG, CN, SANParks			NZG; SANParks; CN; ECPTA; EC DEDEAT;	Centralised distribution data for Cape mountain zebra, HMZ and PZ;	Managed hybridisation risk		



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ACTIONS	RESPONSIBLE AGENCY	TIMELINE	RESOURCES NEEDED	IMPLEMENTING AGENCIES / COLLABORATORS	DELIVERABLES	MEASURABLE OUTCOMES	PROGRESS	CHALLENGES / CORRECTIVE MEASURES
mountain zebra with PZ, HMZ and other equids.				FS DESTE; NC DENC	Genetic markers for hybridisation; Genetic sequence database			
1.2.4 Conduct research to quantify the extent and severity of possible disease occurrence in Cape mountain zebra.	NZG, CN, SANParks			NZG; SANParks; CN; ECPTA; FS DESTE; NC DENC	Innate immunity genes screened; genetic tests for babesiosis and sarcoidosis	Disease risk mitigated		
1.2.5 Assess the reproductive fitness of Cape mountain zebra sub-populations.	NZG, CN, SANParks			NZG; SANParks; CN; ECPTA; FS DESTE; NC DENC	Reproductive fitness of Cape mountain zebra sub-populations assessed	Improved reproductive fitness in Cape mountain zebra sub-populations		
Objective Target 1.3								
1.3.1 Manage the risk of hybridisation of Cape mountain zebra with PZ, HMZ and other equids.	Safeguard Cape mountain zebra against hybridisation SANParks, CN			SANParks; CN; ECPTA; EC DEDEAT; FS DESTE; NC DENC	Hybrid detection and hybrid risk assessment protocols	Decrease in instances of hybridisation		
Objective Target 1.4								
1.4.1 Implement a sarcoid surveillance protocol linked to the national Cape mountain zebra population monitoring database.	Known impact of disease in Cape mountain zebra SANParks			SANParks; CN; ECPTA; EC DEDEAT; FS DESTE; NC DENC; NZG; DAFF; State Veterinarian; DEA; ToPS	Sarcoid surveillance	Disease prevalence and impact documented		
1.4.2 Promote and facilitate research on Cape mountain zebra parasite load and host-pathogen interactions.	NZG			SANParks; CN; ECPTA; EC DEDEAT; FS DESTE; NC DENC	Parasite load assessments and epidemiology research	Research outputs		
OBJECTIVE 2								
IMPLEMENT MONITORING AND RESEARCH TO INFORM ADAPTIVE MANAGEMENT								
Objective Target 2.1								
2.1.1 Implement standardised Cape mountain zebra survey and monitoring protocols for protected	Long term monitoring of Cape mountain zebra sub-populations CN, SANParks, ECPTA			SN; SANParks; ECPTA; FS DESTE; NC DENC; SANBI	Precise game censuses; standardised monitoring protocols	Accurate population trend data		



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ACTIONS	RESPONSIBLE AGENCY	TIMELINE	RESOURCES NEEDED	IMPLEMENTING AGENCIES / COLLABORATORS	DELIVERABLES	MEASURABLE OUTCOMES	PROGRESS	CHALLENGES / CORRECTIVE MEASURES
areas to inform adaptive management.								
2.1.2 Implement research on habitat management (including improvement and rehabilitation) for Cape mountain zebra.	CN, SANParks, ECPTA			CN; SANParks; ECPTA; FS DESTEAT; NC DENC, Manchester University; EWT	Research informing and implementation of integrated habitat management for Cape mountain zebra	Research publications; Improved habitat management		
2.1.3 Submit annual Cape mountain zebra sub-population status reports.	CN, SANParks, ECPTA			SANParks; CN; ECPTA; EC DEDEAT; FS DESTEAT; NC DENC; SANBI	Standardised annual reporting and status reports	Quality Cape mountain zebra sub-population data		
2.1.4 Assess population performance and habitat condition for Cape mountain zebra on private land.	CN, EC DEDEAT			CN; EC DEDEAT; FS DESTEAT; NC DENC; SANBI; SANParks; ECPTA; HEI; EWT.	Standardised habitat and population assessments for introductions	Viable populations introduced		
OBJECTIVE 3								
Objective Target 3.1								
3.1.1 Develop national translocation guidelines.	CN, SANParks, DEA: ToPS			DEA: ToPS; NZG; SANParks; CN; ECPTA; EC DEDEAT; FS DESTEAT; NC DENC; EWT	National guidelines for mitigation of hybridisation risk, DNA testing and translocation of Cape mountain zebra	Uniform policy and regulation – managed hybridisation risk		
3.1.2 Implement an adaptive management strategy for sustainable off-takes of Cape mountain zebra.	SANBI, CN, SANParks			SANParks; CN; EC DEDEAT; FS DESTEAT; NC DENC; DEA; ECPTA	MSE for sustainable harvesting and Cape mountain zebra quotas	Sustainable hunting quotas		
OBJECTIVE 4								
Objective Target 4.1								
4.1.1 Formalise inter-agency collaboration to coordinate and review the implementation of the	DEA: BC			SANParks; CN; ECPTA; EC DEDEAT; FS DESTEAT; NC DENC	Cape mountain zebra BMP-S Steering Committee; Inter-agency MOU and capacity exchange	Inter-agency collaboration		

EFFECTIVELY COMMUNICATE, COLLABORATE AND COORDINATE BETWEEN STAKEHOLDERS AND THE PUBLIC FOR CAPE MOUNTAIN ZEBRA



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ACTIONS	RESPONSIBLE AGENCY	TIMELINE	RESOURCES NEEDED	IMPLEMENTING AGENCIES / COLLABORATORS	DELIVERABLES	MEASURABLE OUTCOMES	PROGRESS	CHALLENGES / CORRECTIVE MEASURES
Cape mountain zebra BMP-S.								
4.1.2 Engage and collaborate with stakeholders to achieve the objectives of the Cape mountain zebra BMP-S.	CN, SANParks, ECPTA			DEA; SANParks; CN; ECPTA; EC DEDEAT; FS DESTEA; NC DENC; Private Sector; WRSA; NZG	Stewardship; Custodianship agreements; MOUs; Research partnerships	Stakeholder participation in Cape mountain zebra conservation		
4.1.3 Implement habitat expansion through stewardship, custodianship and connectivity corridors	CN, SANParks, ECPTA			SANParks; CN; ECPTA; EC DEDEAT; FS DESTEA; NC DENC; EWT; WWF; DEA; BC	Integrated conservation plans informing stewardship and land acquisition	Stewardship agreements and land acquisition for Cape mountain zebra conservation		
Objective Target 4.2								
4.2.1 Develop incentives for stakeholders to participate in and contribute to achieving the objective of the Cape mountain zebra BMP-S.	CN, SANParks, ECPTA			DEA; BC; NZG; SANBI; SANParks; CN; ECPTA; EC DEDEAT; FS DESTEA; NC DENC; EWT; Private Sector; WRSA; Birdlife; DEA; ToPS	Stakeholder consultations and participation in BES ventures	Incentives developed		
4.2.2 Develop incentives for the effective implementation of the meta-population management strategy by all stakeholders.	CN, SANParks, ECPTA			DEA; BC; SANParks; CN; ECPTA; EC DEDEAT; NC DENC	Custodianship endorsements	Cape mountain zebra meta-population custodianships		
4.2.3 Develop incentives for the effective aversion and mitigation of Cape mountain zebra hybridisation threats.	CN, SANParks, ECPTA			SANParks; CN; ECPTA; EC DEDEAT; NC DENC; Private Sector; WRSA	Incentives for HMZ extirpation from Cape mountain zebra NDR	Incentives developed		



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Objective Target 4.3	Increase public awareness and education on the status and threats facing Cape mountain zebra					
4.3.1 Implement environmental education and extension initiatives to promote awareness on the status and threats facing Cape mountain zebra.	CN, SANParks		SANParks; CN; ECPTA; NC DENC; NZG; EWT	Environmental education and awareness incentives	Environmental education and awareness tools; Target groups engaged	



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- Young, E., Zumpt, F., Boomker, J., Penzhorn, B.L. and Erasmus, B. 1973. Parasites and diseases of Cape mountain zebra, black wildebeest, mountain reedbuck and blesbok in the Mountain Zebra National Park. *Koedoe* 16: 77-81.

SCHEDULE

APPENDIX A: CAPE MOUNTAIN ZEBRA BMP-S WORKSHOP PARTICIPANTS AND WORKSHOP INVITATION

Cape mountain zebra BMP-S Stakeholder Workshop, SANParks CRC, Tokai, 27 November 2013

Name	Organisation	Email
Alan Wheeler	CapeNature	adwheeler@capenature.co.za
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Dr Dean		
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Nicola Van Wilgen	SANParks	Nicola.VanWilgen@sanparks.org

SCHEDULE



CAPE MOUNTAIN ZEBRA BIODIVERSITY MANAGEMENT PLAN WORKSHOP

VENUE: CRC HALL

29 November 2013

Purpose of Workshop:

The aim of this workshop is to produce a draft biodiversity management plan for Cape mountain zebra. The draft BMP-S will then be summarized and presented to the workshop participants for comment. Following this the BMP-S will be submitted for gazetting and on approval will be published.

WELCOME AND INTRODUCTION	08h30-08h45	Carly Cowell
Feedback of NDF	08h45-09h15	Jeanetta Selier
Presentation status of Cape mountain zebra, selection for BMP-S	09h15-09h30	Coral Birss
Overview of BMP-S	09h30-10h00	Coral Birss
TEA	10h00-10h30	
BMP-S Planning Outline	10h30-10h50	Coral Birss
Desired state formulation	10h50-11h50	Carly Cowell
Hierarchy of objectives	11h50-12h45	Carly Cowell
LUNCH	12h45-13h30	
Threat identification	13h30-14h00	Carly Cowell
Action plans outlines	14h00-15h00	Group work
TEA	15h00	
Close and way forward	15h00-15h30	Coral and Carly



environmental affairs

Department:
Environmental Affairs
REPUBLIC OF SOUTH AFRICA



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SCHEDULE**APPENDIX B: CONTRIBUTORS TO COMPILING FIRST DRAFT**

- CapeNature Technical Working Group and Contributors
Jonkershoek (25-27 November 2015); Vrolijkheid (21 – 22 January 2016)
 - Kevin Shaw
 - Dr Andrew Turner – Editing
 - Natalie Hayward – Workshop Facilitation
 - Lee Saul
 - Johan Huisamen
 - Dr AnneLise Schutte-Vlok
 - Alexis Olds and Dr Antoinette Veldtman – Literature Review and Research Summary
 - Dr Ernst Baard - Editing
 - Gail Cleaver-Christie – Action Plans
 - Jaco van Deventer
 - Deon Hignett – Legislative context
 - Tom Barry
 - Graham Lewis
 - Blanche de Vries
 - Coral Birss
 - Ivan Donian
- SANParks Reference Group and Contributors (Scientific Services and Veterinary Wildlife Unit)
 - Carly Cowell
 - Nicola van Wilgen
 - Dr Sam Ferreira
 - Dr Markus Hofmeyr
 - Dr David Zimmerman
 - Dr Angela Gaylard
- February 2016: Comments and Contributions to Authors' Draft

○ Nicola van Wilgen	-	SANParks
○ Alan Southwood	-	EC DEDEAT
○ Erika Schulze	-	FS DESTEAT
○ Christine Kraft	-	NC DENC
○ Marnus Smit	-	NC DENC
○ Dr Ernst Baard	-	CapeNature
○ Gail Cleaver-Christie	-	CapeNature
○ Dr Andrew Turner	-	CapeNature

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APPENDIX C: TEMPLATE FOR SUGGESTED EDITS / ADDITIONS / CHANGES

TEMPLATE FOR SUGGESTED EDITS / ADDITIONS / CHANGES TO THE DRAFT	
Section:	Page:
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Nature of comment:	Edit / Change / Deletion / Addition / Recommendation
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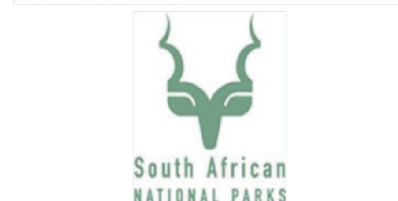
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APPENDIX D:

AGENDA

CAPE MOUNTAIN ZEBRA BIODIVERSITY MANAGEMENT PLAN: ACTIONS AND RELEVANT AGREEMENTS WORKSHOP

**VENUE: Driftsands Nature Reserve
25 May 2016**

**Purpose of Workshop:**

The aim of this workshop is to facilitate further collaboration between stakeholders to enable agreement between Lead and Implementing Agents for the successful implementation of the Cape mountain zebra BMP.

Tea	8:30 – 9:00	
Welcome & Introduction	9:00 – 9:10	Ernst Baard
Overview of Process & Plan for the Day	9:10 – 9:30	Lauren Waller
Icebreaker: VENN	9:30 – 10:30	All
Tea	10:30 – 10:45	
Session 1: Agreement on Action Plan	10:45 – 12:15	Lauren Waller & All
Lunch	12:15 – 13:00	
Session 2: Agreement on Action Plan	13:00 – 14:30	Lauren Waller & All
Wrap Up	14:30	Lauren Waller
DEA – The Way Forward	14:40	Humbu Mafumo
Close	15:50	Ernst Baard



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APPENDIX D: ATTENDANCE REGISTER AND INVITEE LIST FOR THE ACTIONS AND RELEVANT AGREEMENTS WORKSHOP FOR HTE IMPLEMENTATION OF THE CAPE MOUNTAIN ZEBRA BMP-S



Attendance Register

Page 1 / 1			
Name of Event	Cape mountain zebra BMP actions and relevant agreements Workshop	Facilitator/s	Lauren Waller
Venue	Boardroom, Driftsands Nature Reserve	Service Provider	
Date(s)	25 May 2016	Time / Duration	

Participant Details

No.	Name and Surname	Organisation/Institution	Telephone	Email	Signature
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Attendance Register

Page 1 / 2			
Name of Event	Cape mountain zebra BMP actions and relevant agreements Workshop	Facilitator/s	Lauren Waller
Venue	Boardroom, Driftsands Nature Reserve	Service Provider	
Date(s)	25 May 2016	Time / Duration	

Participant Details

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Attendance Register

Name of Event	Cape mountain zebra BMP actions and relevant agreements Workshop	Facilitator/s	Lauren Waller
Venue	Driftsands Nature Reserve	Service Provider	
Date(s)	25 May 2016	Time / Duration	

Page 1 / 1

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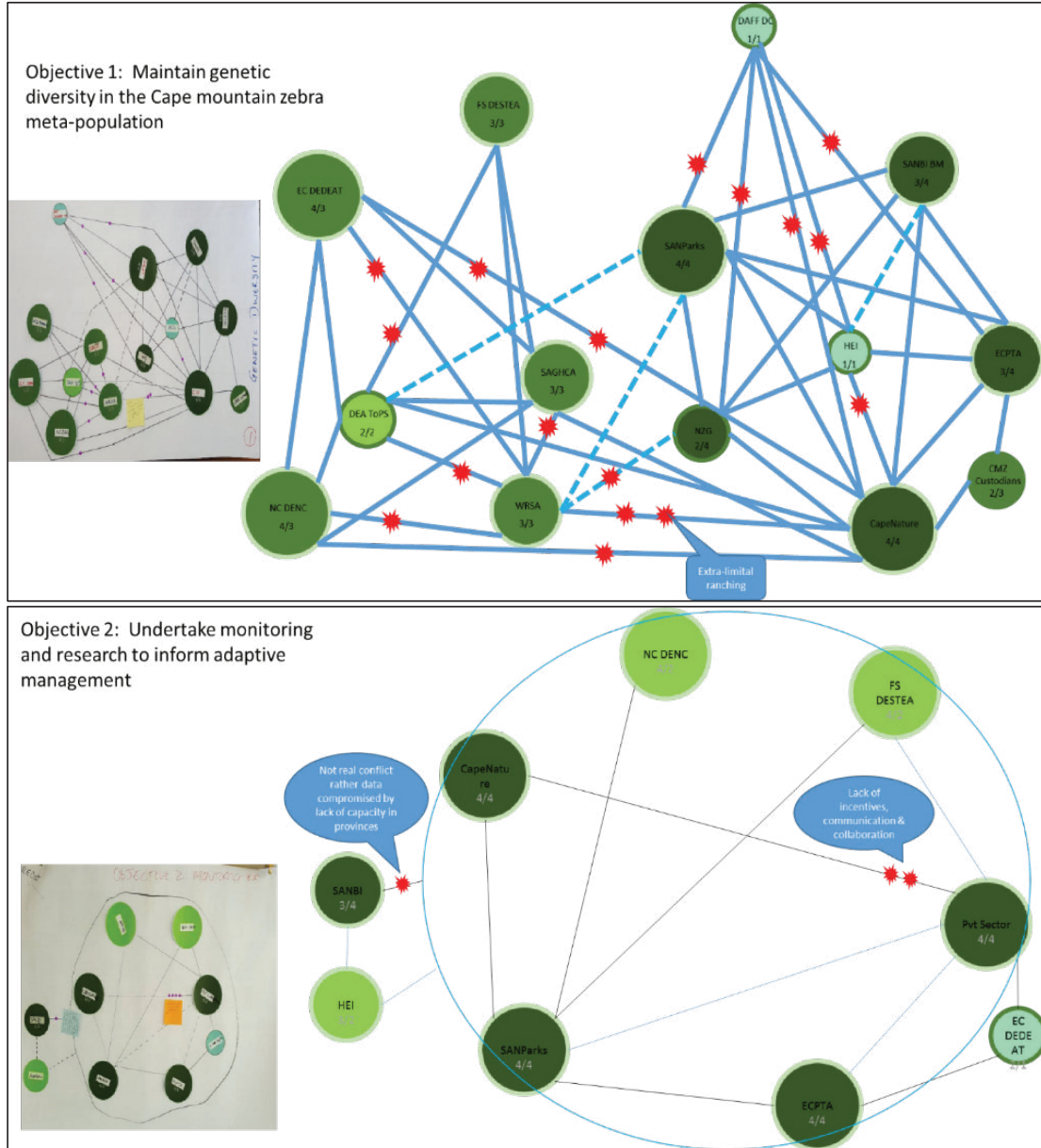
Cape Mountain Zebra Biodiversity Management Plans Action Lists Workshop				VENN group allocation			
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Frikkie Rossouw	EC DEDEAT	Frikkie.Rossouw@dedea.gov.za					
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Dale Cunningham	WRSA	dale@huntco.co.za					
Ernst du Preez	Groot Pheasantfontein						
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Adri Kitshoff	WRSA	ceo@wrsa.co.za					
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Justin Buchman	SANParks	Justin.Buchman@sanparks.org					
Alan Southwood	EC DEDEAT	Alan.Southwood@dedea.gov.za					
Dr Peter Novellie	SANParks	novellie@netactive.co.za					
Alexis Symonds	SANParks	alexis.symonds@sanparks.org					



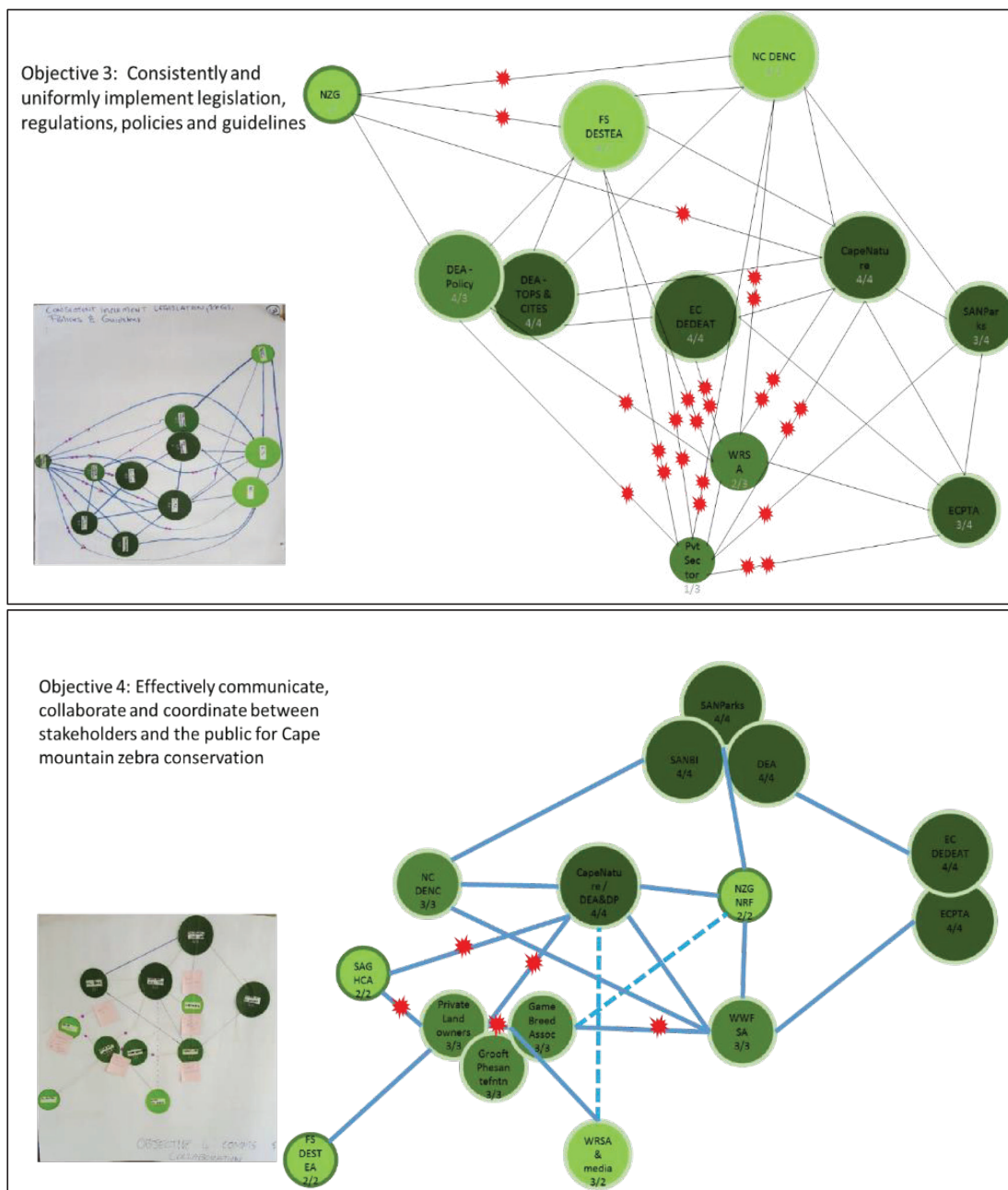
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APPENDIX E: VENN DIAGRAMS ON STAKEHOLDER RELATIONSHIPS TOWARDS ACHIEVING THE OBJECTIVES OF THE BMP-S: ACTIONS AND RELEVANT AGREEMENTS WORKSHOP FOR THE IMPLEMENTATION OF THE CAPE MOUNTAIN ZEBRA BMP-S



SCHEDULE



SCHEDULE**APPENDIX F: NOTES**

DEPARTMENT OF HOME AFFAIRS

NO. 198

09 MARCH 2018

ALTERATION OF SURNAMES IN TERMS OF SECTION 26 OF THE BIRTHS AND DEATHS REGISTRATION ACT, 1992 (ACT NO. 51 OF 1992)

The Director-General has authorized the following persons to assume the surnames printed in *italics*:

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4. Given Matome Mamefja - 791216 6119 080 - P O Box 927, GIYANI, 0826 - *Ngobeni*
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6. Sibongiseni Mphenxa - 820419 5574 082 - Upper Mncwasa Area, ELLIOTSDALE, 5070 - *Mshenxe*
7. Maggy Khumoetsile Monti - 801215 0448 089 - P O Box 35, SOUTHEY, 8484 - *Mahobe*
8. Anna Selont - 720101 3795 080 - De Pont Farm, FORTERVILLE, 6810 - *Ceylon*
9. Makate Desmond Mojapelo - 830708 5722 081 - 1702 Maloma Street, MHLUZI, 1053 - *Chuene*
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11. Nadia Kenny - 791020 0212 085 - 74 Mizar Crescent, Ocean View, FISH HOEK, 7975 - *Petersen*
12. Lungelo Edward Mjwara - 830603 5962 086 - Room 288, Ezimangweni, INANDA, 4309 - *Mpisi*
13. Anele Mhlongo - 940625 5870 081 - 15 Seaforth Road, Naplerville, PIETERMARITZBURG, 3201 - *Ndwardwe*
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15. Andile Ximba - 910617 0615 088 - P O Box 1748, NQUTU, 3135 - *Zondi*
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45. Donavin Reecé Von Waltsleben - 880418 5028 088 - P O Box 377, SOMERSET EAST, 5850 - *Janse Van Rensburg*
46. Gouwah Jumat - 750217 0292 088 - 92 Range Road, KENWYN, 7780 - *Polack*
47. Marinus Jacobus Grobbelaar - 850412 6079 089 - 25 Mamette, Dorp Street, STELLENBOSCH, 0001 - *Wijnbeek*
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59. André Petrus Burger Van Zyl - 850522 5084 086 - 9 Taylor Street, WORCESTER, 6850 - *Jones*
60. Denain Vernon Sibley - 881130 5103 089 - 2 St Christopher Avenue, KLIPSPRUIT WEST, 1811 - *Camp*
61. Adelaide Matlhogonolo Mokotedi - 990112 0903 083 - House No 10057, Thabeng Section, RAMOKOKASTAD, 0370 - *Ramokoka*
62. Usisipho Andria Mbalo - 981129 0352 088 - 4423 - 32 Street, Zone 8, Thembaletu, GEORGE, 6529 - *Kelemi*
63. Halalisani Ndlebende - 960804 5847 085 - Emashakeni Location, IXOPO, 3276 - *Diseko*
64. Ngwako Albert Mmamphokhu - 960203 5442 080 - 363 Zone 16, GARANKUWA, 0208 - *Letsoalo*

65. Mavika Khoza - 961203 5939 084 - Mkhandlwini Area, EMPANGENI, 3880 - *Mbiko*
66. Siphephelo Mdluli - 980721 5711 085 - Maqongqo Location, CAMPERDOWN, 3680 - *Mjoli*
67. Vuyisile Luthando Cemane - 961230 0292 086 - A3 Imbali Lodge, PIETERMARITZBURG, 3201 - *Zuma*
68. Daniel Lekhine Sealetsa - 960518 5634 083 - 2914 Naen, MARAPYANE, 0431 - *Mokubanye*
69. Portia Phumla Mosho - 940121 0272 085 - 1 Dan Street, Malvern, JOHANNESBURG, 2001 - *Chauke*
70. Lucky Nuwa Maredi - 910217 5932 081 - Stand No 682, SAKHELWE, 1110 - *Masiteng*
71. S'phelele Siyikili - 980323 6312 086 - F 1860 Section 6, MADADENI, 2951 - *Kunene*
72. Nhlakanipho Masango - 951230 6153 086 - Ncwadi Area, PIETERMARITZBURG, 3200 - *Ndlela*
73. Nontobeko Ngcobo - 960316 1045 085 - P O Box 3200, Mlungisi Secondary School, PIETERMARITZBURG, 3200 - *Mncwabe*
74. Jan Thabang Sishuba - 910207 6222 087 - 781 Section M, BOTSHABELO, 9781 - *Seema*
75. S'thabiso Mchunu - 961007 5488 087 - Ekuthuleni, COLENSO, 3360 - *Njoko*
76. Donald Gaolatlhe Modibetsane - 820624 5849 083 - 38 President Street, ZEERUST, 0865 - *Seleka*
77. Nthabiseng Isaac Baloyi - 891114 5805 081 - Stand No 123, Vuka Village, Mulima, MAKHADO, 0920 - *Machethe*
78. Samuel Mojalefa - 850903 5614 082 - 1676 Mashamthane, BURGERSFORT, 1150 - *Motau*
79. Mthokozisi Mcobothi - 980224 5783 089 - P O Box 43, HARDING, 4080 - *Bhane*
80. Daniel Thulani Mokoena - 930714 5278 081 - 6516 Denne Avenue, Extension 26, RATANDA, 1441 - *Shezi*
81. Linda Cynthia Solwandle - 661005 0516 087 - 4636 Lengau Crescent, IVORY PARK, 1685 - *Sonqishe*
82. Vuyolwethu Kakana - 981113 5427 087 - Magadla Area, MATATIELE, 4930 - *Zindlovu*
83. Morena Shane George Mokoena - 930915 5192 087 - 498 Kayalami Hills, MIDRAND, 1684 - *Nhlapo*
84. Lerato Molefe - 980916 1149 088 - 813 Seraleng, RUSTENBURG, 3200 - *Mohlala*
85. Jasna Kirsty Margie Vries - 940826 0091 083 - 7 Orchid Street, Protea Park, ATLANTIS, 7349 - *Tuider*
86. Samukelo Percival Ngobese - 951106 5585 082 - P O Box 20148, Ashburton, PIETERMARITZBURG, 3200 - *Ngubane*
87. Hellen Mabore Mogashoa - 981212 0391 080 - Kgoareng Section, GA-DIKGALE, 0727 - *Ramagasha*
88. Kgotsa Makopole Fenyane - 990310 6108 083 - P O Box 1, NGWAABE, 1058 - *Mosehla*
89. Keletso Shawn Motau - 990908 6289 082 - Sehlakwane, NEBO, 1059 - *Makua*
90. Anathi Makhamba - 990418 1237 086 - 15887 Ntsecamanzi Street, PHILLIPI, 7785 - *Mlata*
91. Ruth Mabusa - 991017 0500 087 - 22 Itogen Road, Selcourt, SPRINGS, 1559 - *Wells*
92. Ronald Mini Mavuso - 671125 5481 083 - 2 Second Avenue, NEWCASTLE, 2940 - *Nene*
93. Sipho Maphosa - 961023 6284 086 - Stand No 331, MKHUHLU, 1246 - *Theledi*
94. Slindile Constance Ngubane - 850409 0920 086 - Informal Settlement Area, HOWICK, 3219 - *Sibiya*
95. Mpumelelo Sive Nkosi - 980717 6254 083 - P O Box 106, Masibekela, KOMATIPOORT, 1340 - *Singwayo*
96. Asalinto Langaniso - 970122 1127 081 - H 29 Duncan Village, EAST LONDON, 5200 - *Ngcawe*
97. Sthembiso Welcome Mabasa - 991012 6003 087 - Reserve Farm, VOLKSRUST, 2470 - *Mabuza*
98. Prince Koting Swaedi - 990721 5720 084 - P O Box 177, NGWAABE, 1058 - *Makola*

99. Benni Hloniphani Khumalo - 930629 6296 082 - 29377 Umhlathuzana Road, PINETOWN, 3610 - *Mahamba*
100. Maxwel Swanepoel - 730113 5255 086 - 5579 Zone 5, DIEPKLOOF, 1864 - *Dlamini*
101. Nomasimphiwe Nyivana - 810603 1197 087 - Tsalaba Area, NGCOBO, 5050 - *Mjaliswa*
102. Balehang Wilson Molefe - 720830 5483 085 - Lister Farm, MADADENI, 2901 - *Mncube*
103. Lazola Hlomendlini - 841204 5493 086 - Makhetheni Area, STERKSPRUIT, 9762 - *Tyeku*
104. Justice Mario Monjane - 890130 6005 084 - P O Box 92, GIYANI, 0826 - *Maswanganye*
105. Phineas Machaka Mokone - 870911 6441 088 - Stand No 410, Ga-Molepo, GA-THABA, 0701 - *Sethosa*
106. Thomas Thandane Sebako - 721109 5645 087 - 12017 Phase 5, BLOEMFONTEIN, 9320 - *Malangabe*
107. Sehularo Ernest Sebokolodi - 780630 5450 085 - No 4065, Ramoshadi Village, MAHIKENG, 2745 - *Karel*
108. Goitseone Matthews Sebokolodi - 830223 6179 083 - House No 4065, Ramosadi Village, MAHIKENG, 2745 - *Karel*
109. Seun William Mogoto - 881127 5504 084 - 246 Js, Phase 1, DOORNKOP, 1050 - *Masombuka*
110. Snenhlanhla Mvelase - 921219 1138 082 - Sampofu Area, MSINGA, 3010 - *Mbatha*
111. Masibulele Maduna - 950718 6191 081 - Mqikega JSS, LUSIKISIKI, 4820 - *Mngxali*
112. Samuel Thulani Ncongwana - 850916 5761 083 - 822 Block E, LETLHABILE, 0064 - *Masilela*
113. Siphesihle Sibonelo Msezane - 961029 5813 080 - P O Box 2136, RICHARDS BAY, 3900 - *Mngomezulu*
114. Siyabonga Zephania Nkosi - 990224 6077 083 - 16502 Extension 15, EMBULENHLE, 2285 - *Mavuso*
115. Beauty Komane - 980915 1346 082 - 197 Lethuli, KWAMHLANGA, 1022 - *Mahlangu*
116. Nicolle Le Bogang Ntsane - 970203 5139 080 - 7 Protea Street, RAVENSMEAD, 7390 - *Boois*
117. Kgothatso Sean Inama - 970218 6018 083 - Green Valley, ACORNHOEK, 1360 - *Mogakana*
118. Matome Tshepiso Mojela - 950506 5571 084 - Stand No 206, Letsokoane, MOLETJIE, 0742 - *Kgomo*
119. Tshepo Katleho Semenokane - 940822 5364 088 - 16420 Phase 2, BLOEMFONTEIN, 9301 - *Mpopo*
120. Isaac Segalo Mokgosi - 920322 5756 080 - 6465 Extension 9, KHUMA, 2551 - *Mogoje*
121. Petrus Mohlogane Maila - 910301 5860 086 - Ga-Mogashoa, Tshehlwaneng, SEKHUKHUNE, 1124 - *Mokadi*
122. Pako Sebokolodi - 941220 5399 080 - House No 4065, Ramosadi Village, MAHIKENG, 2745 - *Karel*
123. Nokwanda Jele - 950402 0723 088 - 3 Cowninsby, 3 Henley Road, MONTCLAIR, 4004 - *Ntshangase*
124. Kgotso Gunguthwa - 980313 6207 089 - House No 762, MARIKANA, 0280 - *Mbulawa*
125. Bonginkosi Alfred Mahlakaniphane - 920616 6724 082 - Manoiliva Area, NTABANKULU, 5090 - *Lo*
126. Trudy Refilwe Steenkamp - 970815 0220 084 - 39 Gchiener Street, KIMBERLEY, 8301 - *Basson*
127. Thabiso Ngwenya - 980919 5624 080 - 7116 Magnesium Crescent, Extension 6, NELLMAPIUS, 0162 - *Xulu*
128. Thembelihle Thobekile Petunia Zondo - 980701 0147 089 - 4680 / 113 Phumula Luvuyo Street, GERMISTON, 1401 - *Zwane*
129. Nokwanda Ruth Ngema - 920304 0754 088 - P O Box 10779, UMZINTO, 4200 - *Hlongwane*
130. Sphamandla Goodwill Masinga - 920713 5397 083 - Doringkop Area, KWADUKUZA, 4450 - *Ngcobo*
131. Siphesihle Zama - 981119 5924 080 - Unit 19, Imbali, PIETERMARITZBURG, 3200 - *Thabethe*
132. Monwabisi Doyisa - 980112 6346 081 - Nguntshana Area, MBAZWANA, 3974 - *Tembe*

133. James Andisile Njisane - 900505 6560 089 - Nkozo Area, FLAGSTAFF, 4810 - *Nzama*
134. Andries Mzophethwe Khumalo - 700322 5456 083 - Esigodini Location, PIETERMARITZBURG, 3200 - *Gwala*
135. Zakhele Mbokazi - 860408 5614 080 - Ngqiya Location, IMPENDLE, 3227 - *Zondi*
136. Moeketsi Tsoaeli - 840612 5945 080 - 12 Lucas Street, Fisantekraal, DURBANVILLE, 7550 - *Mchunu*
137. Nonjabulo Ngwazi - 990805 1279 086 - Mswilili Location, Ward 13, UMZUMBE, 4225 - *Kawula*
138. Terence Petrus Van Den Heever - 851026 5020 081 - 43 Genl Beyers, SECUNDA, 2302 - *Quaintmere*
139. Gcina Sanele Ntuli - 990807 5057 088 - Mbumbazi Location, Ward 15, HARDING, 4680 - *Mjaja*
140. Mzoxolo Ndyulu - 790220 5755 085 - 62681 Paarl Street, Kwazakhele, PORT ELIZABETH, 6001 - *Mkalipi*
141. Luyanda Gxumayo - 870818 5893 088 - 7 Smallville Place, Agnes Street, Bridgmead, PORT ELIZABETH, 6001 - *Fekisi*
142. Tshembho Trust Chuma - 830209 5839 082 - Stand No 429, Ndindani Village, GIYANI, 0826 - *Mphambo*
143. Rirhandzu Rikhotso - 870727 1127 088 - Mwamankena Village, GIYANI, 0826 - *Nkuna*
144. Ntombenhle Nosipho Nonkululeko Kunene - 891102 0396 081 - 5572 Lamula Road, KWANDENGEZI, 3607 - *Khathi*
145. Mthokozisi Raphael Ndlela - 850407 5597 081 - 030637 Nqcukwini Area, INANDA, 4309 - *Ngcobo*
146. Tsidy Esmerilda Ndala - 890129 0564 088 - 505 Trimarhof Flat, Plumer Street, WITBANK, 1035 - *Rakgalakane*
147. Rudzani Prudence Ndou - 840415 0475 081 - 328 Letans Section, PHOKENG, 0301 - *Madidimala*
148. Ngaku Lorraine Matlala - 780503 0535 087 - 4378 Unit D, TEMBA, 0407 - *Maruma*
149. Kenaleone Abel Dikwidi - 761215 5894 087 - Dikweng Village, KURUMAN, 8460 - *Lepedi*
150. Keitsile Vincent Kekesi - 630922 5920 080 - 2413 Matlhoko Street, Huhudi Location, VRYBURG, 8600 - *Kanono*
151. Enos Raselekane Mosimane - 840617 6027 085 - 1334 Ramodisa Section, TLOKWENG, 2839 - *Masoko*
152. Patrick Thabang Phitise - 891220 5969 080 - 5140 Mosina Street, Phahameng Location, BLOEMFONTEIN, 9323 - *Mokotedi*
153. Alfred Matome Mnisi - 750102 6591 081 - No 39 Ga-Madiseng, POLOKWANE, 0701 - *Modiba*
154. Nkosiyaizi Sikhafungana - 960411 5224 081 - P O Box 1, MTUBATUBA, 3880 - *Ntuli*
155. Themba Samuel Nkambule-Zwane - 740920 5839 083 - 113 A Soutpansberg Road, Riveria, PRETORIA, 0083 - *Zwane*
156. Sephton Tebogo Mabotja - 811104 5355 085 - 222 Vredeklouf Square, Welgelee Street, BRACKENFELL, 7560 - *Mosehla*
157. Moses Moche Skosana - 720425 5760 085 - 400 Block P, SOSHANGUVE, 0152 - *Mndebele*
158. Mabu Stephina Mothapo - 741006 0463 084 - P O Box 1277, POLOKWANE, 0700 - *Segooa*
159. Thabo Elvis Polisi - 820320 5421 086 - 31 – 730 Hlika Street, KHAYELITSHA, 7784 - *Tomsana*
160. Tebogo Jackson Mogapi - 780701 5572 085 - House No 625, MAGOGONG, 8500 - *Itumeleng*
161. Tumelo Dipale - 880102 5625 081 - 4694 Malengena Street, KAGISO 2, 1700 - *Modipane*
162. Edzisani Sanele Ngobese - 950618 5080 089 - 53 A Sparrowhawk Street, Amberfield Crest Estate, CENTURION, 0046 - *Ramashia*
163. Maxwel Swanepoel - 730113 5255 086 - 5579 Zone 5, DIEPKLOOF, 1864 - *Dlamini*
164. Nomasimphiwe Nyivana - 810603 1197 087 - Tsalaba Area, NGCOBO, 5050 - *Mjaliswa*
165. Balehang Wilson Molefe - 720830 5483 085 - Lister Farm, MADADENI, 2901 - *Mncube*
166. Lazola Hlomendlini - 841204 5493 086 - Makheteni Area, STERKSPRUIT, 9762 - *Tyeku*

167. Justice Mario Monjane - 890130 6005 084 - P O Box 92, GIYANI, 0826 - *Maswanganye*
168. Phineas Machaka Mokone - 870911 6441 088 - Stand No 410, Ga-Molepo, MANKWENG, 0701 - *Sethosa*
169. Thomas Thandane Sebako - 721109 5645 087 - 12017 Phase 5, BLOEMFONTEIN, 9320 - *Malangabe*
170. Sehularo Ernest Sebokolodi - 780630 5450 085 - House No 4065, Ramosadi Village, MAHIKENG, 2745 - *Karel*
171. Goitseone Matthews Sebokolodi - 830223 6179 083 - House No 4065, Ramosadi Village, MAHIKENG, 2745 - *Karel*
172. Seun William Mogoto - 881127 5504 084 - 246 Js, Phase 1, Doornkop, MIDDELBURG, 1050 - *Masombuka*
173. Snenhlanhla Mvelase - 921219 1138 082 - Sampofu Area, TUGELA FERRY, 3010 - *Mbatha*
174. Masibulele Maduna - 950718 6191 081 - E186 A, Mpangele Street, Site C, KHAYELITSHA, 4820 - *Mngxali*
175. Samuel Thulani Ncongwana - 850916 5761 083 - 822 Block E, LETLHABILE, 0204 - *Masilela*
176. Siphesihle Sibonelo Msezane - 961029 5813 080 - Nzalabantu Residetials, Kwambonambi, RICHARDS BAY, 3900 - *Mngomezulu*
177. Siyabonga Zephania Nkosi - 990224 6077 083 - 16502 Extension 15, EMBALENHLE, 2285 - *Mavuso*
178. Beauty Komane - 980915 1346 082 - 197 Lethuli, KWAMHLANGA, 1022 - *Mahlangu*
179. Nicôlle Le Bogang Ntsane - 970203 5139 080 - 7 Protea Street, RAVENSMEAD, 7390 - *Boois*
180. Kgothatso Sean Inama - 970218 6018 083 - Green Valley, ACORNHOEK, 1360 - *Mogakana*
181. Matome Tshepisho Mojela - 950506 5571 084 - Stand No 206, Letsokoane, MOLETJIE, 0742 - *Kgomo*
182. Tshepo Katleho Semenokane - 940822 5364 088 - 16426 Phase 2, BLOEMFONTEIN, 9301 - *Mpopo*
183. Isaac Segalo Mokgosi - 920322 5756 080 - 6465 Extension 9, KHUMA, 2551 - *Mogoje*
184. Petrus Mohlogane Maila - 910301 5860 086 - Ga-Mogashoa, Tshehlwaneng, SEKHUKHUNE, 1124 - *Mokadi*
185. Pako Sebokolodi - 941220 5399 080 - House No 4065, Ramosadi Village, MAHIKENG, 2745 - *Karel*
186. Nokwanda Jele - 950402 0723 088 - 3 Conningsby, 3 Henley Road, MONTCLAIR, 4004 - *Ntshangase*
187. Kgotso Gunguthwa - 980313 6207 089 - House No 762, MARIKANA WEST, 0284 - *Mbulawa*
188. Bonginkosi Alfred Mahlakaniphane - 920616 6724 082 - Mandiliva Area, NTABANKULU, 5090 - *Lo*
189. Trudy Refilwe Steenkamp - 970815 0220 084 - 39 Schriener Street, Hillcrest, KIMBERLEY, 8301 - *Basson*
190. Thabiso Ngwenya - 980919 5624 080 - 7116 Magnesium Crescent, Extension 6, NELLMAPIUS, 0162 - *Xulu*
191. Thembelihle Thobekile Petunia Zondo - 980701 0147 089 - 4680 / 113 Phumula Luvuyo Street, GERMISTON, 1401 - *Zwane*
192. Nokwanda Ruth Ngema - 920304 0754 088 - P O Box 10779, UMZINTO, 4200 - *Hlongwane*
193. Sphamandla Goodwill Masinga - 920713 5397 083 - Doringkop Area, KWADUKUZA, 4450 - *Ngcobo*
194. Siphesihle Zuma - 981119 5924 080 - Unit 14, Imbali, PIETERMARITZBURG, 3200 - *Thabethe*
195. Monwabisi Doyisa - 980112 6346 081 - Nguntshana Area, KWANGWANASE, 3973 - *Tembe*
196. James Andisile Njisane - 900505 6560 089 - Nkoko Area, FLAGSTAFF, 4810 - *Nzama*
197. Andries Mzophethwe Khumalo - 700322 5456 083 - Esigodini Location, PIETERMARITZBURG, 3200 - *Gwala*
198. Zakhele Mbokazi - 860408 5614 080 - Ngqiya Location, IMPENDLE, 3227 - *Zondi*
199. Moeketsi Tsoaeli - 840612 5945 080 - 12 Lucas Street, Aisantekraal, DURBANVILLE, 7550 - *Mchunu*
200. Nonjabulo Ngwazi - 990805 1279 086 - Mswilili Location, Ward 13, UMZUMBE, 4225 - *Kawula*

201. Terence Petrus Van Den Heever - 851026 5020 081 - 43 Genl Beyers, SECUNDA, 2302 - *Quaintmere*
202. Gcina Sanele Ntuli - 990807 5057 088 - Mbumbazi Location, Ward 15, HARDING, 4680 - *Mjaja*
203. Mzoxolo Ndyulu - 790220 5755 085 - 62681 Paarl Street, Kwazakhele, PORT ELIZABETH, 6001 - *Mkalipi*
204. Luyanda Gxumayo - 870818 5893 088 - 7 Smallville Place, Agnes Street, Bridgmead, PORT ELIZABETH, 6001 - *Fekisi*
205. Tshembho Trust Chuma - 830209 5839 082 - Stand No 429, Ndindani Village, GIYANI, 0826 - *Mphambo*
206. Rirhandzu Rikhotso - 870727 1127 088 - Mwamankena Village, GIYANI, 0826 - *Nkuna*
207. Ntombenhle Nosipho Nonkululeko Kunene - 891102 0396 081 - 5572 Lamula Road, KWANDENGEZI, 3607 - *Khathi*
208. Mthokozisi Raphael Ndlela - 850407 5597 081 - 030637 Nqckuwini Area, Maphephetheni, INANDA, 4309 - *Ngcobo*
209. Tsidy Esmerilda Ndala - 890129 0564 088 - 505 Trimarhof Flat, Plumer Street, WITBANK, 1035 - *Rakgalakane*
210. Rudzani Prudence Ndou - 840415 0475 081 - 328 Letans Section, PHOKENG, 0301 - *Madidimala*
211. Ngaku Lorraine Matlala - 780503 0535 087 - 4378 Unit D, TEMBA, 0407 - *Maruma*
212. Kenaleone Abel Dikwidi - 761215 5894 087 - Dikweng Village, KURUMAN, 8460 - *Lepedi*
213. Keitsile Vincent Kekesi - 630922 5920 080 - 2413 Matlhoko Street, Huhudi Location, VRYBURG, 8600 - *Kanono*
214. Enos Raselekane Mosimane - 840617 6027 085 - 1334 Ramodisa Section, TLOKWENG, 2839 - *Masoko*
215. Patrick Thabang Phitise - 891220 5969 080 - 5140 Mosina Street, Phahameng Location, BLOEMFONTEIN, 9323 - *Mokotedi*
216. Alfred Matome Mnisi - 750102 6591 081 - No 39, GA-MADISENG, 0701 - *Modiba*
217. Nkosiyaizi Sikhafungana - 960411 5224 081 - P O Box 1, MTUBATUBA, 3880 - *Ntuli*
218. Themba Samuel Nkambule-Zwane - 740920 5839 083 - 113 A Soutpansberg Road, Riveria, PRETORIA, 0083 - *Zwane*
219. Sephton Tebogo Mabotja - 811104 5355 085 - 222 Vredeklouf Square, Welgelee Street, BRACKENFELL, 7560 - *Mosehla*
220. Moses Moche Skosana - 720425 5760 085 - 400 Block P, SOSHANGUVE, 0152 - *Mndebele*
221. Mabu Stephina Mothapo - 741006 0463 084 - P O Box 1277, POLOKWANE, 0700 - *Segooa*
222. Thabo Elvis Polisi - 820320 5421 086 - 31 - 730 Hlika Street, KHAYELITSHA, 7784 - *Tomsana*
223. Tebogo Jackson Mogapi - 780701 5572 085 - House No 625, MAGOGONG, 8500 - *Itumeleng*
224. Tumelo Dipale - 880102 5625 081 - 4694 Malengena Street, KAGISO 2, 1700 - *Modipane*
225. Sibusiso Talane - 780721 5371 080 - 175 Mariri Street, Huhudi Location, VRYBURG, 8601 - *Masanabo*
226. Mmoloki Gregory Lephalletse - 811017 5270 080 - 1836 Mankuroane Street, VRYBURG, 8601 - *Maretela*
227. Tshepo Lawrence Thariekae - 850317 5438 089 - Seemole Street, Extension 29, 6901 Mahube Valley, MAMELODI, 0122 - *Phakedi*
228. Patrick Danster - 780505 5542 083 - 10764 Sejake, Rocklands, BLOEMFONTEIN, 9300 - *Sithole*
229. Neo Shabangu - 971122 5154 080 - 1747 West View H O A, Corner Malie & Johnson Streets, Andewon Extension 6, PRETORIA WEST, 0082 - *Hamyane*
230. Makhwenkwendini Magoswana - 860822 6004 085 - Zixambuzi Area, NGQELENI, 5140 - *Nzawula*
231. Shirilo Edward Simango - 470101 8125 087 - 37 Norotjie, Makapanstad, HAMMANSKRAAL, 0400 - *Maswanganye*
232. Radditi Dayimani - 530101 7675 080 - Ngxakaxha, WILLOWVALE, 5000 - *Zetu*
233. Puleng Frans Papola - 741003 5651 086 - P O Box 24, BOCHUM, 0790 - *Mpebe*

234. Sithembelo Zathi - 881020 5369 089 - 1810 Kiwi Street, Commercial, Extension 34, MIDRAND, 1682 - *Mpambo*
235. Eric Ituneleng Visagie - 881205 5246 086 - 2502 Kanana Location, WEPENER, 9944 - *Mafuya*
236. Elvis Sekati Maeyane - 761008 5656 089 - P O Box 6143, DRIEKOP, 1129 - *Nkosi*
237. Phillemon Mandla Makhanya - 800605 5511 082 - N 9 Unit A, MONSTERLUS, 1057 - *Matshika*
238. Ntana Thomas Xumayo - 730928 5987 085 - 4sai Battallion, MIDDELBURG, 1050 - *Nxumalo*
239. Bernard Ditabeng Mphogo - 800506 5215 080 - No 123 Le Boeng Section, Leboeng Village, GAMABELANE, 1122 - *Mohlala*
240. Lucas Ramosoko Molekoa - 661101 5311 085 - 1949 Block G, SOSHANGUVE, 0152 - *Monyeki*
241. Jack Frank Mawela - 510403 5293 088 - 446 Kgobokoane, MDUTJANA, 0472 - *Makena*
242. Emmanuel Sipho Khoza - 790806 5351 089 - 179 Block S, MOLOTO, 1022 - *Phiri*
243. Thando Lutho Mququ - 971212 5928 086 - 33 Renoir Road, Bougain Village, CENTURY CITY, 7100 - *Makiwane*
244. Melusi Goodhope Buthelezi - 960427 6050 085 - D1681 New Road, NTUZUMA, 4359 - *Mbatha*
245. Mzwanele Xamane - 780321 5497 082 - 22 Ziyena Close, BISHO, 5608 - *Rorani*
246. Nkcubeko Sidiya - 990407 5421 085 - Lubhacweni Area, MOUNT FRERE, 5090 - *Ntlekeni*
247. Thomas Wilson Mthethwa - 570618 5602 080 - No M 1018 Section 7, MADADENI, 2951 - *Phiri*
248. Prince Themba Kwenda - 830525 5564 085 - 1353 Gonono Street, DAVEYTON, 1520 - *Mamba*
249. Lusindiso Mfitshane - 921009 5637 084 - Cwebe Area, ELLIOTDALE, 5070 - *Jo*
250. Sifiso Radebe - 990109 6148 085 - Bomvini Area, LUSIKISIKI, 4820 - *Thabethe*
251. Nokubongwa Happiness Madonda - 910127 0386 086 - France Location, PIETERMARITZBURG, 3201 - *Zondi*
252. Khethukuthula Vincent Tembe - 950730 5771 086 - P O Box 440, INGWAVUMA, 3968 - *Mabuza*
253. Sboniso Bongimpilo Nkambule - 970417 5654 084 - Mgampodo Reserve, ESHOWE, 3815 - *Biyela*
254. Lindokuhle Mboyi - 941127 6053 089 - Lumphongolo Area, UMZIMKULU, 3297 - *Mangisa*
255. Sihle Ernest Ndlovu - 930522 6021 081 - G1379 Xolani Ngcobo Road, NTUZUMA, 4359 - *Mbambo*
256. Koketso Peter Mnguni - 930408 5720 081 - 1616 Mashigo Stand, WINTERVELDT, 0198 - *Ngwenya*
257. Comfort Mandla Monareng - 840703 6226 081 - 821 Section D, EKANGALA, 1021 - *Lekhuleni*
258. Sifiso Prince Vilakazi - 841208 6034 088 - 4439 Extension 6, Sakhile, STANDERTON, 2430 - *Maseko*
259. Zuluphansi Sydney Mabuza - 480701 5750 080 - No 81, KABOKWENI, 1245 - *Colman*
260. Abel Stuke Mtsweni - 680317 5444 083 - 13 Mabuza Street, Lesedi Village, WITBANK, 1035 - *Masango*
261. Bhekuyise William Qothwane - 650215 5590 085 - X288 Mosala Street, JOUBERTON, 2574 - *Sikhakhane*
262. Nkaleka Jonas Motlashuping - 470810 5596 088 - 3736 Slovo Section, Ipelegeng Location, SCHWEIZER RENEKE, 2780 - *Jacobs*
263. Tsietso Jackson Modise - 830325 5500 084 - 1794 Sejake Street, Huhudi, VRYBURG, 8601 - *Ntikang*
264. Petrus Johannes Pretorius - 890628 5297 081 - 12 Meerlust Street, STRAND, 7140 - *Combrink*
265. Sibusiso Headdy Vilakazi - 850821 5381 082 - 117 Mafre Homes, BREYTEN, 2330 - *Buthelezi*
266. Silverster Nkosinathi Maroga - 850313 5377 088 - 4221 Extension 3, ERMELO, 2350 - *Nkosi*
267. Pricilla Gwendoline Adams - 750607 1287 089 - 785 Itireleng Section, Mogogelo, HAMMANSKRAAL, 0422 - *Ferguson*

268. Mboniseni Clifford Mandi - 800424 6066 082 - Mxambule Area, Mcobothini Location, MQANDULI, 5080 - *Jamandile*
269. Lulamile Gola - 730902 6043 081 - 49108 Amalinda, EAST LONDON, 5247 - *Mcilongo*
270. Martha Alwyn - 800309 0819 083 - 66 Campbell Plakkers, Breipaal, DOUGLAS, 8730 - *Polao*
271. Ramokone Annikie Nailana - 650929 0425 085 - 2196 Kanana, Extension 4, Red Rose Street, RANDBURG, 1632 - *Lehora*
272. Billy Dinko Ranokeng - 750612 6169 084 - 915 Vuka Section, MARULENG, 0318 - *Ntshabele*
273. Boitumelo Golden - 870201 0941 089 - 982 Moletsane, Ralerutso Street, MIDRAND, 1868 - *Ramela*
274. Tebogo Phillip Monama - 870930 5639 088 - Stand No 160, Moteti Section, MOTETI, 0477 - *Serage*
275. Sibonelo Mfundo Shelembe - 890330 5632 082 - 31 Uplands Road, Blackridge, PIETERMARITZBURG, 3201 - *Ngema*
276. Cyprian Surprise Chibi - 850113 1122 086 - Stand No 535, Ntundu, MZINTI, 1320 - *Nkosi*
277. Muziwandile Albert Shongwe - 790925 5614 088 - Stand No 429, CHARLESTOWN, 3465 - *Simelane*
278. Henry Nhobeni - 881214 6120 084 - P O Box 53, WHITERIVER, 1240 - *Khoza*
279. Mandla Robert Mavimbela - 880621 5310 089 - 5230 Thusi Village, ERMELO, 2350 - *Molefi*
280. Simon Masombuka - 800820 5671 089 - 751 Extension 2, RETHABISENG, 1026 - *Hlophe*
281. Othembele Gabela - 891230 5759 084 - Lwandlana Area, MOUNT FRERE, 5090 - *Maphepha*
282. Siyabonga Fuzile - 871006 5878 080 - Bolotwa Area, NGQELENI, 5170 - *Diko*
283. Lobana Rosemary Ratsiane - 660801 0430 084 - 2057 Klarinet, Extension 3, EMALAHLENI, 1039 - *Nkoana*
284. Lwazi Cornelius Mosia - 850826 5333 082 - 480 Moloi Street, SAKHILE, 2431 - *Mzinyane*
285. Mphikeleli Jeremia Maphanga - 760510 5881 089 - 5211 Extension 4, STANDERTON, 2430 - *Nkabinde*
286. Lindiwe Witness Sibeko - 891023 0288 088 - 201 Watervaal A, SIYABUSWA, 0472 - *Mthombeni*
287. Aldrin Booysen - 821020 5281 089 - 3186 Adriaans Avenue, High Way Park, MOSSELBAY, 6500 - *Saayman*
288. Jabulile Linah Malindisa - 650205 0390 086 - 5474 Extension 4, Thusi Ville, ERMELO, 2350 - *Mavuso*
289. Humbulani Leonard Negunda - 621110 6080 085 - Stand No 199, Tshifudi, 0970 - *Ramukumba*
290. Matsobane Piet Legodi - 731001 5696 087 – your wife – Seboko Leah Legodi – 720701 0449 084 – and three minor children - Vanessa Legodi – 030203 0942 080 - Bradley Madikela Legodi – 080720 5710 088 - Leseilane Bonnita Legodi – 141112 0402 084 - Stand No 08, Mokgopo Village, DI KGALE, 0721 - *Motokolo*
291. Samuel Matlakala Rawale - 610823 5539 082 – and your wife – Makgabo Maria Rawale – 641209 0284 085 - P O Box 7772, MMOTONG, 0784 - *Moetjje*
292. Mothibedi Jeremiah Ramogano - 781215 5654 081 – your wife Kgomo Esther Ramogano - 800510 0490 086 – and two minor children - Keamogetswe Mpho Ramogano - 080417 0272 087 – Tshohofatso Ramogano - 110915 0328 084 - 6435 Motshwara Lekonma Street, Ikageng Location, POTCHEFSTROOM, 2531 - *Ramohanoe*
293. Renny Motlanalo Malale - 920905 0606 084 – and a minor child – Olwethu Shantel Malale – 170106 0551 084 - P O Box 412, MOETLADIMO, 0891 - *Mohlala*
294. Motlalekgotso Simon Tsoho - 821021 5512 085 – 760 Metlatoe Street, Molapo, KWA-XUMA, 1818 - *Ponya*
295. Lerato Thabiso Ndlovu - 910815 0536 086 – and two minor children – Ashura Binte Ndlovu - 101204 1126 081 – Shadri Husnie Ndlovu - 120329 1143 088 - 888 Unit 1, MONAKATO, 0331 - *Mokoena*
296. Siphon Daniel Makgosi - 890913 6590 084 – and your wife – Jacqueline Gomolemo Makgosi - 900924 0458 085 - 19324 Morubisi Street, Phase 3, Galeshewe, KIMBERLEY, 8345 - *Mokgosi*
297. Thelma Zoleka Lukhozi - 721028 0926 088 – and a minor child - Zingisa Hlengiwe Lukhozi - 120111 0462 085 - House No 44420, Mnamatha Road, BOTHA HILL, 3660 - *Mathonsi*

298. Lepolanko Silas Makgopa - 660603 5495 082 – your wife – Makgwale Germina Makgopa – 660125 0679 080 – and two minor children - Botsana Mahlako Makgopa – 000913 0858 088 – Answer Modipadi Makgopa – 021023 0963 089 - Selepe Village, ATOK, 0749 - *Selepe*
299. Sibusiso Lekker - 880718 5271 087 – your wife – Ntombikayise Promise Thandeka Lekker – 890312 1173 089 – and a minor child – Oratiloe Lekker – 151115 0407 083 - 932 Molokomme Street, Mabuya Park, VOSLOORUS, 1475 - *Mpye*
300. Dumisani Andreas Mbatha - 661210 5934 083 – your wife – Thulisile Patricia Mbatha – 741228 1126 086 – and a minor child - Ndondo Amile Danica Mbatha – 040119 5454 087 - 1909 Noodsberg Road, WARTBURG, 3236 - *Dlamini*
301. Ntokozo Ziqubu - 770307 5382 087 – your wife – Makhosi Cynthia Ziqubu – 770819 0321 084 – and a minor child - Siyethaba Siphesihle Thungo – 050531 6016 086 - F69 Makhathini Road, KWAMASHU, 7360 - *Mkhize*

DEPARTMENT OF HOME AFFAIRS

NO. 199

09 MARCH 2018

ALTERATION OF FORENAMES IN TERMS OF SECTION 24 OF THE BIRTHS AND DEATHS REGISTRATION ACT, 1992 (ACT NO. 51 OF 1992)

The Director-General has authorized the following persons to assume the forename printed in *italics*:

1. Mbuso Alfred Ximba - 990517 5670 083 - P O Box 7538, ESIKHAWINI, 3887 - *Mbuso Ndabenhle*
2. Sweni Andrew Mciga - 980728 5398 086 - 590 Extension 1, JOUBERTON, 2574 - *Sphango Andrew*
3. Fikiswa Mbasane - 940824 5875 089 - 4108 Somtsewu Street, OLD CROSS ROADS, 7755 - *Vuyile*
4. Mmaphefo Magoeline Morake - 910729 1176 083 - House No 10023, Maatlhamela, MANKWE, 0310 - *Mmaphefo Magdeline*
5. Didimalanga Mogorosi - 960927 0423 089 - 8648 Phase 2, Braamfischerville, SOWETO, 2010 - *Didimalang*
6. Ntlatia Duma - 970417 5790 086 - P O Box 1086, RICHMOND, 1086 - *Ntlatla*
7. Brenda Giakoumogiannaki - 461130 0241 080 - 21 Troyloy, Aroni 73100, Chania Crete, GREECE, 0000 - *Anastasia*
8. Ntshi Caroline Tigedi - 780615 0598 087 - 7 Sherriff Close, Esher, Surrey, ENGLAND, KTO8AT - *Neo Boikanyo*
9. Gary Charles Christie - 740206 5169 089 - 3257 Road, 2446 Juffair, BAHRAIN, 0000 - *Quinn*
10. Janie Potgieter - 830909 0044 089 - 1 B Fortress Height, 38 A Fort Street, NORTH POINT, 0000 - *Janie Elizabeth*
11. Mokona Kleinbooi Radebe - 811001 5557 084 - 5970 Chris Hani, ZAMDELA, 1949 - *Mokoma Kleinbooi*
12. Brian Waterloo - 831007 5374 087 - 14 Atlas Street, DELFT, 7100 - *Moegamat Ebrahiem*
13. Mandla Patrick Msibi - 700730 5310 086 - Stand No 15, Ceros Street, Nasaret, MIDDELBURG, 1050 - *Makhosini Professor*
14. Hester Patricia Fourie - 710225 0283 089 - 32 Jardine Street, WELLINGTON, 7655 - *Theresa Hester Patricia*
15. Tanja Marietjie Moolman - 791218 0231 085 - 24 Glen Road, Bramley, JOHANNESBURG, 2090 - *Tangerine*
16. Ricardo Titus - 750901 5233 086 - 10 Field Street, WORCESTER, 6850 - *Ricardo Reuel*
17. Mark Lester Roodt - 750426 5852 081 - 35 Rosemary Crescent, Kewtown, WYNBERG, 7824 - *Mogamat Mansoor*
18. Sindi Mengcane - 950715 1092 082 - 5028 Songololo Street, Thembalethu, GEORGE, 6530 - *Sindiswa*
19. Jennifer Moleme - 970614 0479 083 - 6750 Extension 13, BOITEKONG, 0308 - *Resegofetse Jennifer*
20. Popo Malaka - 910505 1522 082 - 4558 Pampa Street, Ackerville, WITBANK, 1039 - *Pearl Popo Malebese*
21. Shaune Nonkelela - 970107 6149 081 - Banzi Area, COFIMVABA, 5380 - *Shaune Simbongile*
22. Cleopatra Pathera Mqangeni - 990410 0341 084 - 10336 Ntate-Sinayi Road, CAPE TOWN, 7525 - *Cleopatra Patheka*
23. Cacobisa Mzimasi - 990120 0448 082 - 14098 Extension 5, Phola Park, THOKOZA, 1426 - *Gcobisa*
24. Choene Malta Mabye - 990715 0913 082 - 6408 Extension 23, Kaalfontein, MIDRAND, 1600 - *Choene Malta*
25. Ayesha Adriaanse - 990426 0162 080 - 52 Duiker Road, Bridgetown, ATHLONE, 7764 - *A-Jay*
26. Mosadiwamapope Rosinah Mosenthal - 960303 0570 081 - 2507 Motswedi Street, Musieville, KRUGERSDORP, 1759 - *Lerato Mosadiwamarope Rosinah*
27. Sinqobile Gumbi - 960307 5992 083 - 45 Hyder Road, Glenmore, DURBAN, 4000 - *Sinqobile Brian*
28. Nonhlanhla Khoza - 980811 5664 085 - P O Box 366, XIMHUNGWE, 1281 - *Nhlanhla*
29. Siyabonga Emmanuel Nhlebel - 900918 5733 088 - Snathing Location, PIETERMARITZBURG, 3201 - *Sobahle Philo*
30. Ngoako Hezekiel Monyepao - 990803 5376 081 - 6954 Seahlala Street, Extension 26, OLIEVEHOUTBOSCH, 0100 - *Ngoako Isaac*

31. Matolo Delina Mokgohloa - 860110 0681 086 - 473 Ga-Mothapo, Masioneng, SOVENGA, 0727 - *Ditshegofatšo*
32. Ntando Abram Nhlapo - 760723 5392 086 - 4654 Linda Motsepe Street, Extension 23, Ratanda, HEIDELBERG, 1441 - *Ntando Abram*
33. Iris Boitumelo Moloisane - 830104 0893 087 - 14 Surrey Street, Mindalore, KRUGERSDORP, 1739 - *Boitumelo*
34. Abel Tshidiso Motsoari - 830214 5677 086 - 21 Geophyl Place, Becquerel Street, VANDERBIJLPARK, 1900 - *Tshidiso*
35. Deidre Levona Booyesen - 881213 0239 080 - 9 Fedora Close, Leonsdale, ELSIES RIVER, 7490 - *Aakifah*
36. Allison Juanita Carr - 820426 0059 084 - 122 Orian Street, Surrey Estate, ATHLONE, 7764 - *Aaliyah*
37. Bhana Harrichand Harripursat - 830404 0150 086 - 222 Murugan Road, Lot 14, STANGER, 4450 - *Bhavna Harrichand*
38. Leticia Denisa Scheepers - 840426 0166 083 - 25 Greenfield Road, Silverglen, CHATSWORTH, 4092 - *Yasmin*
39. Ruan Nicolaas Bekker - 890117 5031 088 - 468 Mackenzie Street, Menlo Park, PRETORIA, 0081 - *Ruan Dexter*
40. Nathan Basil Sebastian Liddle - 850218 5204 085 - 37 Corin Court, Parkwood Estate, WYNBERG, 7824 - *Nazeer*
41. Nicolene Estelle Marshall - 800530 0099 083 - 6 Fance Corner, Claremont, JOHANNESBURG, 2001 - *Layla*
42. Nathan Chivon Cornelius - 860425 5177 082 - 24 Inkbloem Street, Kalksteenfontein, BONTEHEUWEL, 7490 - *Nafees*
43. Lee Ann Chohan - 880814 0074 087 - 65 Silver Road, PIETERMARITZBURG, 3200 - *Parisa Bibi*
44. Dianne Lemeez Hendricks - 881111 0079 086 - 29 Thames Avenue, MANENBERG, 7764 - *Lemeez*
45. Tania Danielle Swartz - 990901 0290 081 - 2079 Elite View, Umasizakhe, GRAAFF-REINET, 6280 - *Sisipho Tania*
46. Ramaabele Miswel Lesufi - 931026 0026 087 - 3748 / 28 Phomolong, Extension 52, TEMBISA, 1632 - *Ramaabele Thato*
47. Joseph Armstrong Mokoalaba - 930211 5571 086 - 13351 Masabene Street, KWA THEMA, 1575 - *Joseph Armstrong Katlego*
48. Nompwiwe Sonkwala - 910128 0747 087 - 5 Luxolo Street, CRADOCK, 5880 - *Princess Dolly*
49. Samantha Ricey Basson - 991104 0254 087 - 247 Hamilton Street, SMITHFIELD, 9966 - *Samantha Riley*
50. Nicole Patrica Moden - 910430 0402 089 - 65 B Saffraan, BONTEHEUWEL, 7764 - *Nadheera*
51. Don Taze Maisels - 960129 5025 080 - 20 Thomas Avenue, ELSIES RIVER, 7490 - *Don Tanisen*
52. Thamsanqa Nontlantla Nqwelo - 900927 6018 084 - 45 Ntakobusi Street, Ilitha Park, KHAYELITSHA, 7525 - *Thamsanqa Ntlantla*
53. Sombesiwe Sophile - 951010 5608 086 - 7510 Peterson Street, Imizamo Yethu, HOUTBAY, 7806 - *Sombesiwe Siyamthanda*
54. Mariana Joy Solomon - 850523 0290 082 - 16 Bowler Street, ELSIES RIVER, 7490 - *Rehana*
55. Deidré Christelle Scholtz - 851110 0152 089 - 22 Sondraai Street, Roosendal, DELFT, 7780 - *Ameerah*
56. Kehilwe Fanny Booyesen - 741004 0884 086 - 2435 Unit 1, Seloshesha, THABA NCHU, 9780 - *Kehilwe Pretty*
57. Jane Martine Coward - 880917 0201 087 - 21 Marrakesh, 48 Coleraine Drive, Riverclub, JOHANNESBURG, 2001 - *Jade Martine Rodrigues*
58. Robin Dalton Fortuin - 881227 5276 087 - 50 Pleasant Place, Lands Downe, CAPE TOWN, 7780 - *Raees*
59. Shibe Jerry Modiba - 800222 5559 085 - P O Box 279, GA-MOTHIBA, 0726 - *Matsakane Hlabirwa*
60. Nkorube Edwin Molepo - 881008 5582 082 - 3248 No, THOLONGWE, 0732 - *Nkurube Edwin*
61. Ndivhuho Mufamadi - 730819 0112 086 - Stand No 28, MALAVUWE, 0968 - *Ndivhuho Violet*
62. Itireleng Natty Maqeda - 780202 0709 087 - 263 Maokeng Section, TEMBISA, 1632 - *Soneze*

63. Kholekile Cowcu Ntantiso - 670628 5579 088 - Room 22 Block H, LANGA, 7455 - *Kholekile Cowell*
64. Lesego Kemelo Pule - 800905 5474 087 - 7892 Phase 4, Morala View, MABOPANE, 0190 - *Lesego Kemelo Khalifa*
65. Haroon Suleman Bhayat - 751030 5202 088 - 19 High Bury, Keel Street, RANDBURG, 2125 - *Aron Shane*
66. Perm Batala - 861211 0514 084 - 2402 Ntambanani Street, PHILIPPI, 7785 - *Pam Pamela*
67. Mujahid Daniels - 890523 5267 087 - 90 Racecourse Road, KENWYN, 7780 - *Mujaahid*
68. Nosipho Zothe - 730205 0899 080 - Kg 318, SAMORA, 7785 - *Nosipho Caroline*
69. Avuyile Nicholas Matsha - 880622 5965 088 - 36900 Palmiet Street, Symphony, DELFT, 7100 - *Tawfeeq Avuyile*
70. Charlene Petronella Karriem - 800527 0069 082 - 24 Plettenberg Road, Ysterplaat, MILNERTON, 7441 - *Chaman*
71. Sandra Mantombi Nkosi - 880904 1282 084 - 2655 Ingougou Street, PHIRI, 1818 - *Lerato Sandra Mantombi*
72. Kwetepe Advance Kgari - 890222 6261 088 - 354 Tswelopele, TEMBISA, 1632 - *Kwetepe Abram*
73. Ohentse Winningburg Kgosietsile - 800109 5365 086 - 13874 Extension 15, BOITEKONG, 0308 - *Ofentse Winningburg*
74. Siyamtanda Sibabalwe Ngqoleka - 990520 5466 080 - 8 Clive Avenue, EAST LONDON, 5200 - *Siya Alexander May*
75. Hail Saul - 990806 5228 087 - B 2 Bouganville Flat, PAARL, 7620 - *Ryan*
76. Hyacinth Patrick Fortuin - 960518 5059 083 - 28 Merwit House, Cross Street, KROONSTAD, 9500 - *Hyacinth*
77. Nandi Nxaphala - 980215 0780 088 - Qitsi Area, COFIMVABA, 5380 - *Andonele*
78. Mmashaane Gail Mamakoko - 900910 1016 089 - Phokomu Area, NEBO, 1059 - *Gail Mmashaane*
79. Ryann-Lace Human - 910101 0323 084 - 70 Tyger Flats, 1 Bridal Close, TYGERVALLEY, 7530 - *Ryanne Areez Lace*
80. Armstong Sthembiso Ngcobo - 700204 5782 082 - 6 Bosman Street, Extension 5, THE REEDS, 0158 - *Armstrong Sthembiso*
81. Jacqueline Da Silva Da Silva - 880112 0116 085 - 3 San Lorenzo, Alma Steyl Place, MEYERSDAL, 1448 - *Jacqueline*
82. Bokang Arthur Phore - 980819 5440 083 - 802 Seven Miles Village, KURUMAN, 8460 - *Bokao Arthur*
83. Bokane Molefe - 951207 6230 080 - 18 Huntley Road, Bisley, PIETERMARITZBURG, 3200 - *Bongani Bokane*
84. Reggenal Ralarala - 950329 5158 087 - Mbonisweni, STERKSPRUIT, 9762 - *Regginald Ntsikelelo*
85. Elizabeth Johanna Magrietha Schoeman - 900913 0073 085 - 15 Kerk Street, KROONSTAD, 9500 - *Betsy Amina*
86. Nicolina Angeline Paulsen - 961005 0168 084 - 3 Doublom Street, KALKSFONTEIN, 7470 - *Zarah*
87. Nkosikho Wellington Mbombela - 930701 5278 088 - 15990 Mnxixi Drive, PHILIPPI, 7750 - *Nkosikho Kgosi*
88. Chevone Davids - 871028 0080 082 - 51 Orpheus Crescent, East Ridge, MITCHELLS PLAIN, 7786 - *Iebtishaam*
89. Gonaseelan Padavattan - 881023 5026 089 - 185 The Paddock, Broadacres Drive, DAINFERN, 2191 - *Lincoln*
90. Shayleen Charlice Hayward - 890314 0238 087 - 2 Oribi Close, EDGEMEAD, 7441 - *Shaylene Chalice*
91. Rosco Bergstedt - 831115 5047 080 -, STELLENBOSCH, 7600 - *Roscoe*
92. Parengodhie Bhalli - 850215 0211 081 - 120 / 129 Welgedacht East, CHATSWORTH, 4092 - *Parengodhie Shaida*
93. Kasaven Reddy - 750612 5204 080 - 262 Cavehaven Drive, Foresthaven, PHOENIX, 4068 - *Terance David*
94. Reomina Recard Brandt - 750719 5090 086 - 19 Mission Street, POFADDER, 8890 - *Romeo Recard*
95. Johanna Magrieta Bezuidenhout - 770926 0299 085 - 12 Granaat Street, Progress, UPINGTON, 8801 - *Joan Margy*
96. Shakirah Alexander - 750627 0096 083 - 559 Arumlily Street, Eersterus, PRETORIA, 0022 - *Sehobia Gaileen*

97. Elizabeth Susanna Gertruida De Jager - 761112 0116 089 - House No 9, HARTSWATER, 8570 - *Suzette*
98. Alroy Brown - 870109 5174 087 - 7 Francis Street, Mitchells Heights, MITCHELLS PLAIN, 7785 - *Jordan*
99. Bodman Mbonjwa - 920215 5666 087 - 508 Algeria Street, TSUTSUMANE, 2090 - *Mxolisi Bodman*
100. Taryn Claire Teare - 870417 0031 081 - 77 Century Circle, WYNBERG, 7824 - *Taryn Claire Littleton*
101. Melissa Lyn Adams - 861225 0137 084 - 73 – 9th Street, KENSINGTON, 7405 - *Mushfiqah*
102. Emerancia Lizel Khan - 861014 0085 083 - 39 Sky Road, BISHOP LAVIS, 7493 - *Naeemah*
103. Nigel Lee Sauls - 860920 5180 086 - 128 Grasmere Street, Crawford, ATHLONE, 6800 - *Natheer*
104. Radian Petersen - 880714 0194 085 - 39 Eloff Street, Portlands, MITCHELLS PLAIN, 7785 - *Radiah*
105. Lorcan Lionel Stewart - 880705 5253 082 - 69 Tanabaru, CAPE TOWN, 8001 - *Muhammad Laeeq*
106. Angelo Titus - 880630 5105 084 - 55 Paandeborg Crescent, Extension 19, BELHAR, 7490 - *Aqeel*
107. Cole Rinaldo Ohlsson - 850616 5132 083 - 18 Kalkoen Road, Bridgetown, ATHLONE, 7764 - *Abdul Mueen*
108. Mxhasi Innocent Mtikitiki - 881110 6065 081 - 7 Hurstwoo Surbiton Street, PORT ELIZABETH, 6001 - *Mxhasi Bonginkosi*
109. Mashawu Lanwisa Ngobeni - 560605 0899 086 - Stand No 139, Dengeza Village, GIYANI, 0826 - *Mashawu Rose*
110. Phiwayinkosi Lungowezulu Mngomezulu - 930726 5650 085 - Block 71 Libanoni, WESTONARIA, 1779 - *Phiwayinkosi Derick*
111. Tsokwane Macgyver Lebea - 791229 5830 086 - P O Box 4063, GA KGAPANE, 0838 - *Tsogo*
112. Sinqo Tembe - 920201 0927 088 - P O Box 346, KWANGWANASE, 3968 - *Sinqobile*
113. Bodloza Harry Masina - 920812 5324 087 - Stand No 6831, FERNIE B, 2335 - *Mthokozisi*
114. Siphwe Sihle Fantiso - 931003 1038 080 - 15 Kangaru Circle, Vergenoeg, EAST LONDON, 5209 - *Siphosihle*
115. Gert Tshokolo Khasane - 930821 5657 089 - Bergman Square, Phase 3, BLOEMFONTEIN, 9301 - *Tsholo William*
116. Nontobeko Femele - 950518 0782 087 - Ngwaru Area, NGCOBO, 5050 - *Andisiwe*
117. Noleleni Victor Ngunduza - 801115 5643 082 - 6319 Mokitlane Street, KHUMA, 2551 - *Ndeleleni Victor*
118. Jaroo Martin Soobramoney - 881119 5557 089 - 41 Victoria Square, EDENVALE, 1609 - *Jarod Martin*
119. Nokubonga Sithokozi Mkhize - 910424 0649 088 - Mlalazi Reserve, ESHOWE, 3815 - *Nokubonga Sithokozile*
120. Siue Mabeka - 980721 5327 080 - 340 Jacaranda Road, Forest Village, EERSTE RIVER, 7100 - *Sive*
121. Mamokebe Ida Hiine - 970517 0643 089 - B641 A Site C, KHAYELITSHA, 7784 - *Kgaogelo Ida*
122. Noluthando Aan Mangali - 860325 0536 086 - 9512 Dyakalashe Street, Lower Crossroads, PHILLIPI, 7785 - *Olwethu*
123. Lucky Mthokozisi Elliot Hlabisa - 650331 5567 088 - 12 Hibiscus Road, PINETOWN, 3610 - *Mehlezwe*
124. André Francois Snyman - 700411 5259 082 - 1628 Camelia Cere, Crescent, Extension 1, LENESIA, 1829 - *André Subramoney*
125. Barry Crystal Ray Jenneson - 570426 0077 088 - 4 Festad Gardens, Waterlooville, HAMPSHIRE, 0000 - *April*
126. Izak Jonkers - 590114 5137 083 - 1 Petunia Court, Victoria Road, KRAAIFONTEIN, 7570 - *Shakeel*
127. Susarah Christina Janse Manning - 591105 0116 089 - Watsons Heuwer, BONNIEVALE, 6730 - *Susarah Christina*
128. Krishna Naidoo - 600626 5132 085 - 2 Cider Close New Phase, Trenance, VERLUM, 4339 - *Tony*
129. Timmy Moosa - 650212 0034 086 - 12 Station Street, ROODEPOORT, 1724 - *Fatima*

130. Shameem Ludski - 571216 0123 084 - 2 Ou Toits Avenue, WORCESTER, 6850 - *Cheryl*
131. Paulus Mandla Sindane - 760101 9576 089 - 9435 Etemsopm B, Mhluzi, MIDDELBURG, 1053 - *Paul Mandla*
132. Thiagarajen Naidoo - 811029 5180 086 - 12 Peru Street, Sonnaflans, RANDBURG, 2158 - *Thiagarajen Thershen*
133. Ximangaliso Linah Madu - 770813 0297 089 - 909 Chana Loop, Tsutsumani Village, ALEXANDRA, 2090 - *Smangele Linah*
134. Nonhlanhla Dease - 790624 0405 085 - 28 Vusi Mngomezulu Road, TEMBISA, 1632 - *Nonhlanhla Xingwavilana Portia*
135. Gajaba Donald Khatha - 740402 5576 080 - Stand No 1425, Mbonisweni, KABOKWENI, 1245 - *Donald*
136. Deon John Brandt - 820304 5579 085 - 15 Blue Lilly Close, BELHAR, 7493 - *Paris Jade*
137. Notoli Gladys Noliitha Dyantyi Tyantyi - 680601 0633 083 - Debera Area, NGCOBO, 5050 - *Notoli Gladys Noliitha*
138. Nathaniel Sekoko Tongwane Marcus Raphela - 740208 5431 089 - 15 Kapital Road, 1 Siltstone, NORTH RIDING, 2162 - *Marege Motloutsi*
139. Jan Rube Nkadimeng - 701104 5837 085 - 21769 Extension 7, SOSHANGUVE, 0152 - *Matsobane Reuben Jan*
140. Candice Michelle Paulse Williams - 891021 0031 086 - Francois Avenue, Bordeaux, RANDBURG, 2196 - *Zayana*
141. Selinah Beukes - 860627 0660 083 - 2383 New Stands, JAN KEMDORP, 8550 - *Kgalalelo Selinah*
142. Modisaotsile Moncho - 730105 6777 084 - House No 218, Dithakwaneng Village, VRYBURG, 8601 - *Modisaotsile Kenneth*
143. Michelle Smous - 880415 0527 080 - No 56 Collins Street, Brixton, JOHANNESBURG, 2092 - *Lesego Michelle*
144. Gustava Emmeranche Hendricks - 881130 0512 086 - 50-A Pecan Street, BONTENEUWEL, 7764 - *Malikah*
145. Kediemetse Cynthia Sempe - 860926 0613 088 - House No 10026, Extension 28, VRYBURG, 8601 - *Malebogo Kediemetse Cynthia*
146. Mosadiwathata Ragale Kwate - 740317 0601 081 - 11213 Extension 28, VRYBURG, 8601 - *Mosadiwathata Rachel*
147. Maelia Letia Hussein - 880623 1163 082 - 3525 Constantia, KROONSTAD, 9499 - *Amiira Letia*
148. Nongezi Brian Sithole - 910523 6060 081 - Prince Alfred Street, PIETERMARITZBURG, 3201 - *Mongezi Brian*
149. Vinolia Mohammad - 900304 0822 087 - 16 Jan Viljoen, NEWCASTLE, 3940 - *Vinolia Aasiyah*
150. Zintle Mvinjelwa - 960729 0641 086 - Bukazi Area, FLAGSTAFF, 4810 - *Zintle*
151. Mankaneng Selina Motsoatsoe - 470921 0521 086 - 1762 Nyathi Street, Rockville, SOWETO, 1818 - *Mankaneng Salamah*
152. Vuyisa Cikoza - 710405 6173 084 - Lotana Area, QUMBU, 5180 - *Mvuyisi Templeton*
153. Sebenzile Isabel Cebekhulu - 870624 0661 086 - P O Box 8094, ULUNDI, 3838 - *Angelique Bella*
154. Lehlono Ecori Ntsie - 940103 6238 088 - 1261 Siyanyanzela, GRABOUW, 7160 - *Lehlono Escort*
155. Smangele Mate - 890929 1891 087 - 0548 Suncity, MPULUZI, 2375 - *Smangele Olet*
156. Jawelle Trish Paul - 890830 0204 084 - 50 Grasmere Road, Croftdene, CHATSWORTH, 4092 - *Janelle Trish*
157. Zondiwe Betty Jotina - 881230 1234 084 - 276 Maoba Park, Phahameng Location, BULTFONTEIN, 9670 - *Nontsokolo*
158. Nyadzani Elsie Netshidzivhe - 570914 0384 083 - Fodwe Village, NZHELELE, 0993 - *Elsie*
159. Phillip Dlodla - 580510 5903 089 - 9 Regents Street, YEOVILLE, 2198 - *Bonginkosi Phillip*
160. Meetha Razak - 660324 0177 084 - 7 Sun Crescent, Lotusville, VERULAM, 4340 - *Nadia*
161. James Ambrose Clement Hendricks - 660514 5114 088 - 42 Goeiehoop Street, BELLVILLE SOUTH, 7530 - *James Ambrose Clement*
162. Rachart Basson - 740602 5199 086 - 62 Bosch Street, Rusthof, STRAND, 7140 - *Rashaad*

163. Desmond Elroy Fridie - 730115 5206 084 - 35 Rumper Street, The Hague, DELFT, 7100 - *Rashied*
164. Nelson Anthony Fynn - 651208 5147 088 - 96 E Maasbanker Road, Newlands East, DURBAN, 4023 - *George Nelson Anthony*
165. Nomlindelo Ntshinka - 600819 0874 088 - Zadungeni Area, NGCOBO, 5050 - *Nomlindelo Angelinah*
166. Ramodika Jacob Makgakga - 790815 6002 088 - 20022 Shangoane 2, LEPHALELE, 0555 - *Tshekere Ramodika Tshipo*
167. Sisipho Majiki - 980729 5467 087 - 1 Polana Court, 42 A St Peters Road, Southernwood, EAST LONDON, 5201 - *Luyanda Sisipho*
168. Ridwell Vuyani Mokoena - 690615 5695 085 - 13 Winterburg Street, Westbank, KING WILLIAMS TOWN, 5600 - *Leano Ridwell Vuyani*
169. Peter Wilson - 450219 5143 087 - 48 Letaba Road, MANENBERG, 7764 - *Aslam*
170. Maria Magdalena Cerfontein - 700908 0127 081 - 18 Tennant Crescent, BELHAR, 7403 - *Mirree Maria*
171. Ella Sophia Müller - 680718 0063 085 - 133 Spring Street, CRADOCK, 5880 - *Elphia*
172. John Edward Stanley Kessner - 660520 5161 086 - 40 Herorand Street, HEZENDAL, 7800 - *Jameel*
173. Sivalingam Verannah Naidoo - 670226 5124 086 - 9th Avenue House 114 9th Avenue, Bez Valley, JEPPE TOWN, 2094 - *Kreo*
174. Narendra Isswar Singh - 680326 5092 081 - 27 Saraha Crescent, Seaward Estate, BALLITO, 4420 - *Israel*
175. Laetitia Georgina Isineyi - 680705 0019 084 - 36 Allin Street, Haddon, JOHANNESBURG, 2190 - *Laetitia Georgina Odibeze*
176. Debbie Pretorius - 680821 0115 085 - 9 Goroon Road, Hout Bay, CAPE TOWN, 7806 - *Adele*
177. Ragel Elizabeth La Vigre - 610108 0247 083 - 105 5th Avenue, Fisantekraal, DURBANVILLE, 7550 - *Rachel*
178. Goindamah Pillay - 691023 0255 089 - 1286 Flamingo Road, GHANDINAGAR, 4206 - *Neela*
179. Nonkululeko Sikhakhane - 980319 1078 086 - Caluza Main Road, Edendale, PIETERMARITZBURG, 3201 - *Phillisiwe Precious Mathapelo*
180. Zxaviano Robin Elsner - 900926 5173 080 - 6th Avenue, RETREAT, 7945 - *Zxaviana Robyn*
181. Sydney Nkadameng - 960712 5092 083 - Mmganeng, SEKHUKHUNE, 1124 - *Sydney Mahiwane*
182. Victor Dunga - 930305 5570 088 - T T 390 Site B, KHAYELITSHA, 7789 - *Loyiso Athenkosi Victor*
183. Lennet Lekhoane - 810228 5331 084 - 37 Kanana, MATIBIDI, 1129 - *Leonard*
184. Virgil Keith Garreth Walters - 890512 5218 083 - 13 Hammerskop Street, Roodepan, KIMBERLEY, 8309 - *Faizan Virgil Keith*
185. Aqeelah Van Graan - 661226 0106 089 - 81 Angela Street, VALHALLA PARK, 7490 - *Aqeelah Teresa*

DEPARTMENT OF LABOUR

NO. 200

09 MARCH 2018

LABOUR RELATIONS ACT, 1995

**FURNITURE BARGAINING COUNCIL: EXTENSION TO NON-PARTIES OF
THE MAIN COLLECTIVE AMENDING AGREEMENT**

I, **MILDRED NELISIWE OLIPHANT**, Minister of Labour, hereby in terms of section 32(2) of the Labour Relations Act, 1995, declare that the Collective Agreement which appears in the Schedule hereto, with the exclusion of clause 2 thereof which was concluded in the **Furniture Bargaining Council** and is binding in terms of section 31 of the Labour Relations Act, 1995, on the parties which concluded the agreement, shall be binding on the other employers and employees in that Industry with effect from 1 May 2018 and for the period ending 30 April 2020.



MN OLIPHANT, MP

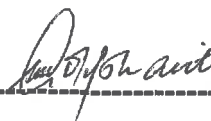
MINISTER OF LABOUR

DATE: 21/02/2018

UMTHETHO WOBUDLELWANO KWEZABASEBENZI KA-1995

**FURNITURE BARGAINING COUNCIL: UKWELULWA
KWESIVUMELWANO SABAQASHI NABASEBENZI ESIYINGQIKITHI
FUTHI ESICHIBIYELAYO SELULELWA KULABO ABANGEYONA
INGXENYE YASO**

Mina, **MILDRED NELISIWE OLIPHANT**, uNgqongqoshe WezabaSebenzi, ngokwesigaba-32(2) soMthetho Wobudlelwano WezabaSebenzi ka-1995, ngazisa ukuthi isiVumelwano sabaqashi nabasebenzi esitholakala kwiSheduli yesiNgisi exhunywe lapha, kukhishwa imishwana 2 esenziwa kwi **FURNITURE BARGAINING COUNCIL**, futhi ngokwesigaba-31 soMthetho Wezobudlelwano KwezabaSebenzi ka-1995 esibopha labo abasenzayo, sizobopha bonke abanye abaqashi nabasebenzi kuleyoMboni kusukela ngomhlaka ka 1 kuNhlaba 2018 kuze kube isikhathi esiphela mhlaka 30 kuMbasa 2020.



MN OLIPHANT, MP

UNGQONGQOSHE WEZABASEBENZI

USUKU: 21/02/2018

SCHEDULE**FURNITURE BARGAINING COUNCIL****MAIN COLLECTIVE AGREEMENT**

In accordance with the provisions of the Labour Relations Act 1995 (Act No 66 of 1995)(as amended), made and entered into by and between the

Furniture, Bedding & Upholstery Manufacturers' Association for the Greater Northern Region

(hereinafter referred to as the "employers" or the "employers' organisations"), of the one part,

and the

National Union of Furniture and Allied Workers of South Africa

and

Chemical, Energy, Paper, Printing, Wood and Allied Workers Union (CEPPWAWU)

(hereinafter referred to as the "employees" or the "trade unions"), of the other part

being parties to the Furniture Bargaining Council

hereby agree to amend the Main Collective Agreement published under Government Notice No. R.903 of 14 November 2014, as amended and extended by Government Notices No. R.37 of 22 January 2016, R.368 of 27 June 2016, R. 946 of 26 August 2016, R.19 of 20 January 2017 and R. 1465 of 22 December 2017.

CLAUSE 1: SCOPE OF APPLICATION

- 1.1 The terms of this Agreement shall be observed by employers and employees in the Furniture, Bedding and Upholstery Manufacturing Industry as defined hereunder in the Provinces of Gauteng, North West, Mpumalanga, Limpopo and Free State.

“Furniture, Bedding and Upholstery Manufacturing Industry” or **“Industry”** means, without in any way limiting the ordinary meaning of the expression, the industry in which employers and their employees are associated for the manufacture, either in whole or as a complete unit or in part as a component or components, of all types of furniture and bedding as well as upholstery and /or re-upholstery and will, inter alia include the following:

1. Furniture

Repairing, staining, spraying, polishing, re-polishing, making loose covers and/or cushions, wood machining, veneering, woodturning, carving, assembling, painting, wood bending and laminating. Furniture manufacturing will also include the manufacturing, installation, repairing, polishing, re-polishing, staining, spraying of pianos, organs, movable room/office partitions, kitchen cupboards, kitchen cupboard tops, kitchen cupboard components (irrespective of materials used), attached wall cupboards, built-in cupboards, built-in cupboard components, free standing bars or built-in bar counters, cane, wicker or grass furniture, cabinets including cabinets for musical instruments and radios, wireless or television cabinets, bathroom cupboards, any other cupboard tops and furniture for tea-rooms, restaurants, offices, churches, schools, libraries, other educational institutions, conference centres and theatres but excluding the manufacturing of furniture made mainly of metal and/or plastic materials.

2. Bedding

The manufacturing, repairing, covering, re-covering of mattress bases, mattresses, spring mattresses, overlays, bolsters, pillows, cushions for studio couches, spring units, box-spring mattresses and studio couches, but excluding the manufacturing of bedding made mainly of metal and/or plastic materials.

“Studio Couch” means an article of furniture, which is designed for seating and for conversion into a double bed or two or more beds and of which the frames are constructed mainly of metal and the seating and/or sleeping surfaces consist of mattresses and /or cushions.

3. Upholstery

The upholstering or re-upholstering of any furniture, or item of furniture, bedding, pelmets and mattress bases.

1.2 Notwithstanding the provisions of clause 1.1 the provisions of this Agreement-

- 1.2.1 apply only to employees for whom wages are prescribed in this Agreement and to the employers of such employees; and
- 1.2.2 apply to learners under the Skills Development Act, 1998, or any contracts entered into or any conditions fixed thereunder.

2. PERIOD OF OPERATION OF AGREEMENT

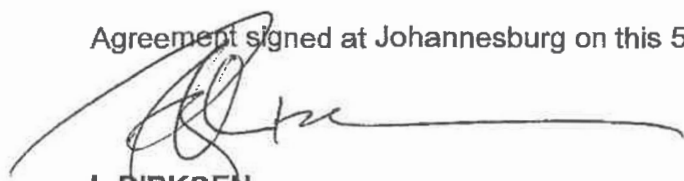
- 2.1 This Agreement shall, in terms of section 31 of the Act, become binding on the above parties on 1 May 2018 until 30 April 2020.

3. CLAUSE 9: TERMS OF EMPLOYMENT

Substitute clause 9.3.2 with the following:

"9.3.2 An employer may request an employee to work overtime. This request shall not unreasonably be rejected and the employee shall not be permitted to work overtime in excess of 15 hours in any one pay week. All employees shall be given at least 24 hours' prior notice of overtime to be worked. For overtime to be worked in excess of 15 hours in any pay week, prior permission shall be obtained from the Council with proper written motivation."

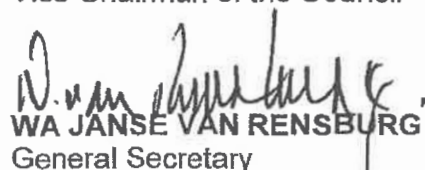
Agreement signed at Johannesburg on this 5th day of September 2017.



L DIRKSEN
Chairman of the Council



K CHAUKE
Vice-Chairman of the Council



WA JANSE VAN RENSBURG
General Secretary

DEPARTMENT OF RURAL DEVELOPMENT AND LAND REFORM

NO. 201

09 MARCH 2018

GENERAL NOTICE IN TERMS OF THE RESTITUTION OF LAND RIGHTS ACT, 1994 (ACT NO. 22 OF 1994) AS AMENDED

Notice is hereby given in terms of section 11(1) (c) of the Restitution of Land Rights Act, 1994 as amended) that a claim has been lodged for restitution of land rights on:

REF NO.	CLAIMANT	PORTION NUMBER	CURRENT LANDOWNERS	BONDS / NO BONDS	DEED OF TRANSFER	INTERESTED PARTIES
P0189	Mr. Nathaniel Sello Kekana	Portions 1 (RE) of farm Leeuwkraal 92 JR	City of Tshwane Metropolitan Municipality	None	T89775/2001	
		Portions 2 (RE) of farm Leeuwkraal 92 JR	Amandebele-Ba-Lebelo Traditional Community	None	T7775/1916B	
		Portions 3 of farm Leeuwkraal 92 JR	Republic of Bophuthatswana	None	T1191/1919BP T464/1987BP	
		Portions 4 (RE) of farm Leeuwkraal 92 JR	City of Tshwane Metropolitan Municipality	None	T89775/2001	
		Portions 7 of farm Leeuwkraal 92 JR	National Government of Republic of South Africa	None	T38731/1986	
		Portions 8 of farm Leeuwkraal 92 JR	National Government of Republic of South Africa	None	T38731/1986	
		Portions 9 (RE) of farm Leeuwkraal 92 JR	City of Tshwane Metropolitan Municipality	None	T89775/2001	
		Portions 10 of farm Leeuwkraal 92 JR	South African National Roads Agency LTD	None	T146137/2003	
		Portions 11 of farm Leeuwkraal 92 JR	National Government of Republic of South Africa	None	T38731/1986	
		Portions 12 of farm Leeuwkraal 92 JR	National Government of Republic of South Africa	None	T38731/1986	

have been submitted to the Regional Land Claim Commission and that the Commission on Restitution of Land Rights will investigate the claim in terms of the provisions of the Act in due course. Any interested person who has an interest in the above-mentioned land claim is hereby invited to submit, within 90 (ninety) working days from the publication any comments/information to:

Chief Directorate: Land Restitution Support Gauteng Province

Private Bag X03

ARCADIA

0007

Tel: (012) 310-6500

Fax: (012) 324-5812

MR. L.H MAPHUTHA
REGIONAL LAND CLAIMS COMMISSIONER
DATE:

DEPARTMENT OF RURAL DEVELOPMENT AND LAND REFORM

NO. 202

09 MARCH 2018

GENERAL NOTICE IN TERMS OF THE RESTITUTION OF LAND RIGHTS ACT, 1994 (ACT 22 OF 1994)
AMENDMENT OF NOTICE 240 OF 2010 AS CONTAINED IN GOVERNMENT GAZETTE NO: 33020 IN RESPECT OF A LAND CLAIM LODGED BY MR.
ZEBEDIELA SIMON KEKANA, LAND CLAIM REFERENCED P 0189

Notice is hereby given in terms of Section 11A (4) of the Restitution of Land Rights Act, 1994 (Act 22 of 1994), as amended, that an amendment is hereby made to Gazette Notice No. 240 of 2010 contained in Government Gazette No. 33020 dated 19 March 2010. The Gazette is amended to correct the description of the claimed property as follows:

REF NO:	CLAIMANT	FARM NAME	PORTION	EXTENT (HA)	BONDS	CURRENT LANDOWNER	TITLE DEED
P0192	Mr. Zebediela Simon Kekana	Bezuidehouthoukskraal 96 JR	1 (RE)	17.4545	None	Republic of Bophuthatswana	T2201/1966BP
			2 (RE)	607.7409	None	National Government of Republic of South Africa	T128/1979BP
			3	735.3499	None	National Government of Republic of South Africa	T21098/1951BP
			4	607.7480	None	Republic of Bophuthatswana	T2725/2016
			6	478.9723	None	National Government of Republic of South Africa	T21098/1951BP
			7	479.3302	None	Republic of South Africa	T2725/2016
			0 (RE)	749.0173	None	National Government of Republic of South Africa	T21098/1951BP
			1	779.3827	None	Republiek Van Suid Afrika	T2725/2016
			2	499.3410	None	Republiek Van Suid Afrika	T5854/1930
			3	126.5583	None	Republiek Van Suid Afrika	T12251/1964
		Hamanskraal 112 JR	4	123.1208	None	National Government of Republic of South Africa	T36143/1972
			14	0.71054	None	National Government of Republic of South Africa	T90616/2015
			2 (RE)	463.9634	None	Suid-Afrikaanse Ontwikkelings Trust	T5329/1953
			3 (RE)	335.7361	None	National Government of Republic of South Africa	T1664/1962BP
			4 (RE)	84.6582	None	National Government of Republic of South Africa	T57719/2002
			5	383.1567	None	National Government of Republic of South Africa	T1664/1962BP
		Kromkuil 99 JR	6	84.6682	None	National Government of Republic of South Africa	T57719/2002

		7 (RE)	154.7497	None	Provincial Government of the Northwest Province	T57720/2002
		32	14.5610	None	Provincial Government of the Northwest Province	T57719/2002
		1 (RE)	1027.0547	None	City of Tshwane Metropolitan Municipality	T57720/2002
		2 (RE)	1549.5704	None	Amandebele-Ba-Lebelo Traditional Community	T57719/2002
		3	2227.0000 SQM	None	Republic of Bophuthatswana	T89775/2001
		4 (RE)	919.2796	None	City of Tshwane Metropolitan Municipality	T7775/1916B
		6	3832.0000 SQM	None	Republic of Bophuthatswana	T1191/1919BP
		7	20.9321	None	Republic of Bophuthatswana	T464/1987BP
		8	9.0960	None	National Government of Republic of South Africa	T89775/2001
		9 (RE)	559.7200	None	National Government of Republic of South Africa	T4640/1954BP
		10	23.0193	None	National Government of Republic of South Africa	T376/1987BP
		11	100.6005	None	City of Tshwane Metropolitan Municipality	T38731/1986
		12	29.9385	None	South African National Roads Agency LTD	T89775/2001
		15	4000.0000 SQM	None	South African National Roads Agency LTD	T146137/2003
		3 (RE)	820.6305	None	National Government of Republic of South Africa	T38731/1986
		4 (RE)	856.5320	None	Republic of South Africa	T38731/1986
		6 (RE)	1149.9436	None	National Government of Republic of South Africa	T38731/1986
		12	156.9755	None	T M M S Enterprises PTY LTD	T2100/1992BP
		13	180.2723	None	Republiek Van Suid Afrika	T33537/1987
		14	155.3421	None	Suid-Afrikaanse Ontwikkelings Trust	T64186/1987
		15	195.9010	None	Provincial Government of the North West Province	T31528/1973BP
		16	115.2094	None	No longer exists	T78488/2001
		17	150.7794	None	City of Tshwane Metropolitan Municipality	T33509/2005
				None	City of Tshwane Metropolitan Municipality	T33510/2005
				None	City of Tshwane Metropolitan Municipality	T33511/2005
				None	City of Tshwane Metropolitan Municipality	T33512/2005
				None	City of Tshwane Metropolitan Municipality	T33513/2005

		18	98.6480	None	City of Tshwane Metropolitan Municipality	T33514/2005
		19	44.7739	None	City of Tshwane Metropolitan Municipality	T33515/2005
		20	34.0602	None	City of Tshwane Metropolitan Municipality	T151337/2005
		21	34.0602	None	City of Tshwane Metropolitan Municipality	T151337/2005
		53 (RE)	719.4868	None	City of Tshwane Metropolitan Municipality	T47534/2011
	Tweefontein 94 JR	Portion 2	1961.3098	None	Amandebele-Ba-Lebelo Traditional Community	T4563/1924BP T98/1980BP

Take further notice that the Commission on Restitution of Land Rights will investigate the claim in terms of the provisions of Rule 5 of the Rules Regarding Procedure of Commission Established in terms of section 16 of Restitution of Land Rights Act as amended. Any interested party on the claim is hereby invited to submit, representations in terms of section 11A of the Restitution of Land Rights Act 22 of 1994 as amended within 90 (ninety) working days from the publication date of this notice, any comments/information may be send to:

Chief Directorate: Land Restitution Support Gauteng Province

Private Bag X03

ARCADIA

0007

Tel: (012) 310-6500

Fax: (012) 324-5812

MR. L.H MAPHUTHA
REGIONAL LAND CLAIMS COMMISSIONER
DATE:

DEPARTMENT OF TRANSPORT

NO. 203

09 MARCH 2018

**PUBLICATION OF DRAFT ROADS POLICY FOR SOUTH AFRICA FOR PUBLIC
COMMENTS**

I, Mr M.J Maswanganyi, MP, Minister of Transport, hereby publish the Draft Roads Policy for South Africa for public comments.

Interested parties and organisations are invited to submit to the Acting Director – General: Department of Transport, within (30) days of the publication of this notice in the gazette, written representations or comments of the Draft Roads Policy for South Africa at the following:

By Post: Attention: Mr Moshe Ramotshwane
 The Acting Director General
 Department of Transport
 Private Bag X 193
 PRETORIA
 0001

By hand: Ground floor of the Department of Transport, Forum Building marked for attention of Mr Moshe Ramotshwane.

By email: ramotsm@dot.gov.za

Any enquiries in connection with the Draft Roads Policy for South Africa can be directed to Mr Moshe Ramotshwane at 012 309 3036.



Mr M.J Maswanganyi, MP
Minister of Transport
Date: 22 February 2018

CONTINUES ON PAGE 130 - PART 2



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**transport**Department:
Transport
REPUBLIC OF SOUTH AFRICA

DRAFT ROADS POLICY FOR SOUTH AFRICA

December 2017



FOREWORD



The core responsibility of South Africa's National Department of Transport (DoT) is to support the development an efficient, integrated transport system, through putting in place appropriate policies, regulations and models that are both implementable and sustainable by our Road Authorities, within all three spheres of Government.

Road Authorities in South Africa have the obligation to provide a reliable, effective, efficient and integrated transport system that supports the sustainable economic and social development objectives of the country. All Road Authorities also have an obligation to plan, design, construct and maintain the road network, to protect the public investment in the road infrastructure, to ensure the continued functionality of the transportation system, and to promote the safety of traffic on the road network.

The proposed *Roads Policy for South Africa* sets out the strategic position of National Government on all matters relating to road regulation, roads infrastructure, road safety road funding and Non-motorised Transport (NMT). It does not attempt to address operational matters, except for road safety (which requires a systems approach and thus operational matters are also considered).

With mounting concerns over climate change and air pollution, the role of roads needs to shift away from serving predominantly private vehicles and road-based freight, toward supporting more integrated mobility systems centred on walking, cycling, public transport and freight via rail or sea. In light of this, South Africa needs to ensure that its roads policies make best use of infrastructure budgets to further economic, social and environmental goals simultaneously.

Our country's National Development Plan (NDP 2030) identifies road infrastructure as a key driver of the South African economy. For this reason, our road network must be developed and maintained in such a way that it supports our national development objectives. In addition, our roads must be managed as assets, and placed in the hands of the appropriate Roads Authority. Our roads must be safe, provide a high level of service at a cost our nation is able to afford, accessible for all users, and maintained in a good condition.

This Roads Policy is the first of its kind in South Africa. Although a series of transport and roads strategies and plans have been developed since 1994 (in particular the White Paper on National Transport Policy), the management of the roads environment and its users has not been fully addressed within an overarching national policy for roads. This Roads Policy therefore provides the necessary overarching framework to ensure that South Africa's roads are better managed, safer, and includes all modes, to deliver a sustainable approach to roads management.

I hereby present the proposed Roads Policy for South Africa and now look forward for robust engagement with the various stakeholders. I trust that through their inputs and participation, the development of the Roads Policy can be finalised and tabled at Cabinet for approval and implementation.


Mr M. J. Maswanganyi, MP

Minister of Transport

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The Constitution assigns different roles and responsibilities to various spheres of government. The government of the republic of South Africa is made up of three spheres, namely the National, Provincial and local spheres. These spheres are inter-related and inter-dependent and each as a power to legislate in its sphere of competence and transport is a concurrent function.	20
Schedule 4 part A and B of the Constitution assign Road Transport matters as a functional area over which National, Provincial and Local Government have a concurrent jurisdiction.	20
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II EXECUTIVE SUMMARY

South Africa faces many developmental obstacles, including infrastructure bottlenecks, and economic and social challenges such as unemployment, poverty and inequity. Economic infrastructure, including South Africa's road network, is one of the key levers for economic growth. Roads infrastructure is able to deliver a higher economic return on investment than any single other type of infrastructure. Road transportation is an important industry in the country's economy, yet various challenges inhibit the sector's contribution to South Africa's economic and social development objectives. One such challenge is the roads implementation and maintenance backlog, where increased roads use, low investment, and poor maintenance have led to higher transportation costs and transport bottlenecks.

The effective design, construction and maintenance of roads is crucial to a well-functioning and prosperous modern economy. Roads also play a role in meeting societal needs for connection and mobility in ever-expanding human settlements, and their construction and on-going maintenance provides opportunities to address social challenges like unemployment. With mounting concerns over climate change and air pollution, the role of roads needs to shift away from serving predominantly private vehicles and road-based freight, toward supporting more integrated mobility systems centred on walking, cycling, public transport and freight via rail or sea. These have implications for the Roads Policy for South Africa, which should be aligned with the overall national sustainable objectives.

South Africa is currently experiencing many challenges within the roads sector and the aim of the Roads Policy for South Africa is to, amongst others, provide a regulatory framework for a coherent and uniform response across all spheres in government to respond to the issues experienced.

With a Vision Statement of 'Transport, the Heartbeat of Economic Growth and Social Development' the Roads Policy for South Africa has the following broad objectives:

- Alignment with national developmental priorities
- Provide an over-arching policy that covers all aspects of the road sector and applies to all three spheres of government
- Prescribe national principles, requirements, guidelines, frameworks and national norms and standards that can be applied uniformly in provinces and municipalities
- Determine responsibilities, applicability and scope for the various role-players
- Identify and implement institutional reform regarding governance structures in the road sector
- Determine financial options in the road infrastructure investments, road safety, non-motorised transport sectors resulting in enabling mechanisms to implement programmes and projects
- Provide policy certainty with clear and concise regulatory framework for roads management
- Integration of plans for stream-lined and integrated service-delivery
- Increased jobs and skills development
- Integration of NMT as a recognised mode in the transport system
- Clear national directive on addressing road safety
- Directives for monitoring, evaluation and reporting in the roads management environment

Highlights of the Roads Policy include addressing the institutional relationships between the various Road Authorities, which play a significant role in the functioning of the road management environment. This will result in reducing and eliminating un-proclaimed roads and assign responsibilities on road ownership and mandates.

In support of an approach to sustainability within the roads management sector, South Africa is charged with developing a more 'green' road network, integrated with land use in urban areas to encourage the development of more sustainable urban forms. The Roads Policy promotes compliance with the Committee of Transport Officials (COTO) technical policies and standards and charges all Road Authorities to maintain the integrity of the road reserve. Policies are proposed to address this challenge and promote the professionalisation of engineers and engineering technologists within management levels at Road Authorities. Policies are also introduced in support of sustainable transport management.

Road users are reliant on a safe and efficient road network. Roads must be developed and maintained taking into consideration the marginalisation of rural communities due to the state of access roads. Public transport users using buses and taxis are also reliant on a sound road network and public transport services across South Africa requires roads to be developed and maintained in such a manner to further the use of public transport. Freight is a major contributor to economic the South African economy and requires an efficient transport system.

Road safety has reached catastrophic proportions and South Africa is one of the 182 member states that supports the United Nations Decade of Action for Road Safety. There is in general a limited understanding of the complexity of the road safety problem in South Africa, which includes lawlessness, lack of equitable access to suitable infrastructure, inadequate law enforcement and fragmented road safety education. Road safety requires a long-term view with a multi-disciplinary approach and exceptional, consistent leadership. The Department has developed the Road Safety Strategy to provide a strategic framework for the implication of road safety initiatives. The Roads Policy provides the policy environment for the successful implementation of the strategy.

Traditionally, transport has been planned around the private vehicle user, resulting in the majority of road users, the pedestrians, not having access to equitable infrastructure. NMT is a viable and sustainable alternative to the use of private vehicles. It is accepted that NMT is an important potential transport solution for our country. NMT has many health and economic benefits, but the fact that it has zero carbon emissions aligns well with the global call for climate change. A range of definitive actions will need to be taken at various levels of government to ensure NMT achieves its rightful status in South Africa's transport system. Policy statements in support of furthering NMT have been developed to raise awareness for NMT as a sustainable mode of transport.

Inadequate funding for road infrastructure implementation and maintenance is a common refrain. Without significant investment in roads this significant asset will continue to deteriorate. Funding roads through other possibilities will most likely close the gap between the road budgetary requirements and the available funding. Other funding sources that could be considered include the fuel levy, vehicle licence fees, tolling and potentially other innovative funding sources; all towards developing an integrated funding model. Policy proposals include a focus on improving the efficiencies in budget expenditure in the roads sector and government support for the application of the user-pay principle (for example tolling, congestion charges, weight over distance charging, cross boarder levies, etc.), where required and adopted and the development of an integrated funding model. The maintenance needs of municipal roads and streets and the role of the private sector within the delivery of roads are also focus areas for policy interventions.

As part of a more sustainable approach to roads management, performance evaluation, especially in meeting sustainability targets, has been identified as a focus area in the Roads Policy. The Roads Policy for South Africa is a further key tool in accelerating economic growth towards accomplishing the objectives of the National Development Plan (NDP 2030).

III ACRONYMS AND ABBREVIATIONS

AARTO	Administrative Adjudication of Road Traffic Offences
ADV	Animal-Drawn Vehicle
ARDP	Access Road Development Plan
BRT	Bus Rapid Transit
CBRTA	Cross-Border Road Transport Agency
CCTV	Closed-Circuit Television
CIDB	Construction Industry Development Board
COGTA	Department of Cooperative Governance and Traditional Affairs
COTO	Committee of Transport Officials
DBSA	Development Bank of South Africa
DPLG	Transport and Department of Local Government
DORA	Division of Revenue Act
DoT	Department of Transport
ECSA	Engineering Council of South Africa
eNaTIS	Electronic National Traffic Information System
EPWP	Expanded Public Works Programme
GFIP	Gauteng Freeway Improvement Project
GHG	Greenhouse Gas
HHVs	Heavy-haul vehicles
HVs	Heavy vehicles
ICT	Information and Communications Technology
IPTN	Integrated Public Transport Networks
IRPTN	Integrated Rapid Public Transport Networks
IRTAD	International Road Traffic and Crash Database Group
ITP	Integrated Transport Plan
ITS	Intelligent Transport Systems

KPI	Key Performance Indicator
MIG	Municipal Infrastructure Grant
MINMEC	Ministers and Members of Executive Councils
MRMG	Municipal Road Maintenance Grant
MSA	Municipal Structures Act
MTEF	Medium Term Expenditure Framework
NERSA	National Energy Regulator of South Africa
NDP	National Development Plan 2030
NGO	Non-governmental organisation
NMT	Non-motorised Transport
NLTA	National Land Transport Act
NRMP	National Roads Master Plan
NRSC	National Road Safety Council
OSD	Occupation Specific Dispensation
PFMA	Public Finance Management Act
PLTF	Provincial Land Transport Framework
PMS	Pavement Management System
PPP	Public Private Partnership
PRASA	Passenger Rail Agency of South Africa
PRMG	Provincial Road Maintenance Grant
PSCBC	Public Service Coordinating Bargaining Council
PSC	Project Steering Committee
RAMS	Road Asset Management System
RRAMS	Rural Road Asset Management Systems
RCB	Roads Coordinating Body
RIMS	Road Incident Management Systems
RISDP	Regional Indicative Strategic Development Plan

RISFSA	Road Infrastructure Strategic Framework for South Africa
RSR	Rail Safety Regulator
RTMC	Road Traffic Management Corporation
RTS	Road Traffic Safety
SAATCA	Southern African Auditor and Training Certification Association
SABS	South African Bureau of Standards
SACPCMP	South African Council for Project and Construction Management Professions
SADC	Southern African Development Community
SALGA	South African Local Government Association
SANAS	South African National Accreditation System
SANRAL	South African National Roads Agency SOC Limited
SAPS	South African Policy Service
SARF	South African Roads Federation
SIP	Strategic Infrastructure Project
STER	Single Transport Economic Regulator
SSP	S'hamba Sonke Programme
TDM	Travel Demand Management
TOD	Transit Orientated Development
TFR	Transnet Freight Rail
TMH	Technical Methods for Highways
TRH	Technical Recommendations for Highways

IV GLOSSARY

TERM	DEFINITION OR EXPLANATION
Animal-Drawn Transport	A form of transport that is provided by a vehicle or device, using two or more wheels and drawn by one or more working animals such as horse, donkey, ox or mule, designed for transport.
Equitable Share Contributions	The equitable share is an unconditional budget allocation to the national, provincial and local government.
Freight consolidation	Cargo consolidation service provided by a freight forwarder in which several smaller shipments are assembled and shipped together to avail of better freight rates and security of cargo.
Funding cycles	The sequence of activities involved in the process of awarding a grant.
Infrastructure Service Delivery Toolkit	The Toolkit provides a documented body of knowledge and set of processes that represent generally recognised best practices in the delivery management of infrastructure. It is focused on the delivery and life cycle management of South African public sector infrastructure. The target users for this Toolkit include both technical and non-technical managers.
Inter-modal freight transport	Intermodal freight transport involves the transportation of freight in an intermodal container or vehicle, using multiple modes of transportation (rail, ship, and truck), without any handling of the freight itself when changing modes.
Logistic chain	Logistics management is that part of the supply chain, which plans, implements and controls the efficient, effective forward and reverse flow and storage of goods, services, and related information between the point of origin and the point of consumption in order to meet customer requirements. Logistic chain refers to all successive steps comprising a logistic-process in a particular environment or industry.
Logistics hub	Logistics hubs are generally defined as integrated centres for trans-shipment, storage, collection and distribution of goods.
Modal shift	Modal shift refers to a move away from one form of transport to another. Usually used in the context of sustainable transport planning where a shift towards more environmentally friendly modes (public transport, NMT and rail) is promoted.
Non-motorised Transport	Non-motorised transport or transport by any means other than a motor vehicle including, but not limited to, walking, cycling and animal-drawn vehicles and wheelchairs. NMT infrastructure includes bicycle paths, walkways, public open spaces and other buildings and structures used or intended for, or to promote NMT.
Planning Authority	In terms of the National Land Transport Act of 2009 a planning authority refers to a municipality in relation to its planning function.
Occupation Specific Dispensation	In 2007, Occupational Specific Dispensation (OSD) was introduced for public sector employees in South Africa, which is unique to each identified occupation in the public service. PSCBC Resolution 1 of 2007 provided the framework for occupational specific remuneration and career progression dispensations to address unique

TERM	DEFINITION OR EXPLANATION
	remuneration structures, consolidation of benefits and allowances into salary, frequency of pay progression, grade progression opportunities, career pathing, and required levels of performance (performance based progression).. ¹
Rail-friendly commodities	Goods such as bulk commodities including coal, chrome and manganese, automotive parts and components, containers and chemicals are deemed to be rail-friendly due to their mass and volume.
S'hamba Sonke Programme	The S'hamba Sonke programme provides a set of principles to guide the prioritisation of infrastructure investments to maximise the economic impact and development multipliers for maintaining and upgrading South Africa's provincial road network ²⁰ .
Small-wheeled transport	Includes wheeled luggage, walkers, skates, skateboards, push scooter, Segway, handcarts, wheel barrows and wagons. Wheeled luggage increases the amount of baggage that pedestrian can reasonably carry and expands reasonable walking distances.
Travel Demand Management	Transportation Demand Management (TDM) (also known as Mobility Management) is a general term for various strategies that increase transportation system efficiency. It emphasizes the movement of people and goods, rather than motor vehicles, and so gives priority to more efficient modes (such as walking, cycling, ridesharing, public transit and telework), particularly under congested conditions ² .
Universal design	Universal design is an approach to create an environment that meets the needs of all potential users to the greatest extent possible. Taking into consideration the diverse abilities of individuals, such as agility, balance, cognition, coordination, endurance, flexibility, hearing, problem solving, sensory processing capacity, strength, vision, and walking speed; it emphasises inclusive design that ensures participation and access for all ³ .

1 INTRODUCTION



1.1 BACKGROUND

In its commitment to move South Africa forward, the Government of South Africa has embarked on a process of radical economic transformation⁴, which seeks to further transform an economic system impeded by the inhibiting trinity of unemployment, poverty and inequality. The radical economic transformation agenda is therefore an attempt to improve both the quality and equality of the economy that will ensure equal opportunity across the social spectrum. Such an ideal, however, hinges upon key prerequisites, such as road infrastructure, which allows individuals and communities to overcome geographical and social barriers to opportunity. Typically, markets can be inaccessible for rural communities and the poor. Sometimes people reside in areas far removed from central business districts (CBDs), and the jobs therein. Radical economic transformation is therefore about modernising South Africa's economy to bring it in line with the ideals of the Constitution⁵, Freedom Charter⁶, and the National Development Plan (NDP)⁷. It is in this context that the Roads Policy for South Africa draws both inspiration and direction.

Modern economies – characterised by inter-regional value chains – depend on infrastructure that supports an efficient production and exchange system. One of these key infrastructure elements is the road network, which not only provides access and mobility to people and communities, but also facilitates economic and social linkages as well as economic development and growth.

South Africa faces many developmental obstacles, including infrastructure bottlenecks, and economic and social challenges such as unemployment, poverty and inequity.

Economic infrastructure, including South Africa's road network, is one of the key levers for economic growth in South Africa. Roads infrastructure is able to deliver a higher economic return on investment than any single other type of infrastructure⁸.

Road transportation is an important industry in the country's national economy, yet various challenges inhibit the sector's further contribution to South Africa's economic and social development objectives. One such challenge is the roads infrastructure backlog, where the increased use of roads, low levels of investment and poor maintenance has led to higher transportation costs and transport bottlenecks. Poor road safety levels on South Africa's roads, including road safety concerns for non-motorised transport (NMT) users, are also adding to higher transportation costs.

As one response to these challenges, the South African Government has reaffirmed its commitment to develop the country's infrastructure base. This commitment is reflected in a number of strategies and plans, in particular the NDP, which places economic infrastructure at the heart of economic and social development. This Roads Policy for South Africa is a further key tool in accelerating economic growth towards accomplishing the objectives of the NDP.

1.2 ROLE OF THE DEPARTMENT OF TRANSPORT

The Strategic Plan for the Department of Transport (DoT)⁹ states that the DoT is responsible for conducting sector research; formulating legislation and policies to set the strategic direction of sub-sectors; assigning responsibilities to public entities and other levels of Government; regulating through setting norms and standards; and monitoring implementation. The DoT has a stated policy intention that to 'radically transform the transportation sector, re-prioritisation of resources must be enhanced; localised skills development interventions must be fast-tracked; and there must be a move towards industrialisation and beneficiation across the Transport Sector. There is a need for greater integration of efforts across all spheres of Government as well as in transport agencies in order to support the country's overall economic growth targets.'

As part of the broader service delivery implementation strategy within the roads environment, the following agencies were established by the DoT through respective legislation:

South African National Roads Agency SOC Ltd (SANRAL) is responsible for and was given power to perform all strategic planning with regard to the South African national roads system, as well as the planning, design, construction, operation, management, control, maintenance and rehabilitation of national roads for the Republic, and is responsible for the financing of all those functions in accordance with its business and financial plan, so as to ensure that the national goals and policy objectives concerning national roads are achieved¹⁰.

The Road Traffic Management Corporation (RTMC) was established with the objective to¹¹ pool powers and resources to eliminate the fragmentation of responsibilities for all aspects of road traffic management across the various levels of government in South Africa.

The Road Traffic Infringement Agency's (RTIA) main objectives are to¹² administer procedure to discourage traffic contraventions and support adjudication of infringements, enforce penalties imposed against persons contravening road traffic laws, encourage the payment of penalties imposed for infringements and undertake community education and awareness programmes

The Cross-Border Road Transport Agency's (CBRTA) mandate is to regulate access to the market by the road transport freight and passenger industry in respect of cross-border road transport by issuing of permits and to facilitate the unimpeded flow of passenger and freight movements by road across the borders of South Africa in order to contribute to the social and economic development initiatives as announced by Government.¹³

The mandate of the Road Accident Fund (RAF) is to compensate the victims of crashes for losses and suffering. This therefore becomes a consoling arm of government.

Taking into account the concurrent responsibilities as per the provisions in the Constitutional and the legislative mandates, it must be noted that the DoT is held accountable for road infrastructure planning, maintenance, development and for the monitoring and evaluation of the socio-economic impact of road infrastructure projects to ensure that the roads are accessible and safe for all users. With regards to review of management and administration of agencies, the policy shall address the gaps with regards to the responsibilities of the DoT as per the requirements of the respective Acts (founding legislation of the various Agencies).

2 PROBLEM STATEMENT

The development orientation of South Africa's national policies is to rectify the injustices and imbalances of the past, thereby providing restitution to the millions of South Africans who were marginalised and excluded from economic participation and advancement. There are a myriad of policies in this regard, each of which seeks to contribute to the objectives spelled out in the Constitution, as well as the goals embodied in the more recent NDP⁷. However, there still remain challenges in many areas of the road transport sector, which impede economic development and welfare gains.

Significant change and investment in the transport sector will no doubt contribute to correcting this historical imbalance, in particular, through meeting the mobility needs of South Africans effectively connecting people, markets and resources.

The current road transportation environment comprises both positive and negative elements. On the positive side, South Africa has a relatively robust, extensive and functional road infrastructure network. The road transport network contributes towards economic and social development goals. On the negative side, there are significant financial, institutional, physical and human challenges.

The harsh reality about the road environment in South Africa indicates the following:¹⁴

- Although the national road network is in a satisfactory condition¹⁵, the overall road maintenance backlog, including those of SANRAL, provinces and municipalities, is increasing¹⁶.
- Government has limited funds from the national fiscus to meet the road maintenance burden, as well as the increased demand for the expansion of the road network, due to increased number of vehicles and new, rapidly expanding towns and cities. This contributes to road congestion, higher vehicle operating costs, and a reduced level of service across extensive portions of the road network.
- There is now a growing recognition that roads are no longer reserved for motorised vehicles only, but for all users including public transport and NMT users. This brings about conflicting mobility and accessibility expectations, especially in urban environments. Walking is a significant commuting mode and cycling has not yet increased significantly, but NMT facilities are limited.
- In order to promote sustainable forms of transport, government has introduced integrated rapid public transport networks (IRPTNs) in major towns and cities in South Africa. The implementation of these IRPTNs places significant demand on the national fiscus.
- The bulk of all freight is conveyed by road, which contributes to poor road safety and the excessive freight volumes on the road compound the road maintenance backlog. Overloading remains a challenge and existing law-enforcement strategies are ineffective and therefore unable to arrest the negative impact of overloaded vehicles on the road network.
- The poor standard of many provincial and local roads are a concern and the road maintenance backlog is growing every year. This is compounded by limited funds as well as a reduced focus on maintenance and limited technical skills in the public sector. Many municipalities and provinces lack the skill, capacity and funding to efficiently manage local road networks.
- Access to rural areas is limited while rural road infrastructure and corridors are neglected due to limited funds, lack of skills in some areas and the prioritisation of other social needs over roads. Furthermore, some rural areas are still attempting to address the inadequate road network provision in the previous homelands.
- Growth in private vehicles and freight is increasing at a rapid rate and outstripping the supply and availability of roads, leading to growing congestion in major urban areas.

-
- South Africa has one of the highest road crash fatality rates in the world which negatively impacts the broader economy.
 - Funding availability and the mechanisms available to explore innovative funding solutions are challenging.

From an institutional road management perspective the Road Infrastructure Strategic Framework for South Africa (RISFSA)¹⁹ has made some recommendations to improve the planning and coordination of road management. However, the provinces and local municipalities are grappling with the consequences of the shortage of appropriate skills in this sector. Without significant interventions to improve the skills and capacity within the roads management sector, the human resources required are not available at all levels of government and particularly at local authority level. The lack of resources, capacity and skills has occurred to the extent that SANRAL has been involved in maintenance of access roads, provincial roads as well as the construction of some NMT facilities.

Road Authorities need appropriately skilled, competent, qualified and experienced people in key positions to manage service delivery in the roads infrastructure, road safety and NMT sectors.

In summary, the challenges in the road sector is firstly; that there is an inequitable access for all road users i.e. pedestrians, cyclists, other Non-motorised Transport (NMT) road users, motorists, heavy vehicle operators who need access and usage of the roads for their customers, suppliers and for personal and business use. Secondly, there is on-going deterioration of the road infrastructure conditions and the quality of the infrastructure. Road users, especially in rural areas, are faced with poor transport infrastructures and inadequate public transport services that prohibit access and mobility on the road network. Given this context, the delivery of transport infrastructure and services are a significant catalyst for sustainable economic development, improved social access and assist with poverty alleviation in South Africa. Thirdly, South Africa is also challenged by the high number of road crashes, fatalities and injuries. Road crashes have a dire consequence on society as it results in an increased burden on the social security and the welfare system of a country. It also leads to increased loss of skills and rising costs to the economy. However, the biggest cost remains the loss of lives and the subsequent trauma and broken families.

These challenges reduce the economic development potential of the country and entrench the developmental challenges of weak economic growth, high unemployment, poverty, and growing inequalities across income groups.

3 EXISTING POLICY ENVIRONMENT

The DoT is charged with providing safe, reliable, effective, efficient, affordable and integrated transport services that best meet the needs of passengers and freight users as encapsulated in the Strategic Plan of the DoT⁹.

The recent development of the NDP 2030⁷ identified the creation of workable urban transit solutions, the strengthening and optimisation of freight corridors and the provision of long-distance passenger transport solutions. Furthermore, the NDP states that rural access and mobility has key policy and planning priorities. Accordingly, the development of a Roads Policy for South Africa should consider the following:

- Social issues (this relates to the role of roads in providing access to social facilities and amenities)
- Economic issues (this relates to the role of roads in terms of job creation and providing linkages to economic opportunities)
- Environmental issues (this relates to the environmental impacts of roads as well as mitigation measures).

Although a series of transport and roads strategies and plans have been developed since 1994, in particular the White Paper on National Transport Policy of 1996¹⁷, the management of the roads environment and its users has not been fully addressed within an overarching national policy, specifically focusing on roads infrastructure, road safety and NMT users. In the absence of such a national policy, relevant authorities have followed the strategic direction of the following guiding frameworks, strategies, policies and legislation:

- The Constitution of South Africa⁵ (Act 108 of 1996) outlines the responsibility for roads at the various spheres of government.
- The White Paper on National Transport Policy¹⁷ noted that 'fragmentation' was an issue and identified the 'coordination of infrastructure planning for all modes of transport' as a means to respond to this concern. It also identified road safety as a particular focus area that requires attention in all areas of transport management.
- A recent update of the White Paper on National Transport Policy¹⁸ stated the following policy objective "To improve South Africa's competitiveness and that of its transport infrastructure and operations through greater effectiveness and efficiency to better meet the needs of different customer groups, both locally and globally". More specifically, for the Roads Sector, it identified its mission as "To allow the development and management of a road network that is safe for all its users, is well-maintained and serves as a catalyst for social and economic development."
- The RISFSA¹⁹ of 2006 provided the framework for the management of roads infrastructure. It is noted that not all of the recommendations have been implemented to date. A review of the RISFSA recommendations is therefore included in this policy.
- In May 2012, the S'hamba Sonke Programme²⁰ (SSP) was developed as a response to RISFSA recommendations regarding the backlog in roads maintenance, the poor state of rural access roads, and the administration of the Provincial Road Maintenance Grant (PRMG).
- Road safety initiatives have been guided by the Department working with the United Nations' Decade of Action 'Five Pillars for Road Safety'²¹ (road safety management, safer roads and mobility, safer vehicles, safer road users and post-crash response). Recently the RTMC developed a National Road Safety Strategy²² (NRSS) which aims to reduce the number of fatal and serious crashes by promoting responsible and safe road user behaviour, providing safe and forgiving road infrastructure, ensuring safer vehicles on South African roads and delivering quality road safety management.

3.1 CONSTITUTION OF THE REPUBLIC OF SOUTH AFRICA

The Constitution Act 108 of 1996 mandates Cabinet with responsibility to develop national policy. This mandate places responsibility on the Minister of Transport to ensure that any development and implementation of national transport policy by the Dot addresses the mobility needs of all citizens.

The Constitution assigns different roles and responsibilities to various spheres of government. The government of the republic of South Africa is made up of three spheres, namely the National, Provincial and local spheres. These spheres are inter-related and inter-dependent and each as a power to legislate in its sphere of competence and transport is a concurrent function.

Schedule 4 part A and B of the Constitution assign Road Transport matters as a functional area over which National, Provincial and Local Government have a concurrent jurisdiction.

As stated above, it follows that any policy intervention that is proposed in the policy is cognizant with the fact that:

- a) National and provincial government has an inherent competency to develop policy, to regulate road traffic and management across all spheres of government.
- b) Local government has the inherent jurisdiction to regulate laws on municipal road transport.

3.2 WHITE PAPER ON NATIONAL TRANSPORT POLICY

The White Paper on National Transport Policy¹⁸ identified the following strategy objectives:

- To optimise current capacity and maintain and develop the road network
- To improve road traffic safety, enhance road traffic discipline, protect the capital investment in the road system, and enhance administrative and economic order in the field of road traffic and transport
- To optimise road transport law enforcement and promote and implement efficient, integrated, and coordinated road traffic management systems in the country, involving the role-players in all functional areas of road traffic management
- To enhance the quality, productivity and cost-effectiveness of road freight transport services by providing transport customers with a safe, secure, reliable and cost-competitive system
- To advance human resource development and expand participation in the freight industry through the creation and growth of entrepreneurial opportunities, training and skills development
- To promote seamless integration and harmonisation of standards with neighbouring member states
- To actively promote the movement of the appropriate type of freight from road to rail and
- To encourage, promote and plan for the use of NMT where appropriate.

3.3 ROAD INFRASTRUCTURE STRATEGIC FRAMEWORK FOR SOUTH AFRICA (RISFSA)

The Road Infrastructure Strategic Framework for South Africa (RISFSA¹⁹) of 2006 provided the framework for the management of roads infrastructure.

3.3.1 The Road Network

The functional road classification system should be adopted in South Africa, and the administrative responsibility and delivery functions for these roads be defined. Information Systems and Decision Support.

South Africa shall have a road network information system for decision support mechanism, especially at provincial and local authority level.

3.3.2 Road Condition

The Visual Condition Index (VCI) as an indicator of network performance should be between 5%-10% with regards to 'poor' and 'very poor' condition. It further recommended that current and new funding scenarios should be reviewed by the RCB to reduce the maintenance backlog on non-tolled roads.

The VCI of all provincial and national roads should be within the international norms.

3.4 DRAFT NMT POLICY

The Draft NMT Policy was developed in 2007 and developed policy directives for Animal-drawn transport, cycling, walking, eco-mobility and innovative solutions. It provides a single framework and an enabling environment for the Department of Transport, other government departments and stakeholders to address the challenges inherent in Non-Motorised transportation.

The primary objectives of the Draft NMT policy are, among others, to increase the role of NMT as one of the key transport mode, integrate NMT as an essential element of public transport and provide a safe NMT infrastructure and allocate adequate and sustainable funding for the development and promotion of NMT. The document also promotes and changes the mindset in our diverse culture in order to accept the use on NMT as the most appropriate for shorter distance for urban and rural areas.

3.5 ROAD SAFETY STRATEGIES

Several road safety strategies have been compiled in the last 20 years in South Africa. When studying and comparing the various road safety strategies, some conclusions can be made, but it has not resulted in a significant improvement of the road safety. This has been addressed by the development of the National Road Safety Strategy 2016 – 2030.

At a global level, there has been a greater focus on road safety in the developing and middle-income countries. In 2010, various governments met to discuss the international road safety crisis of the world and declared 2011–2020 as the Global Plan for the Decade of Action for Road Safety. The goal of the Global Plan is to stabilise and reduce the increasing trend in road traffic fatalities, saving an estimated 5 million lives over the period²¹.

The Road Traffic Safety Management System (ISO39001) was developed as one of the key instruments to support the implementation of the Decade of Action Global Road Safety Plan through having a 3rd party

certification against ISO39001 for all organizations that interacts with the road traffic system who are serious in achieving their goals to Road Safety Management.

3.6 TECHNICAL NORMS, MANUALS, STANDARDS AND GUIDELINES APPLICABLE TO THE ROADS SECTOR

The custodianship for the development, maintenance of National Standards is the South African Bureau of Standard (SABS).

The development and maintenance of technical manuals, norms and guidelines has traditionally been with the Committee of Land Transport Officials (COLTO), which subsequently changed to the Committee of Transport Officials (COTO). These technical manuals, norms and guidelines that have been developed to guide the planning, design, construction and management of roads are not readily available and not always applied across all spheres of government in a uniform way by both private sector and public sector.

There is need to build capacity and allocate sufficient resources and budgets for the DoT to fulfil its mandate to keep the technical manuals and guidelines up to date and to support industry to review and approve or endorse any relevant documents being developed within the private sector. On-going marketing and awareness programmes are needed to ensure these documents are prescribed for use by all Road Authorities are used in uniform and standard way. The introduction of the concept of having a “minimum level of service” can thus be realised.

3.7 SUSTAINABILITY – AN UNDERLYING PRINCIPLE TO ROADS MANAGEMENT

The long-term sustainability of South Africa’s future is dependent on our ability to redress our actions and reduce the harmful impact we have had thus far on the world we live in. It is essential that these actions be undertaken holistically so that environmental considerations, social development as well as economic efficiencies are addressed in an integrated manner.

Roads and transport can make a significant contribution to sustainability initiatives within South Africa because ‘*how or where*’ transport infrastructure is constructed, maintained and managed has a profound impact on our environment, communities and economy. Transport is responsible for 27% of the final energy demand in South Africa with petroleum products representing 97% and electricity representing only 3% of the energy used in the transport sector²³.

A legacy of poor spatial planning within the country has resulted in a growing dependence on road infrastructure that supports cars and an increasing number of private single occupancy vehicles. These in turn bring more road fatalities, traffic congestion, greenhouse gas emissions, air pollution and a mushrooming demand for more fossil fuels. Furthermore, the lack of more sustainable public transport and non-motorised modes of transport inhibits access to employment opportunities and key services, directly affecting poverty, inequality and the pursuit of improved living standards amongst South Africa’s poorest.

It is indisputable that we must ensure a move towards more sustainable practices within roads and transport. Therefore, the Roads Policy for South Africa has adopted a holistic approach which acknowledges sustainability as an underpinning and integral philosophy.

3.7.1 The Sustainability Policy Framework

This philosophy of sustainability is aligned with the existing suite of acts, policies, strategies and frameworks that have been developed to drive sustainability in South Africa. Some examples include:

- The National Framework for Sustainable Development in South Africa calls for 'Efficient and sustainable use of natural resources, socio-economic systems that are embedded within, and dependent upon, ecosystems and human needs, enhanced systems for integrated planning and implementation and economic development via investments in sustainable infrastructure and human settlements'²⁴. While, Section 24(b) of the Constitution⁵ of the Republic of South Africa states that 'everyone has the right to have the environment protected for the benefit of present and future generations, through reasonable legislative and other measures'.
- South Africa's Intended Nationally Determined Contribution Discussion Document²⁵ has benchmarked total annual Greenhouse Gas (GHG) emissions to be in the range of 212 to 428 Mt CO₂ equivalents by 2050, having declined in absolute terms from 2036 onwards.
- The South African Green Economy Modelling Report²⁶ has established a process for local government to draw lessons on best practice in green economy initiatives and benchmark their performance.
- The White Paper on Energy Policy (1998)²⁷ states that: 'Government will ensure that the necessary resources are made available to establish structures, systems and legislation to facilitate the specification, collection, storage, maintenance and supply of energy data, and energy-related data, according to the requirements of integrated energy planning and international standards'.
- The Energy Efficiency Strategy (2005)²³ calls for fee rebates on vehicles dependent on varying energy consumption, efficiency labels on motor vehicles and the presentation of emission standards for vehicles to the general public. All of these should also be included in roadworthiness certificates.
- The Industrial Policy Action Plan²⁸ has called for GHG mitigation options that have been identified and analysed to be combined to construct Marginal Abatement Cost Curves (MACCs) for key sectors and subsectors.
- The Public Transport Action Plan²⁹ has called for 'built local transport capacity for planning, monitoring, regulation and network management, in turn, helping municipalities to develop strategic integrated network plans, operational plans, travel demand management plans, and electronic fare collection plans in conjunction with the Transport Education Training Authority (TETA), Transport Centres of Development and other Institutions of Higher Learning'.

3.7.2 Implications For The Roads Policy For South Africa

South Africa's national sustainability goals support the design, development and maintenance of sustainable road infrastructure in the country as a crucial component of a more sustainable economic system. Policy statements must therefore prioritise resource efficiency, integrated planning (e.g. integrated transport infrastructure with land use management) and economic development (e.g. sustainable employment opportunities). Implications for the Roads Policy to be aligned with sustainable objectives include inter alia the following key actions:

3.6.2.1 Integration of roads planning with land use planning

In order for future road development to be not only sustainable but also effective, all planning must consider the relevant context. For example, infrastructures requirements and maintenance strategies will be informed by very different needs found in rural areas, compared to the needs found in urban areas. In addition, integrated transport modes enhancing rural-urban linkages should be improved to ensure reliable and efficient access to commercial and public services, and increase productivity of industry (e.g. agricultural distribution). This context is very important in ensuring an effective service is provided.

Furthermore, it is important that road network planning is integrated with the appropriate government planning processes at all levels, and in particular spatial planning and land use management. This will

ensure that future road networks do not compromise valuable natural ecosystems, and that various social considerations can be included, such servicing future development and safety aspects.

3.6.2.2 Protection of 'green' systems

Although roads play a vital role in the economy and mobility for South Africa, this can come at a cost to the environment in terms of the following elements:

- Deteriorating air quality, global warming and noise pollution from rapidly growing vehicle volumes.
- Pressure on scarce fossil fuels due to the construction of road infrastructure, the growing production and use of motorised vehicles.
- Growing congestion due to increased demand for travel.
- Adverse impacts on bio-diversity and ecosystems due to an expanding road network.

Environmental preservation must be a key theme in the Road Policy. Road systems must make efficient use of land and other natural resources (e.g. energy, asphalt, gravel, and water) while ensuring the preservation of vital habitats and other requirements for maintaining biodiversity, not only during construction but also during the operational and maintenance phase.

The re-establishment of ecological functioning corridors must be taken into consideration when infrastructure is being upgraded. This must also be taken into account in the planning of new infrastructure.

The minimisation of waste, water, heat and energy requirements is critical in the construction and maintenance of road infrastructure. This includes the sustainable sourcing of materials, resources and labour to reduce costs and life cycle emissions.

Transport infrastructure must respect natural water systems. This requires appropriate network planning, as well as designs to reduce negative impacts on this vital ecosystem (i.e. water sensitive design or sustainable urban drainage).

Transportation is a major contributor to greenhouse gas emissions. It is therefore important that the roads industry take measures to actively reduce emissions as it expands networks. This may be through the following possible approaches:

- Retrofitting of renewable energy power sources.
- Use of innovative road construction materials.
- Improved network planning and the promotion of mass transport options.
- Promotion of more efficient, ultra-low emission and alternate energy vehicles. These could be for both private vehicles as well as freight vehicles particularly within congested urban centres.
- The support for new alternate fuel vehicles in the market.
- The provision of capital investment into new vehicle technologies, in the form of grants or incentives to promote sea and rail freight, as alternative freight modes.

3.6.2.3 Sustainable modes of transport

Mobility of the public is a vital component of ensuring that the public has access to opportunities. Ultimately roads contribute to the social and economic sustainability of the country. If access and mobility is in place for communities it automatically affords the public improved exposure to health care, education, employment and other opportunities.

The integration of more sustainable transport modes such as public transport, walking and cycling must be included as a key tool. Identifying ways to improve the operational efficiency of existing road infrastructure such as signal timing, road capacity enhancements, travel demand management (TDM), High Occupancy Vehicle (HOV) lanes and car-pooling can also be considered. The focus must be on ensuring that road infrastructure makes provision for and promotes integration of more sustainable modes of transport. Further, the policy must move towards improved coordination with land-use to reduce the number of trips generated.

A reduction of dependence on motor vehicles will also show a resulting reduction in the negative impacts thereof, such as air pollution, energy consumption and traffic congestion. This includes the introduction of mechanisms such as congestion tolling to discourage the use of private vehicles, Intelligent Transport Systems (ITS) to improve efficiencies of existing transport networks and constructing low carbon road infrastructure such as bus lanes, railways and NMT.

3.6.2.4 Roads aimed at achieving social equality and organisational integration

All South Africans are entitled to affordable access to other people, places, goods and services. Road and transport systems provide a mechanism to ensure social, inter-regional and inter-generational equity, by providing all road related aspects that meet the basic transportation related needs of all people.

Therefore, the development of road networks must promote community connectivity and respond to mobility needs. This will be facilitated through the development of functional road networks that include synergistic connections between nodes of economic opportunity, especially with non-motorised and public transport systems. These points of connectivity may include informal trading areas, centers of job availability, education and health care nodes.

This level of social and physical integration should be established and promoted through participatory planning. Roads are the responsibility of various bodies, and spheres of government, at varying scales and locations. In addition to this, the people affected by road plans must be included in the planning and decision-making process. Therefore, a transparent approach is proposed for planning and decision-making, which includes all spheres of government and road users.

3.6.2.5 Employment and economic growth initiatives.

Roads play a significant role in sustainable economic growth and job creation for South Africa. Policy provisions must support NDP objectives and maximise opportunities for employment, especially for the unemployed, the youth and the socially marginalised in national development plans. For example, opportunities for job creation within the road sector (infrastructure construction and maintenance) have been identified in the SSP. Opportunities can also be created in the motor vehicle manufacturing sector. It would also entail investment and research into new business opportunities in renewable, sustainable fuel and alternative power sources for private vehicles.

Without key road linkages remote rural communities would be isolated and marginalised from employment, services and other opportunities. The Roads Policy for South Africa therefore must recognise the important role roads play in rural economies.

Regional and international trade initiatives, which support overall South African Development Community (SADC) protocols, must be supported and facilitated.

3.6.2.6 Assessing Sustainability Performance

Monitoring and assessment of our success in achieving sustainability objectives as part of roads and transport is critical. Through this monitoring the roads industry's progress along the path of sustainability can be tracked. Through assessment, lessons learnt may be used to guide the industry towards desirable outcomes. Therefore, the Roads Policy should include the following:

- Enhancing cooperation amongst all spheres of government to steer relevant industries towards more holistic, pertinent and responsible practice.
- The design and development of measurement and reporting based tools for the easy identification of problem areas and potential solutions.
- A monitoring, evaluation and reporting tool that:
 - Robustly and comprehensively monitors and evaluates investments in infrastructure, and its social, economic and environmental impact.
 - Robustly and comprehensively monitors and evaluates investments and designs for integrated transport systems across the country, and its social, economic and environmental impact.
 - Accounts for all sector variables, such as actual economic and sector growth in the transport sector, thus enabling energy usage data to be normalised against representative data, which describes the sector activity over time.

4 FRAMEWORK FOR A ROADS POLICY



4.1 VISION

The vision of the DoT is:

‘Transport, the Heartbeat of Economic Growth and Social Development!’

The strategic goals of the DoT’s Road Transport Programme are as follows³⁰:

- An efficient and integrated infrastructure network that serves as a catalyst for social and economic development.
- A Transport Sector that is safe and secure.

The vision for the Roads Policy for South Africa is:

‘to allow the development and management of a road network that is safe for all its users, well-maintained and serves as a catalyst for social and economic development.’

4.2 GOAL

The goal of the Roads Policy for South Africa is to provide an equitable access to a safe, well managed, sustainable road network.

4.3 OBJECTIVES

The Roads Policy for South Africa is to provide an over-arching policy across all spheres of government in terms of Roads Infrastructure, Road Safety and NMT in line with national developmental priorities:

- Role clarification in terms of responsibilities, applicability and scope for the various role-players
- Determine funding options in the road infrastructure investments, road safety and NMT sectors
- Provide policy certainty with a clear and concise regulatory framework for roads management
- Maximize jobs creation and skills development
- Integration of NMT as a recognized mode of transport
- Directives for monitoring, evaluation and reporting in the roads management environment

5 ROADS INFRASTRUCTURE



The mobility of people and goods is dependent on the efficient use of existing road infrastructure and the modernisation and expansion of road infrastructure to meet the future demand for transport services efficiently and cost-effectively. Adequate road infrastructure is a fundamental precondition for transport systems and one key component in ensuring social well-being.

Institutional relationships, the roles and responsibilities that result from these, and the **technical skills** required to perform these roles, have a significant impact on the way in which roads are managed in South Africa. In addition, **employment creation** is a national priority of Government and the roads sector is committed towards achieving this goal.

Road users are reliant on a safe and efficient road network. The marginalisation of **rural communities** due to the state of access roads must be taken into consideration with the development and maintenance of roads. **Public transport users** using buses and taxis are also reliant on a sound road network and the implementation of the Public Transport Strategy³¹ also requires roads to be developed and maintained to further the use of public transport. **Freight** is a major economic contributor to the South Africa economy and requires an efficient transport system.

5.1 INSTITUTIONAL RELATIONSHIPS

The intent of the Roads Policy is to create an environment where institutional relationships are clearly defined and the roles and responsibilities of each authority are unambiguous. It is also expected that municipalities play a greater role in roads delivery in line with their constitutional mandates. However, a coordinated approach is required in order to assist dysfunctional and non-performing municipalities and

Road Authorities to fulfil their mandates. Planning for devolution has to take place within a defined medium to long-term framework. A performance-based approach to roads management is also introduced, aligned with National Treasury's (NT) requirements and in support of sustainability goals of monitoring and evaluation.

5.1.1 Policy Statements For Improved Institutional Relationships

Policy Statement 1. The DoT and Road Authorities undertake to complete the functional classification of roads as a matter of priority.

- a) The DoT in partnership with Provincial Road Authorities will continue to support Local Government Road Authorities as they complete the RISFSA road reclassification process according to the Road Classification and Access Control Manual (TRH26).










Policy Statement 2. The DoT will ensure that the roles and responsibilities of the various Road Authorities and other relevant institutions are clear and unambiguous.

- a) The DoT, with the assistance of the Provinces and Local Government, will review the existing Strategic Road Network as identified in the Road Network Incorporation Report³² and consider the following; changes to the function of certain roads, inclusion of strategic national and provincial public transport routes and interchange opportunities, changes to significant SADC road corridors and inclusion of regional routes providing economic and social connections within provinces.
- b) As part of this process the Roads Needs Study³³, which was completed in the 1980s, must also be considered.

Policy Statement 3. Current legislation defines national roads as roads that are defined and declared as such; provincial roads are roads that are defined and declared as such and all other remaining roads are municipal streets. The DoT, in partnership with Road Authorities, will assign roles and responsibilities as set out in in Table 1.

- a) All un-proclaimed roads must be assigned to either Local Authorities or to Provinces depending on the functional classification and road significance until un-proclaimed roads are eventually reduced and eliminated.
- b) Provinces will eventually be responsible for provincial roads, local authorities will be responsible for local roads and streets, whilst SANRAL will be responsible for the National Strategic Road Network, some of the Primary Road Network and the approach routes to border posts and ports.
- c) The devolvement of roads from authority to authority must be undertaken only when the recipient authority has sufficient capacity and expertise to fulfil the mandate. Devolvement to SANRAL will be undertaken in accordance with the stipulations of the SANRAL Act¹⁰. Without a proper technical assessment and motivation being received from the relevant provincial Premier, the Department shall not support the transfer of Provincial Road Networks to SANRAL.
- d) The planning for devolvement of roads must target a medium to long-term framework and not aim to address short-term unrealistic expectations. However, where it is deemed a priority, these roads should be devolved.

Figure 1: Current and Proposed Roles and Responsibilities for Roads and Streets

Current Road Owner			Proposed Owner
SANRAL	Current national road network		SANRAL
	Remaining Strategic Network (after reviewed)		SANRAL
Provinces	Primary Network		SANRAL/Provinces
	Portions of provincial roads within metropolitan boundaries		Metros
	Portions of provincial roads within local authority boundaries		Provinces
	But portions of provincial roads within local authority boundaries that have skills and capacity to manage their own network		Local Authorities
Metros & Local Authorities	Approach roads to border posts (up to country's border) and ports		SANRAL
Other government departments and state owned entities	Approach roads to border posts and ports		SANRAL
-	Un-proclaimed roads		Assigned to provinces and local authorities depending on functional classification and significance of road

Policy Statement 4. The DoT will introduce performance management in the roads sector.

- The DoT will develop a Performance Management Framework with minimum road service standards, Key Performance Indicators (KPIs), benchmark levels and appropriate targets for the various types of Road Authorities, aligned with current norms and standards and the KPIs adopted by the Department of Planning, Monitoring and Evaluation.
- The various types of Road Authorities will develop their own Performance Management Plan, implement it and monitor their performance in road service delivery.

Policy Statement 5. The DoT will ensure that the devolvement of roads is planned for and undertaken in a sustainable manner.

- The devolvement of roads must be planned for, budgeted for and implemented in line with local and regional development initiatives.
- Where devolvement is opposed by one authority, the authorities will act in accordance with the principles of cooperative governance. Existing legislative processes and recourse to resolve issues must only be undertaken as a last resort.

Policy Statement 6. All Road Authorities will act in accordance with and promote cooperative governance between the various spheres of government responsible for roads management.

- a) An approach of integrated planning and stakeholder consultation must be applied to national and provincial roads traversing local authorities. Roads master planning for these roads must be aligned with local authority planning.
- b) In the event that provincial and national roads planning cannot be aligned with local authority planning, the higher-order Road Authorities roads planning will prevail, subject to the application of existing regulatory processes.
- c) In an attempt to coordinate activities amongst Road Authorities and in order to enable effective maintenance and coordination, the principles of cooperative governance must be applied.
- d) An Integrated Roads Planning Committee must be established at provincial level to coordinate roads planning, upgrades maintenance, programming and funding cycles and to integrate roads, public transport and NMT upgrades and maintenance in the provinces.

Policy Statement 7. The DoT and Road Authorities will undertake roads service delivery through either roads departments at provincial governments or local authorities or through roads service delivery entities or agencies.

- a) The DoT will support Road Authorities if they decide to implement service delivery agencies or to fulfil their road service delivery mandate within the structures of a provincial or local authority roads department.
- b) Road Authorities must, where required, investigate local, context-specific road maintenance service delivery models, where an alternative approach is required to improve roads service delivery.

5.2 MANAGEMENT OF ROADS INFRASTRUCTURE

In order to address challenges experienced in managing roads infrastructure the relevant authorities must have a single, consistent approach to manage all roads and streets in the country. It is also necessary for Road Authorities to be 'informed clients', displaying technical excellence.

In support of a sustainable approach to the management of roads infrastructure, integrated planning must be the norm for transport, land use, engineering services and human settlement development (including social housing). An approach to sustainability must be applied in the management, construction and maintenance of roads.

It is also necessary for the DoT, in partnership with the Department of Corporate Governance and Traditional Affairs (COGTA), to provide ongoing technical support and assistance to local authorities. The DoT will also take responsibility for the research, updating, ratification, warehousing, awareness and distribution of road infrastructure technical guidelines to users, within both Government and the private sector.

The Railway Safety Regulator (RSR), Transnet, Passenger Rail Agency of South Africa (PRASA) and Road Authorities must apply integrated planning and coordination at the level crossing road and rail interface in an attempt to improve the management of rail level crossings in South Africa and minimise the horrific crashes that can occur at these locations.

5.2.1 Policy Statements on the Management of Roads Infrastructure

Policy Statement 8. The DoT and all Road Authorities promote compliance with COTO technical policies and standards.

- a) All Road Authorities comply with the COTO standards and norms for road planning, design, construction and maintenance, as well as the operational management of the roads, which is included as part of the Technical Recommendations for Highway (TRH) and Technical Methods for Highways (TMH) suite of documents, as well as those that might be developed thereafter.
- b) Where required, current road design guidelines should be reviewed and updated in support of Transit Orientated Developments (TOD), public transport needs, universal access requirements and NMT goals.
- c) Road Authorities might also develop their own technical specifications, where required and where the expertise exists, which are aligned to these national guidelines.
- d) The RCB is mandated by COTO to review and officially approve all technical manuals, norms and guidelines, including the endorsing of any relevant industry produced guidelines, at a technical level. Thereafter, the DoT publishes and releases these technical manuals, norms and guidelines, except those documents that were developed by the industry.
- e) The DoT assumes responsibility for the development of a web-based data management support system for the processing, management and warehousing of RAMS data.
- f) Road users experience the same road standards throughout South Africa through the uniform application of COTO technical policies and standards.

Policy Statement 9. All Road Authorities apply Road Asset Management principles within the roads sector.

Roads are to be maintained based on asset preservation and sound asset management principles (TMH22).

SANRAL will maintain the Strategic Road Network at a desired level of quality to ensure that the various developmental needs (social and economic) of the country are met.

- a) A certain level of mobility is maintained on the Strategic Road Network, with due consideration for the accessibility requirements of local communities. In these instances the recommendations contained in the TRH26: Road Access Guidelines, or any other approved local access management plan will apply. In some areas, this will require the investigation of by-passes around town centres to maintain a certain level of mobility, based on sound economic and social feasibility assessments. In the absence of by-passes local authorities must ensure that the agreed level of mobility is maintained.
- b) Regular maintenance of roads forming part of the Strategic Road Network must be undertaken to maintain the road network at an acceptable condition.
- c) No more than 5%-10% of the road networks should at any point be indicated as in a 'poor' or 'very poor' condition using the VCI as an indicator of network performance.

Policy Statement 10. All Road Authorities will maintain roads and streets under their jurisdiction at an acceptable level.

- a) Road Authorities must undertake regular road maintenance to ensure roads and streets are maintained at an acceptable level.
- b) As it is not economically feasible to maintain all roads and streets at the same level as the VCI of the higher-order network, a minimum target must be developed for roads and streets that do not form part of the Strategic Road Network.

Policy Statement 11. All Road Authorities maintain the integrity of the road network and the road reserve.

- a) All authorities strive to maintain the integrity of the road reserve in order to ensure that future network development is not compromised, and that services can be located and accessed appropriately.
- b) Roads master planning must be undertaken as part of an integrated transport and land use planning process. Roads masterplans must be included in Integrated Transport Plans (ITP) of Planning Authorities and approved as part of the approval of the ITP71.
- c) Authorities must act timeously to avoid formal or informal settlement within road reserves.
- d) Authorities must liaise with tribal authorities where relevant to ensure that road reserves and alignments are protected and to avoid formal/ informal settlement of potential road reserves in tribally owned land/ community-owned land.
- e) Services installed in a road reserve must be installed with the approval of the local authority, in the form of a wayleave. The DoT's directives for trenching and ducting in the roads and the road reserve in the form of TRH27 - South African Manual for Permitting Services in Road Reserves³⁴ must be applied. This includes the rollout of Information and Communications Technology (ICT) Infrastructure.
- f) The DoT must liaise with other authorities and ensure that regulatory frameworks dealing with the installation of utilities and services in the road reserves do not compromise the roads sector's ability to appropriately manage road reserves.
- g) Technology is used to improve the operational management of the roads environment and for law enforcement.
- h) Level crossings are managed jointly between Road Authorities (outside of the rail reserve), the Railway Safety Regulator (RSR), the Passenger Rail Agency of South Africa (PRASA), and Transnet Freight Rail (TFR), where applicable, in accordance with the safety recommendations of the Railway Safety Regulator, regulations of the National Road Traffic Act and the South African Road Traffic Signs Manual.
- i) A strategic abnormal load road network must be identified, declared and managed in accordance with the stipulations of TRH11 - Dimensional and Mass Limitations and other requirements for Abnormal Load Vehicles³⁵.

Policy Statement 12. All Road Authorities promote the integration of roads with land use and developmental objectives.

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- a) Road and street networks are managed in accordance with approved access management guidelines.
 - b) Where new residential areas, streets and roads are developed, these are managed in active partnership with the relevant departments to find the optimal mix and balance between road reserve, the services network and appropriate settlement density.
 - c) Roads and streets can influence the urban quality of the surrounding areas and must be integrated with surrounding land use towards creating liveable environments.
 - d) Access roads must be holistically planned with new land use developments.
 - e) Road safety concerns must be managed when informal or formal settlements develop adjacent to higher order roads, as these roads are not currently designed for high levels of pedestrian activity.
 - f) Road safety considerations must be applied to rural roads that continue through villages with appropriate speed reduction measures, sidewalks and pedestrian crossing opportunities.
 - g) Road safety considerations for vulnerable road users must be taken into account in the planning of new roads, human settlements, public facilities and generally all developments, as well as when improvement of existing roads are undertaken.
 - h) Integration with all sectors are undertaken to achieve optimal integration with the road network, surrounding land use, infrastructure development and transport operations.

Policy Statement 13. New roads and the management of existing roads must be based on sound sustainable transport, spatial and development planning principles.

- a) New roads must be planned, designed and constructed in accordance with sustainable transport and spatial planning principles taking into consideration the needs of all users.
- b) New roads must be subject to a needs and desirability study as part of an overall Integrated Transport Network.
- c) In congested areas, new roads and road capacity improvements must be constructed as part of a congestion management strategy, and must consider travel demand management principles in order to utilize existing road infrastructure more effectively.
- d) In congested areas, traffic signal coordination and other travel demand management strategies are used to improve overall traffic management.

Policy Statement 14. Where appropriate and safe the principles of universal design must be followed in the design of roads and streets.

- a) Facilities for people with special categories of need must be incorporated into the design and construction of new roads, where appropriate and safe to do so, to enable people to live and move independently. People with special categories of need include the following³⁶:
 - People with disabilities - defined in the National Land Transport Act⁷¹ as people with a physical, sensory or mental disability, which may be permanent or temporary. This category includes the very young (usually taken as children between the ages of 0-14), and is therefore a broader definition than most other definitions of disability.

- The aged (or elderly people) - People over the age of 55 usually fall in this category.
 - Pregnant women - usually considered as women in their last three months of pregnancy.
 - Those who are limited in their movements by children - men and women with small children also have specific access needs that public transport systems need to cater for.
- b) Whilst not formally contemplated in any current Departmental legislation, it is important to note that the following categories of passengers also have special categories of need:
- Life cycle passengers - these are customers who have additional transport needs by virtue of the fact that they happen to be in a particular stage of the human life cycle.
 - Signage passengers - People who are unable to read or who are unable to understand the language used on the signage, including tourists.
 - Female passengers - whilst safety and security affects all passenger groups and both genders, it should be noted that female passengers (together with people with disabilities) are particularly at risk of crime and abuse.
 - Load carrying passengers - people carrying bags, luggage, or goods of a size that means that they benefit from accessibility features. This is important to people on low incomes in South Africa. People travelling with bicycles are generally also included in this category.
- c) As part of ongoing road improvement projects, principles of universal design should also be incorporated, where appropriate and safe. The regulations prepared by the South African Bureau of Standards for Tactile Indicators³⁷ and for the Application of the National Building Regulations³⁸ shall apply.
- d) Sidewalks, footpaths and cycle ways must be provided along all urban roads and streets, excluding freeways.

Policy Statement 15. All Road Authorities will develop a 'green' road network, which conforms to the principles of sustainability.

- a) The DoT commits to developing a comprehensive set of minimum 'green road norms and standards', which are defined as planning, design, construction and maintenance best-practices, intended to develop road infrastructure that is more sustainable than current industry standards. Best practices in sustainability will include environmental, social and economic considerations, as described in detail in the 'Approach to Sustainability in Roads'.
- b) These norms and standards are used to define the parameters of a green road rating tool for new and rehabilitated roads. Benchmarks, which clearly define the incremental improvements in sustainability of road infrastructure as well as guide project teams (e.g. owners, designers and builders) in the process of implementation and aligned reporting must be developed. These benchmarks must be developed so that both high volume and low volume roads can be evaluated in terms of sustainable best practices.
- c) The DoT will prescribe the conditions for which a self-assessment or an independent external certification is to be undertaken. When undertaken, the level of sustainability will be reported per identified road, based on the clearly defined benchmarks.
- d) All Road Authorities will be responsible for implementing new and rehabilitated roads that meet the minimum prescribed norms and standards and, as part of overall roads management processes, existing roads are prioritised and upgraded to meet minimum green road norms and standards.

5.3 TECHNICAL CAPACITY

Road Authorities require a diverse range of professional and technical skills in order to function effectively, yet often they do not have the appropriately skilled and experienced staff. It is clear that a national guideline and staffing strategy for Road Authorities is required.

Road Authorities currently outsource the design, construction, monitoring and quality control of road infrastructure, including support services such as materials management and laboratory testing. The private sector's participation in roads infrastructure implementation is vital and forms part of an overall infrastructure delivery strategy.

In response to this growing need for the development of technical skills at Road Authorities, policies are developed in support of the implementation of an Infrastructure Delivery Support Management System (IDMS) for Road Authorities. The aim of the IDMS is 'to build the capacity to support improvement in the planning, procurement and management of infrastructure delivery at the provincial level.'³⁹ With the support of this system, the roads sector will be staffed with appropriately skilled, competent, qualified and experienced people who are professionally registered in their respective professions, where necessary in certain posts.

5.3.1 Policy Statements to improve technical capacity

Policy Statement 16. The Road Authorities employ appropriately skilled, competent, qualified and experienced people, and attract and attain civil engineering professionals in key positions.

- a) The Roads Division of each Road Authority should be managed by an engineer or technologist with sufficient experience in key performance areas, and who is registered with the Engineering Council of South Africa (ECSA) and the South African Council for Project & Construction Management Professions (SACPCMP), as required and where applicable.
- b) It is acknowledged that there is a need for staff with a variety of skills and all these staff should have professional registration with the appropriate Body or Association in their field of expertise.
- c) All relevant (technical) staff working in the roads infrastructure units should be trained and registered experts in the following ISO Standards - Quality Management System, Health & Safety Management System, Construction Management System, Environment Management Systems, Road Traffic Management Safety Management and the SABS Railway Safety Standard for Level Crossings.
- d) All staff that performs Monitoring, Oversight and Inspectorate functions should be trained and registered as experts on the relevant ISO Standards in line with their prescribed duties.
- e) New staff members should preferably meet these requirements before they are employed.
- f) Through the implementation of an IDMS, the organisational structure for the technical staff required to fulfil the mandate of a Road Authority is identified and filled with appropriately qualified staff. This could include professional staff practicing in the built environment, as required. Through the implementation of this process, existing staff without the appropriate experience and qualifications will be affected, and this will have to be managed in accordance with South African labour laws.

- g) The national DoT's role of strategic oversight, compliance monitoring, policy development, data collection, monitoring and evaluation will be strengthened through the development and implementation of the IDMS.
- h) The DoT will liaise with the Department of Public Service and Administration and motivate for a review of the OSD requirements, which can be implemented uniformly across all spheres of Government to enable attraction of professional staff to Road Authorities.

Policy Statement 17. The DoT in partnership with Provinces and Local Governments leads and guides the development of technical skills and professional registration within the Roads Sector.

- a) The DoT in partnership with Provinces supports and facilitates the development of technical capacity in all aspects of roads delivery. The Human Resources Development Strategy is currently being developed by the DoT and provides the framework for this skills development.
- b) The DoT encourages regional support between Road Authorities, which includes assistance and mentorship where necessary.

Policy Statement 18. The DoT, in partnership with Provinces, and its agencies, supports and develops struggling Road Authorities.

- a) The DoT and Provinces encourage regional support between Road Authorities, which includes assistance and mentorship where necessary. The existing regulatory framework, through the Municipal System Act, National Land Transport Act and the Constitution, defines this level of assistance to be provided between organs of state.
- b) The DoT endorses RISFSA's recommendations for the development of service delivery entities for roads maintenance, if proven to be feasible for a particular Road Authority.

Policy Statement 19. The DoT, in partnership with National Treasury and Provinces, supports the role of the private sector in roads delivery in terms of Public Private Partnerships (PPP).

- a) Road Authorities procure appropriately skilled and qualified services providers within the framework of the Public Finance Management Act⁴⁰ and the Preferential Procurement Policy Framework Act⁴¹ to provide required services to the roads sector.
- b) The DoT, together with Road Authorities and National Treasury, supports private sector involvement in road management, maintenance and construction within the various provincial and local authorities.
- c) Consultation engineering and construction firms undertaking public sector road design, construction and maintenance projects must create training and skills development opportunities for public sector staff, where required.
- d) Performance monitoring is applied to all service providers to the Roads Sector.

5.4 EMPLOYMENT CREATION

The road transport industry is able to contribute toward job creation by employing labour-intensive construction and maintenance methods. As South Africa's road network includes both paved and unpaved roads, the construction, operation and maintenance of roads, footpaths, sidewalks and cycle ways by

labour-intensive methods can deliver employment to many under-developed and under-served communities.

Construction and maintenance activities within the road infrastructure sector can also be leveraged to facilitate skills development amongst individuals employed within the industry, particularly within the technical fields. The South African White Paper on Creating an Enabling Environment for Reconstruction, Growth and Development in the Construction Industry⁴² expresses a clear vision for public-sector service delivery aimed at optimising job creation opportunities through labour-intensive construction⁴³. Thus, labour-intensive construction can be realised in the delivery of infrastructure development, which is technically and economically feasible.⁴³

5.4.1 Policy Statements to promote Employment Creation

Policy Statement 20. Increase employment opportunities in the roads sector

- a) In line with the Expanded Public Works Programme (EPWP) Infrastructure Sector and S'hamba Sonke Programme (SSP), labour-intensive technologies and methods of construction and maintenance must be employed when maintaining and constructing road infrastructure. The focus of the EPWP and SSP is on provincial (secondary) roads and rural roads. This approach should also be extended to municipal roads.
- b) Labour-intensive methods of construction and maintenance, where cost, time and quality are not compromised, must not only provide short- to long-term employment to local unemployed people, but must also provide some form of training and skills development, which can equip locally unemployed people for the labour market.
- c) Labour-intensive methods must not compromise the quality of road construction of the Strategic Road Network.
- d) Employment-creation efforts within the road infrastructure sector must focus on the creation of multi-faceted employment opportunities, including casual, temporary and permanent employment, for semi- and unskilled-individuals operating at the elementary skill level.⁴⁴
- e) The skills shortage within the road infrastructure sector, particularly with regards to technical expertise, must be addressed through the inclusion of at least one junior/ candidate specialist(s) in the construction and maintenance of road infrastructure. This may be facilitated through an internship, learnership, or apprenticeship for the duration of the activity concerned.
- f) The DoT must develop monitoring and reporting systems to assist all spheres of government in order to create and sustain effective labour-intensive maintenance methods.
- g) The role of local communities in roads construction projects is supported by Road Authorities. Possible mechanisms include the use of local labour and the temporary employment by the contractor (through the provisions of the contract) of a community liaison office.

Policy Statement 21. Prioritise employment creation in rural areas.

Rural unemployment is especially concerning. As such, secondary and rural roads development must support efforts to provide employment opportunities to rural communities, especially in marginalised areas.

5.5 RESPONDING TO USER NEEDS

As the road networks are being used by a multiple of users, the way roads infrastructure is managed should be aligned with the needs of the users of the roads. In response, policies have been developed that attempts to address the infrastructure needs of these users of road infrastructure. Integration with various sectors affected by roads management is a sound strategy to promote a more sustainable roads management environment.

5.5.1 Rural Access

Rural access, or the lack thereof to economic and social opportunities, has been identified in planning documentation as a weakness of the South African economy. The developmental challenges are especially relevant in rural South Africa. The lack of adequate access is especially relevant in rural South Africa with concerns around health, education, employment levels and economic activity being raised. Rural areas with typical long distances between towns or between farming communities and educational/ economic/ social opportunities face access and mobility challenges. This is a stumbling block for social and economic development of rural communities.



For rural communities to flourish socially and economically, rural communities need well-maintained access roads and transport services. Furthermore, road maintenance and construction initiatives in rural communities, and associated employment opportunities, should involve/target rural communities.

The DoT's Strategic Plan has identified improvement to rural access, infrastructure and mobility as one of its strategic goals. Many opportunities have also been identified in the Rural Transport Strategy⁴⁵ to address transport needs within rural communities which has been designed around two strategies; namely the provision of rural transport infrastructure and rural transport services. Policies have developed for roads infrastructure to ensure this alignment to the developmental requirements for rural South Africa.

5.5.2 Policy Statements to address needs in the rural areas**Policy Statement 22. The DoT recognises the role of roads in the rural economy.**

- a) The DoT recognises the role that rural road maintenance and construction play along the provincial roads, as a tool to improve overall social and economic development of rural areas.
- b) The DoT uses the Access Road Development Plan (ARDP) as a tool to support the implementation of rural access road development across South Africa.
- c) Institutional arrangements amongst national, provincial and local authorities, as well as relevant stakeholders, are strengthened to allow for collaborative planning and implementation in rural environments.

Policy Statement 23. The DoT improves rural access to opportunities.

- a) Rural roads, paths and pedestrian bridges form part of an overall concept of road infrastructure to improve rural access.
- b) Animal-drawn transport is an important element of rural transport.

5.5.3 Public Transport

The roads sector has to mirror the sustainable transport philosophies underpinning public transport delivery to encourage effective delivery of public transport. Accordingly, road planning, design and construction should support public transport implementation and operations.

**5.5.4 Policy Statements to respond to the needs of Public Transport users****Policy Statement 24. The DoT and all Road Authorities support and adopt a sustainable transport approach.**

- a) Roads management and infrastructure implementation support a sustainable use of road space, where greater emphasis is placed on the role of public transport.
- b) Public transport facilities are incorporated in the planning, design and implementation of new roads, or when existing roads are maintained or upgraded.
- c) In metro areas, roads and public transport infrastructure must support urban densification strategies.
- d) Public transport routes are to be properly maintained, especially in rural areas.
- e) Public transport requirements are to be considered within Pavement Management Systems (PMS) or Road Asset Management System (RAMS).
- f) Minibus-taxi ranks and other public transport facilities must be developed for all users (vehicles and passengers) of the facility and be universally accessible where appropriate and safe.

Policy Statement 25. Public transport is integrated with other modes, town planning and roads.

- a) Human settlement planning, road network development and public transport provision are all to be integrated.
- b) Integrated Public Transport Networks (IPTNs) are to be appropriately planned around the operational needs of the various towns and cities, and not only focus on large-scale and expensive BRT implementation.
- c) Walking, cycling, public transport, universal access considerations and roads planning must be integrated as part of an overall transport system.

5.5.5 Freight Movement

Freight efficiencies must be maximized with the ultimate aim of achieving a modal shift that reflects an optimal balance between rail and road freight and in doing so, limit the deterioration of roads. The characteristics of certain goods (in terms of mass and volume) and the distances involved make rail transportation more efficient than road transportation. These goods include for example bulk commodities such as coal, chrome and manganese, automotive parts and components, and containers



As elements of road freight operations has a significant impact on road safety and overall pavement conditions, policies are proposed that supports the enforcement of all applicable provisions of the existing legislation (NRTA) to improve the efficiency and operational safety in the road transport sector. Policies in support of truck stop facilities on major freight corridors also improve driver behaviour and road safety.

5.5.6 Policy Statements to address the needs of the Freight Sector

Policy Statement 26. The DoT supports a freight modal shift from road to rail.

- a) The DoT supports and encourages the role of market forces in determining which commodities will be moved on the road and which will be moved on rail, based on the efficiency considerations of each respective mode.
- b) The freight modal shift from road to rail encapsulates inter-regional freight transport throughout the SADC region. Where possible, rail-friendly goods currently transported inter-regionally from South Africa's sea and inland ports are shifted onto the inter-regional rail network.
- c) The consolidation of freight, where appropriate, and the investment in freight consolidation facilities is promoted through the use of logistics hubs that are strategically located based on current and future land-use and spatial development.

Policy Statement 27. The DoT engages with the road freight industry about aligning market cost of road freight activities with the true cost.

- a) The DoT will formulate a framework for the road freight industry to align the market cost of road freight activities with the true cost thereof in order to ensure that the road freight industry costs are commensurate with the impact of road freight activities on the existing network.
- b) The DoT supports the creation of a single transport economic regulator for the transport sector, which will oversee aspects related to pricing in the road freight industry.
- c) The DoT supports the enforcement of a set of minimum standards for the road freight industry.

Policy Statement 28. The DoT supports the implementation of truck stops along the road network.

- a) Truck stops on the existing road network are promoted based on a needs and desirability basis, and adhere to existing operational and engineering guidelines as set out by the relevant Road Authorities.
- b) These truck stops are aligned with the spatial and development plans and frameworks of the areas affected. It also serves as an opportunity to maximize local socio-economic development opportunities in local communities.
- c) The implementation of truck stops is underpinned by comprehensive economic and financial feasibility analyses.

Policy Statement 29. The DoT supports overloading control initiatives.

- a) The DoT supports the combination of strategically placed weighbridges, managed by competent authorities throughout the road network. Voluntary compliance and self-regulation are supported along with other overloading control interventions.
- b) Government will review and improve enforcement of all provisions of the existing legislation (NRTA) to improve efficiency in the law enforcement operations.
- c) The DoT continues to support research and implement programmes that will improve the efficiency and operational safety in the road transport sector.
- d) The DoT continues to support self-regulation and voluntary compliance by the freight transport industry through partnerships with industry role-players.
- e) The DoT supports the use of technology to monitor overloading control.
- f) The DoT supports the process of operator registration for RTQS implementation and actively engages the industry about auditing, certification, and quality assurance.
- g) The DoT supports the process of operator registration in terms of the NRTA as part of the official transport regulatory framework and to support the improvement in quality of all aspects of freight and passenger transport operations.
- h) The DoT will engage with the transport industry and actively address the regulatory framework for transport operations to ensure operator compliance with regards to vehicles, drivers, offences, and operational issues such as overloading to reduce the damage to roads, and improve the overall quality of transport operations.
- i) The DoT supports the control measures placed on consignors and consignees to ensure overloaded vehicles are not dispatched or received in order to protect the road infrastructure and ensure safer vehicles.

Policy Statement 30. The DoT supports the integration of freight movement with other transportation modes.

- a) An integrated approach is required between road infrastructure and how it relates to other transportation modes, such as ports and rail, in parallel with the approach of the Strategic Infrastructure Projects and the National Infrastructure Plan. Joint and coordinated planning at a strategic level

between Road Authorities and other transport modal authorities must be strengthened and encouraged.

- b) Inter-modalism, primarily between road and rail, and the strengthening of key logistic corridors, nodes and links, must be encouraged and promoted to strengthen the linkages throughout the national logistics chain and align the road sector with future economic development initiatives within the country, particularly in the green- and blue-economy fields.

Policy Statement 31. The DoT promotes the right mode used for the right commodity.

The appropriate modal allocation must be applied to ensure certain goods and services are transported using the appropriate mode.

Policy Statement 32. The DoT promotes the use and analysis of statistics in the management of roads.

- a) In order to protect and maintain the existing road infrastructure network throughout the country, the Road Authorities need to understand the movement of freight on existing road network. Therefore, the analysis of data to support intelligent decision-making must be implemented.
- b) The road freight industry should be encouraged to supply the relevant Road Authorities with information related to freight movements along the road infrastructure network on a regular basis in order to allow the Road Authorities to make intelligent analysis possible.
- c) The collection and analysis of more detailed information regarding freight movements, such as weight and content, which should extend across other policies and strategies relating to the road freight industry, must be encouraged.
- d) As part of promoting and strengthening integrated cross-border freight movement, SADC-based freight operators must be encouraged to provide more detailed information with regards to freight.

Policy Statement 33. The DoT promotes technology and innovation in the road freight industry.

- a) The policy supports the identification of specific routes and corridors that accommodate new and advanced technologies related to freight movement on the road, so as to minimise the negative impact of such technologies on other parts of the existing road network.
- b) Road infrastructure operation and maintenance should be cognisant of technological developments in the road freight industry and should take a measured and considered approach to the adoption of such technologies in the future.
- c) Technological advancements and innovation in the road freight industry are to be encouraged and supported by the relevant Road Authorities, which should lead to improvements in the efficiency of freight movement on the road network, provided that such technological advancements and innovation do not harm the existing road network or impede the ability of the relevant Road Authorities to protect and maintain the existing road network.

5.5.7 Regional Integration within SADC

Regional integration implies the planning, construction and maintenance of roads infrastructure across countries of the Southern African Development Communities (SADC). The Regional Indicative Strategic

Development Plan (RISDP)⁴⁶ is a comprehensive development and implementation framework guiding the Regional Integration agenda of SADC over a period of fifteen years (2005-2020)⁴⁷. It was designed to provide clear strategic direction with respect to SADC programmes, projects and activities in line with the SADC Common Agenda and strategic priorities, as enshrined in the SADC Treaty of 1992. SADC developed the Regional Infrastructure Development Master Plan⁴⁸ as a strategic framework guiding infrastructure development in Southern Africa.

At present, most Member States of SADC maintain dedicated road agencies, while substantial improvements are underway for regional railways and air transport. In particular, three primary corridors – the North-South Corridor running north from Durban, South Africa; the Maputo Corridor running through Mozambique, and the Dar-es-Salaam Corridor in Tanzania – are the focus of most development. As these development corridors connect shipping ports to areas of industrial productivity, much infrastructure has been supplied by the private sector through public-private partnerships and user-pays principles. This system has proven effective, enabling road and railway development to commence where government intervention had previously stagnated.

All road users traveling across borders should encounter similar standards along the road network within the SADC region. Through achieving this, the efficiencies and management of freight movement within the region is improved. This is further supported by the Border Management Agency Bill⁴⁹ which is also tasked, amongst others, to coordinate with other organs of state, through the principles of cooperative governance, the functions performed by these organs of state, in respect of border management generally; and provide an enabling environment to facilitate legitimate trade.

5.5.8 Policy Statements to improve regional integration within the SADC region

Policy Statement 34. The DoT and other relevant departments facilitate regional development through more efficient movement of goods and people.

- a) Regional development is fostered through strategic partnerships between international cooperating partners and regional stakeholders.
- b) Compatible policies, legislation, rules, standards and procedures are implemented in order to facilitate the integration of regional transport networks. The RTMC Act¹¹ provides for a partnership with the private sector on road traffic matters. Section 2 of the Cross-Border Road Transport Act caters for cross-border agreements and committees. The legislation is in place to give effect to the policy statement.

Policy Statement 35. The DoT and SANRAL improve the border approach roads.

- a) As border approach roads will form part of the Strategic Road Network and become the responsibility of SANRAL. These roads must be improved and properly maintained to facilitate improved movement of goods and people across South Africa's borders.
- b) In planning and operating border approach roads, Road Authorities will consider the role of border posts as one-stop service facilities and provide the necessary access and facilities in support thereof.
- c) Border approach roads will also accommodate the movement of pedestrians across the borders of South Africa and where practically possible, make the border posts universally accessible.

6 ROAD SAFETY



6.1 BACKGROUND

South Africa has one of the highest road death rates in the world with a reported road death rate of approximately 25,2 per 100 000 people in 2016⁵⁰.

In 2010, the governments of the world declared 2011–2020 as the Decade of Action for Road Safety. The goal of the Decade of Action is reduce road traffic fatalities and serious injuries by 50% from the 2010 baseline, saving an estimated 5 million lives over the period. A Global Plan of Action was developed to guide countries so that their actions could holistically support the overarching targets identified. Within the legal constructs of national and local governments, countries are encouraged to implement activities according to the five pillars mentioned, namely:

- Road Safety Management
- Safer Roads and Mobility
- Safer Vehicles
- Safer Road Users
- Post-crash response

Currently most road safety action plans are being developed in alignment with the United Nations Decade of Action requirements and various initiatives have been established because of it.

6.2 EXTENT OF CRASHES AND FATALITIES IN SOUTH AFRICA

South Africa had 14 071 fatalities in 2016 according to the RTMC.

Vulnerable road users, namely pedestrians and cyclists made up 41,6% of the fatalities during 2016, with 5,410 pedestrians and 451 cyclists killed in crashes.

Road users between the ages of 24 and 35 are the most at risk, with this age group representing 27% of the pedestrian and 35,7% of the driver fatalities in 2016.

Human factors represented 77,5% of the contributing factors to the 11,676 fatal crashes reported in 2016, while vehicle factors and road and environment factors represented 6% and 16,5% respectively.

The following graph, Figure 1 below, indicates the fatalities recorded by the RTMC from 2001 to 2016.

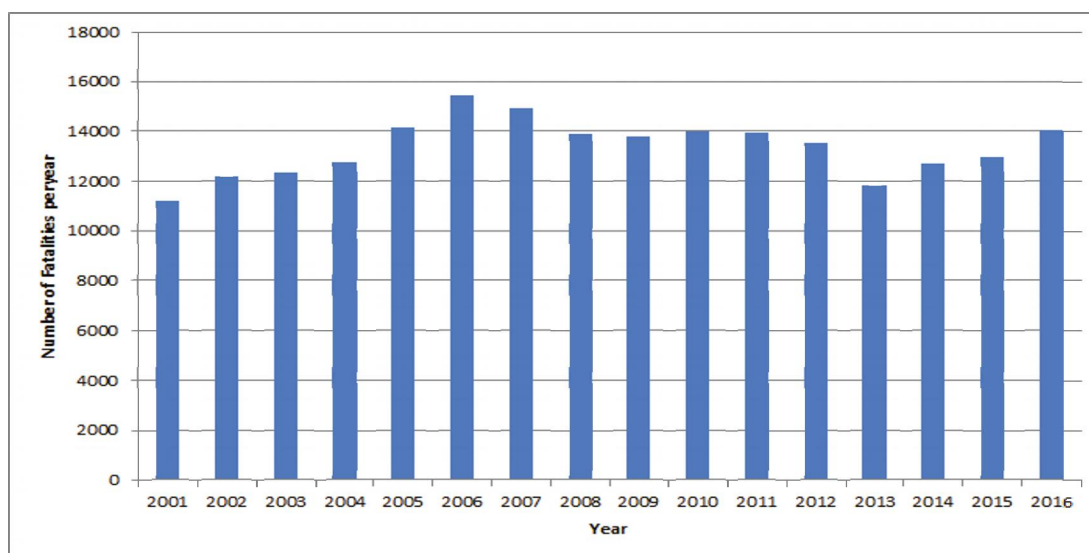


Figure 1: Fatalities per Year

The number of major, minor and damage only crashes, which are indicated as 40,117, 132 609 and 648, 560 respectively in the year 2015 in the “Cost of Crashes in South Africa” report by the RTMC in collaboration with CSIR⁵¹ is an estimation only, calculated by using historical data.

In the above-mentioned report the total cost of road traffic crashes on South Africa’s road network for 2015 amounted to an estimated R142.95 billion - equating 3.4 per cent of GDP.

6.3 PREVIOUS ROAD SAFETY STRATEGIES AND POLICIES

Several road safety strategies and actions have been undertaken in the last 20 years. These strategies have been summarised in the report by the Department of Transport that was submitted to the United Nations in November 2015⁵². The different strategies are listed here, with a summary thereafter.

- 1991 Road Safety Strategy
- 1996 Road Traffic Management Strategy
- National Road Safety Strategy – 2006 Onwards

- Road Safety Summit in 2013

The issues from the above road safety strategies can be summarised as follows:

- All the previous strategies in essence state the same actions to be taken. There is a repeat of the basic elements, namely engineering, education and enforcement.
- The various specific strategies mentioned were all focused at addressing one of the many elements of road safety to reduce the number of crashes and fatalities. The general view is that the targets set, such as halving of fatalities, or reducing it by 10% per year, were unrealistic, given the resources.
- From the different strategies that were compiled every 5 years, with the exception of 2010, when the UN Decade of Action was adopted, there is no clear thread running through to provide a long term view.
- Too little attention is given to the detail of whether previous strategies were effective, and there is a need for more secondary indicators. Traffic offences are monitored, but there is not a national monitoring programme of speeding, and the non-payment of traffic fines is a serious issue.
- The quality of available human resources was not addressed in the strategies. The importance of experienced, skilled people was never raised in these strategies, and it is regarded as one of the key elements required to ensure the successful implementation thereof. This is applicable to all areas, namely education, engineering and enforcement, and especially with regards to the management and leadership on a national level to implement the road safety.

6.4 ROAD SAFETY PROBLEM STATEMENT

This section provides an overview of the problems in road safety in South Africa. It is a summary of the main problems identified in the previous policies and strategies, although some problems are described in more detail in the different implementation areas provided later.

- There is in general a limited understanding of the complexity of the road safety problem in South Africa. South Africa is a diverse society, with many social differences, different levels of road user education, high levels of corruption and an ageing vehicle fleet. In order to address road safety problems, a long term view as well as a multidisciplinary approach and exceptional, consistent leadership over a long period is required.
- The total number of crashes is a key statistic that needs to be verified – without accurate data on all crash types (not only fatal crashes), the extent of the road safety problem will remain unclear. As only a relatively small percentage of vehicles in SA are insured, many crashes are not even reported for insurance purposes.
- The lack of good quality crash data makes it difficult to accurately estimate the extent of the problem. The location and type of crashes are generally not reported well, making the implementation of specific solutions in specific locations difficult. A study conducted in 2014 revealed that some provinces do not keep proper databases. Officials report crashes using their own systems, but these are not correlated in a central database per region. There is a need for traffic departments, SAPS, emergency services, public hospitals, the Road Accident Fund (which spends more than R30 billion per annum in post-crash care and rehabilitation), private institutions such as towing services, private ambulances, insurance companies, private hospitals and others to include their data to correlate with the provincial and then national data.
- There is the risk that the problem is significantly larger than currently assumed, and an investigation regarding the extent of underreporting is needed.

- The problem with crash data also arises from the Accident Report Forms, which are often completed inaccurately, making it difficult to derive some data. There is therefore a need to train the people in completing the forms accurately and to do quality control when capturing the data.
- The 2010 target to halve fatalities in ten years was unrealistic. A more realistic reduction per year of 4% will result in a total reduction of 33% over 10 years, or say a reduction of 470 fatalities per year.
- Many policies and strategies have been developed in the past with limited effective implementation. The poor implementation record is most likely due to lack of leadership, ineffective management structures, not employing the suitable resources, limited funding and a culture of corruption in law enforcement and other areas.
- Road safety education is fragmented, lacks coordination and quality control. Proper road safety education and awareness will lead to the development of responsible citizens and responsible road users. This is the major problem that needs to be addressed in order to change the long term road user culture in South Africa.
- The existing driver training and testing is of poor quality and is further weakened by high levels of corruption. The K53 driver licence is in the process to be reviewed. The use of technology in driver testing to curb corruption, is lacking.
- Vehicle roadworthiness is a problem, with corruption reportedly high at vehicle testing centres and driver testing centres.
- The implementation of AARTO by RTIA, given the approval of the AARTO Amendment Act **Error! Bookmark not defined.**, will address some of the challenges faced with effective law enforcement. The points demerit system is to be pursued and fully implemented.
- Limited funding for road safety needs to be addressed to improve road safety efforts.
- Inadequate mechanisms to evaluate effectiveness of road safety programmes such as among others awareness campaigns, to ensure maximum benefit and return on investment.

6.5 AIMS OF THE ROAD SAFETY POLICY

The aims of the road safety policy are as follows:

- Identifies the role-players that need to be involved in addressing road safety.
- Ensures a common understanding by all road safety role-players of the problem, the approach to be adopted to address the problem, and the way forward.
- The roles and responsibilities of all role-players are defined and are understood.
- The relationship between the road safety policy and a more detailed implementation strategy is outlined.
- Provides clear policy directives for the national road safety strategy.
- Provides guiding principles for the Road Safety Strategy process towards building and strengthening the human resources and management capacity at a technical level for effective implementation of road safety activities, as well as the adoption of international standards and practices for traffic and crash data collection and management.
- Improve the data collection process to ensure the quality meets international standards.

6.6 GUIDING PRINCIPLES FOR THE DEVELOPMENT OF A ROAD SAFETY POLICY

In the road safety environment, there have been several key concepts developed to assist in simplifying the problem and to make it more understandable.

These include the 4E's (Education, Enforcement, Engineering and Evaluation), the Five Pillars of the UN and most recently the concept of a Safe systems approach'. The safe systems approach refers to a holistic approach to road safety where all elements of the road, the environment in which the driver is trained and tested, as well as the vehicles, are considered as a system that needs to function as one. In this policy a set of guiding principles have been developed, as outlined below, followed by nine policy statements. Each of the policy statements contains several detail statements that need to be developed into more detail as part of the road safety strategy and subsequent action plans.

Figure 1 provides an overview of the relationships between the different concepts.

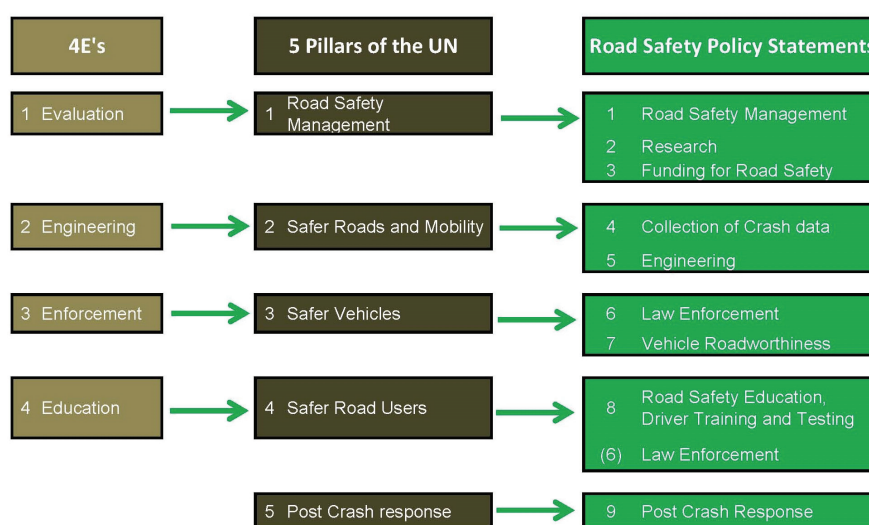


Figure 2: Development of the Policy Statements of the Road Safety Policy

6.7 ROAD SAFETY IMPLEMENTATION AREAS – POLICY STATEMENTS

The policy has been aligned largely with the five pillars of the decade of action. The following sections provide the policy statements in the different implementation areas.

6.7.1 Policy Statements to improve Road Safety Management

Policy Statement 36. To achieve the goal of reducing crashes, injuries and fatalities, institutional structures are needed.

- a) Management should ensure the utilisation of the limited resources - human, financial and others - by proper planning and coordination of activities.
- b) An extensive number of role-players need to be coordinated, including inter alia the following:
 - Department of Transport
 - Road Traffic Management Corporation
 - Road Traffic Infringement Agency
 - Cross Border Road Transport Agency
 - Road Accident Fund

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- South Africa National Road Agency Limited
 - Engineering Departments (Provinces and Municipalities)
 - Provincial Departments of Community Safety (usually incorporates Road Safety)
 - Metropolitan Police Departments and Municipal Traffic Departments
 - Emergency Services departments (Fire and Ambulance)
 - Department of Health (Hospitals and Pathology services / Morgues)
 - Department of Basic Education
 - Insurance Industry
 - Private Hospitals
 - Private Ambulances
 - Private vehicle towing and recovery services
- c) In order to coordinate and manage the actions required from the many role-players listed above, will require an institutional structure that is inclusive and where all road safety actions can be coordinated.
- d) The DoT should provide the policy directives in the Road Safety Structure. The RTMC, as the lead agency, should play the coordinating role and ensure duplication is minimised. At present the RTMC is the lead agency, but the DoT also coordinates certain actions, while RTIA and the RAF also have their own road safety actions.
- e) The management structure shall be constituted as follows:
- f) It shall consist of the following:
- National Road Safety Steering/Coordinating Committee (RTMCC)

Role: Implement the policy and strategy. Collate the data from the provinces and municipal structures, evaluate, give guidance and ensure knowledge sharing between implementing authorities take place. The committee shall meet on a monthly basis and consists of officials employed full time with responsibilities in the road safety field. The coordination of national research efforts will be conducted.

Members:

- RTMC – Chair / Lead agency
- Department of Transport
- SANRAL (Engineering and Education)
- RAF
- SAPS
- Department of Education
- Heads of Departments of the Provinces
- SALGA
- STATS SA

Each member of the coordinating committee must be assigned a role and responsibilities in line with their core expertise. The RTMC as the lead agency must coordinate the division of responsibilities to avoid duplication and to ensure the effective use of limited resources.

- Provincial Road Safety Steering/Coordinating Committee

Role: Coordination of the preparation of a road safety plan per province and for every large municipality or metro in the province. The road safety plan must have three elements:

Identification of all hazardous locations based on existing knowledge, crash statistics, etc. Define safety preliminary plans for these hazardous locations with an estimated budget.

A structured plan for road safety education in schools must be compiled with an improvement map and database of all schools, and an 'educate the educator' programme per province. The target must be to reach every learner at least once a year. Existing resources must be combined and a plan with the requirements for training material must be compiled.

Members:

- Provincial and Metropolitan Municipality Engineering Department - Professional Engineer
 - Provincial and Metropolitan Traffic departments
 - Emergency services Department
 - SAPS
 - Provincial Department of Education
- National Task Teams
- Role: National task teams can be established to address specific topics, do research or to address specific policy issues, for example:
- Research
 - Engineering
 - Systems and Technology
 - Standards, and
 - Other topics to be identified

Members: Identified as required, including people with specific expertise, or professional service providers as required.

6.7.2 Policy Statements to address the role of Law Enforcement

Policy Statement 37. Law enforcement actions should be aimed at addressing road user behaviour. Law enforcement should be an adequate deterrent to encourage road users to obey the law.

- a) The national database with hazardous locations should be used as the base for identifying areas where law enforcement should be done. The type of law enforcement action should be determined based on what will be required to reduce crashes in these locations.
- b) Using available speed data from probe vehicles and other measurements, should determine which routes have speeding (where the operational speed exceeds the posted speed limit by say 20%) and to develop specific speeding programmes for those routes.
- c) Locations with high pedestrian / alcohol related crashes should be identified in every province, and specific programmes focused on pedestrians should be developed. Pedestrians account for 40% of fatalities and require specially designed programmes.
- d) Zero tolerance zones should be implemented per province. A minimum of two hazardous locations or routes in each province should be identified, where 'Zero Tolerance Zones' should be implemented. Strict law enforcement will be applied in these zones to ensure that drivers adhere to the traffic laws.

The purpose of the zero tolerance zones will be to develop a culture of adherence to traffic laws, which can be extended to other roads and will have a lasting impact on road user behaviour.

- e) The statistics from law enforcement actions should be presented to the National Road Safety Steering/Coordinating Committee on a quarterly basis, to identify where changes and improvements should be made in the programmes.
- f) The national contravention register exists on the eNaTIS for all AARTO infringements and offences. With the roll out of AARTO on a national level, this central database of drivers and their offences should be used to identify repeat offenders.
- g) The law enforcement fraternity must be professionalised, using the guidelines by the RTMC.
- h) Measures should be implemented to reduce corruption.
- i) The database of vehicle roadworthy test centres (private and public), exists in eNaTIS. This should be kept up to date and regular inspections should be conducted to (a) ensure high standards of tests and (b) to reduce corruption.
- j) Vehicle roadworthy test centres should be monitored, and technology such as cameras and voice recording devices should be used to monitor officers and reduce corruption.
- k) Government shall continue to support the expansion of self-regulation in the heavy vehicle transport industry through partnership with industry, SABS, SANAS, SAATCA, Transport Agencies and the CSIR to implement the following and other relevant South African National Standards:
 - SANS 1395 (Road Transport Management Systems)
 - SANS 39001 (Road Traffic Safety Management Systems)
 - SANS 10187 - Part 1 to 9 (Requirements and recommendations for load securement on vehicles)
- l) Overloading control with the necessary law enforcement actions should be increased on all the major heavy vehicle transport routes.

6.7.3 Policy Statements to improve the Collection of Crash Data.

Policy Statement 38. All crashes should be reported and accurately captured.

- a) To improve the collection of all crash data, the process for capturing crash data must be reviewed. The data flow from the crash scene, involving all possible role-players right up to the national data base need to be outlined and accepted by all.
- b) The standard data fields in the Accident Report Form need to be reviewed and an electronic form should be developed.
- c) Quality control of captured crash data, in the form of a team of people verifying the data should be designed into the system.
- d) The crash data collection should be electronic, and web based and should be based on a standard data protocol, allowing seamless data integration from various existing databases in the municipalities and provinces.

- e) The crash data must comply with the international standard by including fatalities resulting from injuries within 30 days after the crash.
- f) Crash data should be made available to stakeholders for their own specific analysis. This will assist to improve their own effectiveness in road safety measures.
- g) Crash data should be analysed and discussed per province on a quarterly basis with the relevant role-players in order to address hazardous locations, determine necessary actions and to review the quality of the data collection process.

6.7.4 Policy Statements to minimize crashes as far as possible from an engineering perspective

Policy Statement 39. A database of all hazardous locations in South Africa must be developed.

- a) Engineering standards should constantly be reviewed and improved to ensure that appropriate designs be implemented to reduce the risk of crashes.
- b) There should be coordination on engineering standards between all levels of Government, and coordinating bodies such as COTO should play an important role in improving road safety.
- c) The National Traffic Engineering Technical Committee (NRTETC) which is a sub-committee of the NRSSC which membership represents all road authorities should establish a national database of hazardous locations.
- d) The hazardous locations should direct all road safety efforts i.e. enforcement, engineering and education by all related agencies and authorities to the most hazardous locations.

Policy Statement 40. Road Safety Audits (RSA) for new projects should become compulsory on all road projects and engineers need to be trained and to develop experience in road safety audits.

- a) A RSA is a proactive measure with proven international success. Crash prevention via RSAs is considered an important aspect of proactive road safety management. South Africa recognized the need for implementing this road safety tool by compiling the updated South African Road Safety Audit Manual⁵³.
- b) The manual aims to assist road authorities to conduct RSA for new road projects and road safety appraisals for existing roads to and network level assessments towards identifying potentially hazardous locations to plan remedial measures to minimize crashes on the road network. The RTMC as mandated by the RTMC Act to coordinate road infrastructure assessments in South Africa is in the process to establish a road safety auditor registration body through the Engineering Council of South Africa; this process should be concluded. The Road Safety Audit Manual (RSAM) published by the RTMC in 2012 should be reviewed and then updated. The updated Road Safety Audit Manual will be published by the RTMC as part of the Technical Methods for Highways (TMH) documents which will make the RSAM a compulsory document to be used by all roads authorities.
- c) Speed limits on roads should be tested against the operational speeds, and changes to speed limits should involve a multi-disciplinary team of traffic law enforcement personnel, engineers and other relevant disciplines, applying the policy on the setting of speed limits.

- d) Speed law enforcement actions need a strategic review, as it should not happen in isolation from other actions. It should not be done to earn income for a municipality, but should be focused on improving road safety.

6.7.5 Policy Statement to address the road user culture in South Africa

Policy Statement 41. Road safety education for learners should be structured and should be incorporated into the curriculum.

- a) There are existing agreements between the Department of Transport and the Department of Education - this need to be further developed and supported by implementation of structures and budget.
- b) The approach of 'train the trainer' should be followed, where national, provincial and local road safety officials should train educators in each school. The educators follow a programme to provide each of the 12.5 million learners with at least one road safety learning opportunity per year.
- c) The road safety programme should be monitored on a national and provincial level, with quarterly reports on the schools and learners trained. This should be reviewed by the national road safety coordinating committee.

Policy Statement 42. Corruption has been reported widely in the driver testing environment and specific and strict measures need to be implemented.

- a) The K53 driver licence test should be redesigned and focus should be placed on using technology to train and test drivers.
- b) A curriculum for driver training should be developed and driving schools should be regulated. Regular testing of trainers at driving schools must take place and inspections are required – which must include retraining and testing of trainers as well as examiners.
- c) Vehicle testing centres must be better monitored and controlled by implementing measures such as time restraints to act against perpetrators and/ or the owners of testing stations, the implementation of electronic testing procedures and compulsory photos of vehicles that are tested.
- d) The professional qualifications of vehicle testing examiners need to be reviewed and an accredited course needs to be developed.
- e) Standards for the testing equipment required for vehicle testing will have to be implemented. Regular roadworthiness testing for all vehicles over a specified age or kilometre reading must be implemented.

6.7.6 Policy Statement to improve research being undertaken on road safety

Policy Statement 43. A national coordinated research programme should be developed for road safety involving the universities, research institutions, private industry, the relevant government agencies, insurance companies and other relevant stakeholders.

- a) The research should assist in monitoring progress and should provide feedback and guidance for the overall management of the road safety programme.

- b) The National Road Safety Steering/Coordinating Committee should coordinate the road safety research initiatives. Research topics must be identified, prioritised, and budgeted for on an annual basis.

6.8 ROAD SAFETY POLICY IMPLEMENTATION FRAMEWORK AND WAY FORWARD

The proposed new structures for the management of road safety, comprising of the National Steering/Coordinating Committee, the Provincial Committees and Task Teams to execute specific actions, should form the basis for the implementation of the policy. These are similar to existing structures, but the aim is to have a more coordinated, teamwork focused approach, with measurable targets, regular meetings and strong leadership.

These committees should be established, and responsibility for the different aspects outlined in the policy should be assigned. The policy address a range of multi-disciplinary aspects, and it will take a special coordination effort to ensure the policy statements are converted into actions.

In order to implement the Road Safety Policy, it will be necessary to obtain buy in from all the stakeholders. Given the extent of the measures proposed on a policy level, it will require extensive consultation, training and leadership to take a new direction.

South Africa has one of the highest road death rates in the world with a reported road death rate of approximately 23.5 per 100 000 people in 2014⁵⁴.

In 2010, the governments of the world declared 2011–2020 as the Decade of Action for Road Safety. The goal of the Decade of Action is to stabilize and reduce the increasing trend in road traffic fatalities, saving an estimated 5 million lives over the period. A Global Plan of Action²¹ was developed to guide countries so that their actions could holistically support the overarching targets identified. Within the legal constructs of national and local governments, countries are encouraged to implement activities according to the five pillars mentioned, namely:

- Road Safety Management
- Safer Roads and Mobility
- Safer Vehicles
- Safer Road Users
- Post-crash response

Currently most road safety action plans are being developed in alignment with the United Nations Decade of Action requirements and various initiatives have been established because of it.

7 NON-MOTORISED TRANSPORT



This NMT chapter forms part of the Roads Policy for South Africa prepared by the DoT. It provides a framework guiding all aspects around NMT planning and implementation in South Africa including such areas as institutional relationships, governance, infrastructure, road safety and funding. The main purpose of the chapter is to provide a common reference position for all government authorities and agencies to deal with NMT in a cohesive manner so that everyone can take the required actions toward jointly realising the country's long-term vision for NMT.

It is accepted that NMT is an important potential transport solution for our country. NMT has many health and economic benefits, but the fact that it has zero carbon emissions aligns well with the global call for climate change. NMT is a viable and sustainable alternative to the use of private vehicles, but has been fraught with various challenges that have inhibited its widespread roll-out countrywide. A range of definitive actions will need to be taken at various levels of government to ensure NMT achieves its rightful status in South Africa's transport system.

Active transport or non-motorised transport (NMT) is a term typically used in South Africa. It refers to all forms of movement that does not rely on an engine or motor for mobility. Walking and cycling are more common forms of NMT but it also includes other transport options such as pedicabs, roller-skates or in-line skates, skateboards, wheelbarrows, push carts and non-powered scooters. Animal-drawn or animal-powered vehicles (ADV) as well as people with special needs are also included in this NMT definition⁵⁵. People with special categories of need include the following⁵⁶:

- People with disabilities - defined in the National Land Transport Act⁷¹ as people with a physical, sensory or mental disability, which may be permanent or temporary.
- The aged (or elderly people) - People over the age of 55 usually fall in this category.
- Pregnant women - usually taken as women in their last three months of pregnancy.

- Those who are limited in their movements by children - men and women with small children also have access needs that public transport systems need to cater for.

Whilst not formally contemplated in any current Departmental legislation, it is important to note that the following categories of passengers also have special categories of need:

- Life cycle passengers - these are customers who have additional transport needs by virtue of the fact that they happen to be in a particular stage of the human life cycle.
- Signage passengers - People who are unable to read or who are unable to understand the language used on the signage, including tourists.
- Female passengers - whilst safety and security affects all passenger groups and both genders, it should be noted that female passengers (together with people with disabilities) are particularly at risk of crime and abuse.
- Load carrying passengers - people carrying bags, luggage, or goods of a size that means that they benefit from accessibility features. This is important to people on low incomes in South Africa. People travelling with bicycles are generally also included in this category.

In addition, eco-mobility modal options are also included into this definition of NMT. These refer to transport options that are:

- Integrated with public transport
- Socially inclusive
- Environmentally-friendly
- They are right sized for their purpose,
- Energy source sustainable
- Produces zero emissions
- Preferably they are powered by renewable energy sources such as solar, wind or bio-energy from waste
- NMT vehicles are deemed to not exceed a top-speed of 35 kilometres per hour

Government is committed to a modal shift away from single occupancy private vehicles and towards developing NMT as a desirable mode of travel. NMT or active transport is good for the economy, the environment and everyone's health or social well-being. The NMT chapter provides a common, integrated basis for the long-term development and implementation of NMT policies amongst various sectors and levels of government. It serves to:

- Raise awareness for NMT as a sustainable mode of transport
- Emphasise NMT on the political agenda and show Government's commitment for NMT
- Articulate a vision and objectives to ensure co-ordinated actions amongst the different departments and private sector partnerships
- Provide a basis for consistent evaluation and monitoring of the successful implementation of NMT policy by all spheres of government
- Help leverage funding for NMT
- Help set standards and develop quality criteria around NMT

7.1 POLICY AND LEGISLATIVE FRAMEWORK FOR NMT

The summary of NMT policies and legislation for South Africa provide a framework guiding the planning, design and safety of NMT facilities and activities. These include the following:

- The Constitution of the Republic of South Africa, 1996⁵
- White Paper on National Transport Policy, 1996¹⁷
- National Land Transport Strategic Framework, Draft 2015⁵⁷
- Public Transport Strategy and Action Plan, 2007⁵⁸
- Rural Transport Strategy for South Africa, 2007⁵⁹
- NMT Facility Guidelines, 2016⁶⁰
- National Land Transport Act 5 of 2009 (NLTA)⁷¹
- The National Road Traffic Act 93 of 1996 (NRTA)^{Error! Bookmark not defined.}
- National Road Traffic Regulations, 2000 (NRT Regulations)⁶¹
- Administrative Adjudication of Road Traffic Offences Act 46 of 1998 (AARTO Act)¹²
- National Building Regulations and Building Standards Act 103 of 1977⁶²
- South African National Roads Agency Limited and National Roads Act 7 of 1998 (SANRAL Act) and other roads legislation¹⁰
- National Environmental Management Act 107 of 1998 (NEMA)⁶³
- National Heritage Resources Act 25 of 1999⁶⁴
- South Africa's Universal Access Regulations⁶⁵
- The White Paper on National Climate Change Response, 2011⁶⁶
- Municipal By-Laws

7.2 WHY DO WE NEED NATIONAL POLICY ON NMT?

A policy on NMT provides a common, integrated basis for the long term development and implementation of NMT policies amongst various sectors and levels of government. It serves to:

- Raise awareness for NMT as a sustainable mode of transport
- Emphasise NMT on the political agenda and show Government's commitment for NMT
- Articulate a vision and objectives to ensure co-ordinated actions amongst the different departments and private sector partnerships
- Provide a basis for consistent evaluation and monitoring of the successful implementation of NMT policy by all spheres of government
- Help leverage funding for NMT
- Help set standards and develop quality criteria around NMT.

7.3 NMT VISION AND OBJECTIVES

The vision for NMT in South Africa is as follows:

Our vision is for non-motorised transport (NMT) to be accepted and valued as a sustainable transport alternative within both urban and rural South Africa, where NMT is materially contributing to the mobility needs, economic vibrancy and social health of our communities.

The policy on NMT has the following broader objectives:

- A reduction in carbon emissions.
- A safe and comfortable environment for NMT.
- An increase in the modal share of NMT.
- NMT satisfies the mobility needs of rural communities.
- An increase in the affordability of transport modes.
- NMT infrastructure provides for people with special needs.
- NMT modes are affordable and easily accessible.
- Land use responds to the needs of NMT.
- Improved social health and economic opportunities.

Five focus areas have been identified and are used to group the various NMT policies. These work holistically to achieve the overarching vision for NMT in South Africa.

7.4 REGULATION, INSTITUTIONAL ARRANGEMENTS AND GOVERNANCE

There is a whole suite of legislation and policies in place that serve as the regulatory framework for NMT in South Africa. This regulatory framework sets out principles that have been incorporated in this NMT Policy. However, having a comprehensive regulatory framework has not automatically translated into effective NMT implementation. There are a number of reasons for this, which includes inter alia:

- A lack of capacity to enforce traffic laws and legislation
- Poor coordination and integration across the various departments and sectors
- Limited expertise and specialised NMT skills within various transport planning authorities to undertake required planning and implementation
- A shortage of funding to implement the required NMT awareness campaigns, facilities or infrastructure
- Lack of competence and deficiencies in the current judicial system.

It is therefore essential that these issues be dealt with in order to urgently address the gap between policy and practice.

The lack of appropriate institutional structures and capacity has been impacting the delivery of NMT at various spheres of government across the country. Transport, including NMT is a cooperative governance issue that has to be performed by all three spheres of government and across the various Departments. Collaboration with all relevant stakeholders plays a critical role. In order for DoT to fulfil its mandate to facilitate all modes of transport it will need to review institutional arrangements to implement NMT as part of an integrated transport system. This will have a major impact on closing the gap between policy and legislative framework and actual implementation of NMT in reality. It will also start addressing the skills and capacity issues within government that is significantly impacting transport and roads delivery.

NMT statistics and data are problematic for most local authorities in South Africa. In order to understand the extent of NMT and to monitor successful implementation it is essential that a formalised system of NMT data collection and analysis be set in place. It is envisioned that standardised data collection be undertaken by all planning authorities and a central database be managed by DoT.

7.4.1 Policy statements for Regulation, Institutional Arrangements and Governance

Policy Statement 44. All transport planning authorities must establish a strategy and regulatory framework that will promote NMT usage.

- a) The DoT must review and assess gaps in NMT legislation and update where required.
- b) The DoT and other relevant departments must enforce, monitor and update regulatory frameworks. Some examples include:
 - Fault legislation for NMT
 - Animal friendly, health and welfare
 - Vulnerability of pedestrians
 - Regulations to force drivers to stop for NMT users
- c) The Municipalities must update their traffic by-laws in line with the updated and new regulations that incorporate NMT.

Policy Statement 45. Capacity building must be undertaken by the DoT and all transport planning authorities to ensure NMT skills are in place.

- a) Regular analysis and collection of NMT data must be undertaken by planning and transport authorities.
- b) Research must be undertaken on NMT.
- c) The DoT will continue research regarding incorporation of the new innovative technologies that will enhance low carbon transport into the mainstream transport system.

Policy Statement 46. The DoT will encourage the use of alternative modes of NMT such as small-wheeled transport and other innovative NMT modes.

Policy Statement 47. All spheres of government will be responsible for the monitoring and evaluation of overall NMT Policy performance and to ensure effective policy implementation.

Local government will be responsible for monitoring and evaluation of plans and implemented projects related to NMT provision at local levels.

7.5 INTEGRATED TRANSPORT AND LAND USE

A large part of South Africa's infrastructure and road network has been constructed subsequent to the invention of the private car. As a result, its towns and cities have largely been designed to facilitate the movement of cars rather than people. Combined with the effects of apartheid-era spatial planning, South Africa's poor face many obstacles in accessing the formal economy without a private car. Overcoming inequality requires that interventions focus addressing access and mobility opportunities for the marginalised. Reducing the dependence on private vehicles requires the provision of alternative modes of transport, and a different approach to spatial planning that reduces distances between residential areas and places of work.

Transport planning continues to marginalise ADV in areas where the use of animal transportation is critical. Traditionally transport planning primarily focused on the use of the private car with limited attention or none to public transport and NMT.

There are a number of improvements that need to be made to the physical environment to ensure that an 'Integrated NMT Network' is in place. This ranges from the higher level planning to ensure that NMT is coordinated with other sectors and integrated with other transport modes to the more localised design of roads to ensure that NMT has been effectively accommodated in the road space.

Current road designs still favour motorised transport often at the expense of NMT users. It is essential to ensure that NMT infrastructure is provided which offers coherent and direct NMT routes as well as that the environments are safe, comfortable and attractive to encourage the use of all modes of NMT.

7.5.1 Policy Statements on Integrated Transport and Land Use

Integration between land use and transport will need to be undertaken at all levels of planning, design and implementation. Better integration and coordination will improve the effectiveness of expenditure as well as the functioning of both rural and urban settlements.

Policy Statement 48. All planning guidelines must support and promote NMT at all spheres of government.

- a) Appropriate structures are to be put in place by all spheres of government to support the spatial and sectoral integration of NMT.
- b) All spatial and land use planning must incorporate NMT and Transit Oriented Development (TOD) principles of mixed development and walk-able environments.
- c) Existing neighbourhoods must be rehabilitated and retrofitted with NMT infrastructure and facilities.
- d) NMT (including ADV where applicable) must be included in ITPs and Provincial Land Transport Frameworks (PLTF).
- e) Provinces and municipalities must develop integrated NMT network plans.
- f) The DoT must ensure that NMT forms part of the National Transport Master Plan and this will reflect NMT-related needs and constraints.

Policy Statement 49. Designs of new roads and future developments must incorporate NMT considerations and design philosophy.

- a) Road authorities must assess existing infrastructure to ensure that the quality and needs of NMT improvements are met for both urban and rural environments in line with NMT Facility Guidelines.
- b) Road authorities must maintain all NMT surfaces to the agreed upon standards.
- c) NMT maps, signpost and infrastructure must be prepared.
- d) Municipalities must provide NMT mode specific support such as bicycle parking or bicycle stations, bicycle rental, minimum standards for ADV facilities in accordance with animal welfare and safety requirements and eco-mobility modes

7.6 SOCIAL HEALTH AND ECONOMIC OPPORTUNITIES

South Africa has one of the highest unemployment rates in the world. Poor and non-integrated road infrastructure limits citizens' ability to access employment opportunities and key services, directly affecting poverty, inequality and the pursuit of improved living standards amongst South Africa's poorest.

There are currently striking inequalities concerning public access to private or public transport modes. The lack of integrated public transport systems (e.g. road to rail links), NMT infrastructure and extensive sprawl of South African cities combined with the effects of historic apartheid-era spatial planning further exacerbates the problem.

South Africa's poor face many obstacles in accessing the formal economy without a private car. Walking, cycling, ADV and other NMT modes can play a significant role in the local economic development of these marginalised communities but the role of NMT in job creation initiatives and business are often overlooked.

Investments into affordable, reliable and efficient public and NMT modes are expected to boost the economy (e.g. through greater productivity within workplaces and enhanced connectivity between South Africa's poor and a variety of public and private services). Increased reliability, user access and public safety provisions on public transport infrastructure combined with fiscal policies that raise the cost of operating a private vehicle, are expected to increase usage of public transport systems and instigate more sustainable behaviour change amongst citizens.

Health is a national concern and NMT can contribute to a healthier lifestyle for South Africans. Increased use of active transport modes will create healthier vibrant communities with lower obesity rates that are more interactive.

Public investments in road infrastructure will directly contribute to job creation through construction, operation, maintenance and production, and indirectly through improved economic efficiencies. Labour intensive road construction and maintenance projects, particularly those that employ advanced technology also provide an element of training and skills development where local communities/unemployed individuals are taught specific skills in construction, engineering, maintenance and other related trades. Such circumstances empower trained individuals to market new skills for application in other projects and contexts.

7.6.1 Policy Statements on Social Health and Economic Opportunities

Policy Statement 50. The DoT, together with the relevant departments and the private sector, must unlock business and commercial opportunities within the NMT sector to assist with socio-economic development and poverty alleviation.

Policy Statement 51. Promote NMT as an affordable and healthy mode of transport

The three spheres of government increase awareness of NMT as an affordable and healthy mode choice.

7.7 ROAD SAFETY

Road safety is a serious consideration within NMT since pedestrians, cyclists and other NMT users are the most vulnerable transport users against other higher speed motorised modes. Roads are still largely seen as reserved for motorised vehicles. Thus, pedestrians, cyclists and other NMT users are often perceived as being at fault for being on the roads.

7.7.1 Policy Statements on Road Safety

Policy Statement 52. Facilitate interaction between role-players at different spheres of government and community to improve NMT road safety

- a) Sensitise communities, officials and practitioners about the travel needs of NMT.
- b) The DoT, in collaboration with the RTMC, must raise awareness to promote safety and animal welfare amongst the operators
- c) The DoT in collaboration with Department of Agriculture, Forestry and Fisheries and SABS must ensure that ADV meet the minimum safety requirements (including harnessing and visibility).
- d) The DoT must develop safety gear guidelines in consultation with key stakeholders.
- e) The DoT must develop a Cycling Protection Charter outlining regulation, training, sales, safety requirements, facilities and cyclists' behaviour.
- f) Pursue alignment between the Roads Safety Policy and the NRSS to ensure integrated road safety management for NMT.

Policy Statement 53. The DoT must ensure that safer road networks are provided and road safety audits are conducted.

- a) Appropriate infrastructure is provided for safe NMT usage.
- b) The DoT must update the signage system to integrate cycling needs and requirements and the Road Authorities will ensure its adequate implementation.

Policy Statement 54. Update legislation to support enforcement of NMT road safety issues and other penalties to discourage traffic transgressions such as making it compulsory to yield at controlled crossings.

- a) Prioritise the enforcement of speed limits and other traffic rules aimed at reducing NMT fatalities.
- b) Existing legislation is enforced for pedestrians on freeways.
- c) The DoT must deal with stray animals in accordance with the existing legislation.

Policy Statement 55. The DoT and the RTMC must ensure NMT education and awareness is undertaken.

- a) That operators of animal transportation have the basic knowledge on traffic laws and regulations and road safety education and awareness programmes are included in schools.
- b) Develop and implement the school zone concept to prioritise learner safety within a given radius around schools.

7.8 ENVIRONMENTAL SUSTAINABILITY

Road transport has a significant impact on environmental sustainability. NMT is a viable sustainable transport alternative. In 2012, 9% of national CO₂ emissions related to road transport. If South Africa

wishes to meet its commitment to total annual GHG emissions in the range of 212 to 428 Mt CO₂ equivalents by 2050⁶⁷, road infrastructure and transport must be a central part of the solution. Transport is also responsible for 27% of final energy demand in South Africa. Petroleum products represent 97% of the energy used in the transport sector, with electricity only representing 3% of usage.

The implication of not making sustainable choices to ensure our environmental future is not really an option. We need to move away from the dependency of private vehicles and take the necessary steps to more sustainable modes of transport such as public transport, NMT and other eco-mobility technologies.

These policies impact all government departments, agencies, private sector companies as well as public at large in that it is everyone's responsibility to take the necessary actions to preserve our precious environment.

7.8.1 Policy Statements for Environmental Sustainability

Policy Statement 56. The DoT will implement programmes aimed at reducing greenhouse gas (GHG) emissions by promoting the use of public transport, NMT and eco-mobility technologies such as battery powered vehicles and cycles.

- a) The DoT in partnership with other government departments, private sector and civil societies will establish incentives for research to encourage students and scholars to research and study the role of NMT in climate change.
- b) Increase awareness and education programmes of transport impacts to the environment.

Policy Statement 57. Introduce environmental sustainable practices into NMT facility and infrastructure design.

8 FUNDING



Insufficient funding for road infrastructure implementation and maintenance was confirmed in the South African Road Network Condition and Budget Needs Report that was compiled under auspices of the RCB in 2014 wherein it was emphasised that there is insufficient funding to maintain the existing road infrastructure, not only national roads, and that the value of the backlog amounts to R197 billion⁶⁸. SANRAL has repeatedly cautioned that road conditions will deteriorate more rapidly if dedicated revenue for road improvements cannot be sourced via tolling. The valuation of SANRAL's road network is R303 billion and that of the country's is R2.1 trillion.

Typically the extent of funds raised from traditional rates and taxes is inadequate to cover the onerous requirements to maintain existing or construct new links in the strategic road network, other transport infrastructure or operations. Although fuel, sales and other taxes have been successfully used to raise additional revenue for the national fiscus, roads still need to compete with other national social priorities.

There is a growing awareness that the fuel tax as a steady form of income is unsustainable. Relying on the fuel tax is problematic since it assumes increased traffic volumes will equate to an increase in income. Not only is this assumption in contradiction to the argument of promoting environmental sustainability i.e. reducing travel demand and improved fuel consumption through new vehicle technologies or TDM interventions, but it also places government in the precarious position of having to provide additional road infrastructure for the ever-growing traffic volumes. Typically there has been a gradual slippage in the overall condition of road network due to insufficient funds and support the need to explore alternative sources of funding for roads and transport such as congestion pricing, tolling, freight distance charging, etc.

Funding and ensuring effective expenditure are imperatives to sustainability within the roads sector.

The funding challenges are facing all Road Authorities throughout the world. In response to this challenge, the introduction of the "User Pay Principle" through tolling is now a common approach adopted in various countries. The implementation approach differs. Examples of international funding models include the following

- Government takes full responsibility funding road construction, maintenance & operations
- funding the entire project through loans and introducing a toll for loan repayment, maintenance & operations
- funding the project capital costs and introducing a toll for maintenance & operations
- “road concessions” i.e. transferring the responsibilities, through a concession contract to the private sector, who takes responsibility for construction, maintenance & operations. The concessionaire is allowed to recover costs through toll fees.
- Shadow tolling - Shadow tolls have been used in the UK, Finland and the Netherlands, and the terminology has confused many people. No tolls are levied from road users under this approach. Instead the shadow tolls are paid by Government to the operator, based on traffic counts on the road, an agreed rate per vehicle/vehicle type and an agreed set of performance criteria. The benefits of this system do not therefore stem from the development of a new source of funds, or from making users internalize the external costs of their travel, but rather from Government commitment to continued financial support over several years. The shadow toll approach does not require traffic to slow down for toll collection. It does require the Government and private sector to agree the vehicle counts and because of the difficulties surrounding legal arrangements, the transaction costs can be very high. The current PPP framework in South Africa has not been tested in this regard, but more importantly extensive lobbying will need to be made at National Treasury to get commitment of public funds for repayment of the private investment over a concession period of typically thirty years.

Without significant investment in roads this significant asset will continue to deteriorate. Funding roads through other possibilities will most likely close the gap between the road budgetary requirements and the available funding. Other funding sources that could be considered include the fuel levy, vehicle licence fees, tolling and potentially other innovative funding sources. This approach is also reflected in SANRAL Strategy Horizon 2030, which identifies an integrated funding model as a potential source. This includes public tax-based funding, toll revenue, own revenue and private capital for public roads. It also emphasise the need for seeking new funding streams.

This also holds true for the management of road safety and the implementation of NMT facilities and mechanisms. It is fundamental that any road safety policy or strategy requires adequate funding. All available and existing resources, especially in terms of human resources, need to be utilized as efficiently as possible.

The necessary exploration of funding opportunities involving all relevant role-players, public and private sector, must be explored as a matter of priority. Funding levels can also be increased from a range of alternative funding sources in partnering with the private sector as well as exploring opportunities for revenue generation from existing assets to better match the extent and quality of the roads network required to support the socio-economic growth envisioned in the NDP of South Africa and must enable integrated transport delivery across roads infrastructure, public transport and NMT.

A sustainable approach to roads management also includes a sustainable financial approach. National Treasury has stated that as there are no additional funds available for roads, funding availability can only be increased through more efficient expenditure in the roads sector. In response to this, policies supporting a performance-based approach to roads management and funding is introduced to improve financial efficiencies and efficacies.

8.1 Policy Statements to increase funding opportunities and availability

Policy Statement 58. Road Authorities will improve efficiencies in budget expenditure in the road sector.

- a) Through the concept of having a “minimum level of service” to be prescribed i.e. use and compliance to the COTO, TRH and TMH Technical Manuals, it is expected that contributions from the Equitable Share received by Provinces and Local Authorities would be increased and spent on road maintenance and related activities to meet their obligations.
- b) All intervention funds/grants shall be prescriptive to allow for the appropriate and integrated development of roads, public transport and NMT infrastructure.
- c) National Treasury and the DoT introduce a performance-based approach administering grant funds, continuously monitor performance, and will incentivise performing Road Authorities through access to top-up funding, where performance targets have been met or exceeded.

Policy Statement 59. Government supports the application of the user-pay principle (for example tolling, congestion charges, weight over distance charging, cross boarder levies, etc.), where required and adopted.

- a) Government supports the application of the user-pay principle in the road sector to ensure quality road infrastructure in support of economic growth.
- b) Government acknowledges that current funding sources for grants (vehicle licence fees, fuel) are insufficient. Additional revenue streams (mixed sources), based on an integrated funding model approach, must be actively sought. These revenue streams include the user-pay principle, developer contributions / tariffs for roads, public transport and NMT infrastructure and the use of the road reserve as an income-generating source.
- c) The extent of private sector involvement in roads delivery and potential partnerships with the private sector must be investigated to determine the most appropriate funding model.
- d) The function of a Toll Regulator is included as part of the proposed STER. This entity must create an environment of coherence, independence, accountability, transparency, predictability and capacity in the development and approval of annual toll tariffs⁶⁹. The Road Management Act (RMA) as proposed in this Policy, NLTA or a separate act similar to the National Energy Regulator (NERSA) Act⁷⁰, is required to accommodate a STER.

Policy Statement 60. The DoT and National Treasury explores the full range of financial mechanisms available to enable increased funding.

- a) Roads infrastructure will be funded through user charges and/or investments by the private sector.
- b) New financing models involving the private sector will be developed by the DoT and National Treasury to finance roads infrastructure.
- c) Funding opportunities through value capture will be explored so that the benefits derived from road infrastructure investment can also be used to continue financing roads.

Policy Statement 61. Government will increase the focus on the maintenance of municipal roads and streets.

Local authorities undertake road maintenance through the current Municipal Infrastructure Grant (MIG) subject to adopting the COTO business planning guidelines and selecting project using the RAMS as the primary source.

Policy Statement 62. The DoT supports the role of the private sector within the roads sector to fast-track roads delivery.

- a) Road Authorities need to consider alternative funding models partnering with the private sector, for construction, maintenance and financing of projects. However this has to be done within the existing legislative parameters.
- b) In the event any particular Provincial Road Authority would want to partner with a recognised Development Finance Institution (DFIs), on the strength of the approved Provincial Road Maintenance Grant (PRMG) MTEF allocation, the DoT shall support their application to the National Treasury based on the merits of the business case.

8.2 Policy Statements to increase funding opportunities and availability for the Non-motorised Transport sector

Policy Statement 63. Include NMT into RAMS databases and utilise together with crash data to identify priority maintenance requirements or areas of interventions.

Policy Statement 64. Utilise MIG funding towards new infrastructure and maintenance for NMT.

Policy Statement 65. Coordination across sectors and spheres of government to ensure effective of expenditure due to integration of NMT.

Policy Statement 66. The three spheres of government to establish funding for other NMT support mechanisms such as promotional and education campaigns.

Policy Statement 67. The DoT in partnership with other government departments, private sectors and civil society must include a climate change response into the fiscal budgetary process and so integrate the climate change response programmes at national, provincial and local government and at developmental finance institutions and state-owned entities.

8.3 Policy Statements to increase funding opportunities and availability for the Road Safety sector

Policy Statement 68. In order to ensure the effective implementation of the policies proposed in this document, a detailed budget will have to be prepared with a funding strategy that is sustainable for the next 20 to 30 years.

- a) Engineering - Adequate funding will be required for the improvement of hazardous locations. A programme with significant impact needs to be developed, such as spending R500 million per annum at 100 locations country wide to improve hazardous locations.

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- b) Road safety education – Funding needs to be secured to cover costs for education material. Inter alia, material is required to train educators and to distribute learning material to the learners. In terms of this policy, it forms an essential part of the long term sustainable road safety strategy.
 - c) Crash Data - Develop and maintain a system and data base to efficiently and accurately record crash statistics. It is evident that the only way to capture crash statistics is electronically and to store it in a central database. This will require funding for IT infrastructure, data capturers as well as for the maintenance thereof in the long term. As indicated, provision should also be made for quality control, which will require human resources that are located centrally – which will also require funding in the long term.
 - d) Technology - It is proposed in this policy that technology be deployed to reduce corruption.
 - e) Adequate funding for the above, and other measures, over the next 20 years, will be critical to ensure the successful implementation of this policy and the strategy that will be prepared by the RTMC. The detail costing for the different actions needs to be included in the strategy developed by the RTMC, so that a 20 year funding plan for road safety can be developed.
 - f) The DoT through the RTMC shall lobby and support for road safety budget requests. However, the need to allocate and set aside a budget for road safety programmes and initiatives has to be prioritised by all Road and Traffic Authorities, within existing budgetary constraints.
 - g) A dedicated effort need to be made to involve the private sector, to also assist in funding of road safety projects that are part of the larger road safety plan.

9 LEGAL FRAMEWORK



Road infrastructure development is the responsibility of different spheres of government. It is governed by the White Paper on National Transport Policy¹⁷, the National Land Transport Act, Act No. 05 of 2009⁷¹, the National Land Transport Strategic Framework, the Public Transport Action Plan and the National Road Traffic Act⁷². The National Road Traffic Act in particular has specific regulations that govern NMT behaviour. The SANRAL Act¹⁰, Public Finance Management Act (PFMA)⁷³ and Municipal Structures Act (MSA)⁷⁴ also impact on road infrastructure development.

Various acts, both national and provincial, will have to be amended to accommodate the legislative amendments that are needed to give effect to the road infrastructure policy statements. An alternative suggestion is to draft a stand-alone act that will accommodate all the provisions required and will comply with the provisions of the Constitution. Uniform legislation creates a better understanding of the tasks, duties and structures created by such legislation and ensures that all relevant organisations understand the terminology and the legislation in the same way. Conflicting legislation is minimised and one point of reference can be used for all the requirements.

Although road safety is a mandated function for various spheres of government, and the RTMC is mandated through the RTMC Act⁷⁵ to form a partnership with all spheres of government and the private sector to enhance road traffic management activities, this has not resulted in a significant improvement in the management of road safety matters. Consolidated legislation in this regard is considered necessary to achieve the road safety objectives of Government. The proposed act will set out certain rights and duties of road users and will be applicable across all the roads in South Africa.

In developing a stand-alone act general principles applicable to road management will be included. The roles, functions and powers of a road authority will be set out. Codes of Practice to provide practical guidance in relation to road management will be incorporated in the Act. It must further allow for the declaration and discontinuance of roads. Classification of roads and the re-allocation of management

responsibility will form part of the legislation. Provision will be made for a road authority to keep a register of public roads in respect of which the road authority is the coordinating road authority.

The construction, inspection, maintenance and repair of public roads will be managed in terms of the Act. The proposed Act will also provide for issues relating to civil liability arising out of road management. Enforcement mechanisms on all the matters regulated by the Act will be included as well, to ensure compliance with the legislation.

Provisions in existing legislation will also be deleted or amended as part of the new proposed Road Management Act to ensure conflicting or ambiguous provisions do not remain in place.

It is the Roads Policy's intent that clear legislative provisions must be developed to ensure that road infrastructure development is not affected by the provisions in other acts. Furthermore, the division of responsibilities between national, provincial and municipal road authorities is clear. Ultimately legislation should be drafted that ensures all the provisions in the road infrastructure policy are enforceable and applied uniformly.

9.1 Policy Statements to address the Legal Framework

Policy Statement 71. The DoT will develop an overarching Road Management Act.

- a) The DoT will draft an overarching Act that addresses all the aspects of roads management and the standards and minimum requirements for roads and the management thereof in the applicable functional areas. The legislation includes the management of roads in the different spheres of government, and the responsibilities are clearly defined.
- b) The relevant legislation must be clear, concise and supportive of the policies developed to design, maintain and expand the roads infrastructure. Fragmented legislation and management result in failed maintenance and high costs, as well as the associated risk where authorities are not clear about their roles and responsibilities.
- c) South Africa has also experienced a shift in focus over the last few decades, and more emphasis is now placed on the provision of NMT facilities and on road safety. Each of these matters requires uniform legislation, and an overhaul of the existing legislation was identified as key in the development of a Roads Policy.

10 MONITORING AND EVALUATION



As part of a more sustainable approach to roads management, performance evaluation, especially in meeting sustainability targets, has been identified as a focus area. Government has introduced performance monitoring and evaluation in the public sector as a strategic approach to management, which equips leaders, managers, employees and stakeholders with a set of tools and techniques to regularly plan, continuously monitor, periodically measure, and review the performance of the organisation using indicators and targets for efficiency, effectiveness and impact.

The approach of monitoring and evaluation is also a continuous thread throughout the NDP as it aims to build a capable and developmental state in South Africa. To this end, a Department of Performance Monitoring and Evaluation was established in 2010 in order to *'drive a results-orientated approach across the three spheres of government and other organs of state'*⁷⁶ and the National Policy Evaluation Framework⁷⁷ proposed to institutionalise evaluation in Government and has identified processes, roles and responsibilities for undertaking this.

The National Treasury has also proposed that a performance-based approach be applied to the road infrastructure conditional grants and that the DoT introduces RAM principles into the roads sector. This requires particular data collection processes for traffic, condition and location of infrastructure, indicators, methodologies and reporting mechanisms as contained in TMH22. (*Refer to Annexure A*).

Overall there is a growing need for appropriate monitoring and evaluation systems, supported by sound data collection methodologies and KPIs. Data collection should be simple, and outcomes- rather than input-based. Accordingly, policies are proposed in support of the adoption and implementation of a performance-based approach to roads management across all spheres of government.

10.1 Policy Statements to improve Monitoring and Implementation in the Roads Sector

Policy Statement 72. The DoT and Road Authorities will follow and adhere to a performance management approach for roads management and roads service delivery.

- a) The DoT and Road Authorities must use the RAMS and the various COTO standards and norms for road planning, design, construction and maintenance, as well as the operational management of the roads, as the basis for performance management in the roads sector.
- b) The DoT must develop a Performance Management Framework that forms the basis for Road Authorities to develop Performance Management Plans.
- c) These Performance Management Plans must ensure that performance management measures are in place to monitor and evaluate the performance of Road Authorities.
- d) KPIs must be developed to enable performance management. The KPIs must be outcomes-based and support performance management and budget motivations. These KPIs must differentiate between the abilities of the various Road Authorities at different spheres of government.
- e) The DoT is also responsible for the monitoring and evaluation of Provinces and SANRAL. Provinces are responsible for monitoring local authorities.

11WAY FORWARD



The Draft Roads Policy outlined recommended policy positions that will be discussed and debated during the consultation phases of the Policy Development process. Post stakeholder consultation, the Policy will be submitted for approval. Once the Policy has been approved, the Department will commence in developing the Road Management Act, which is an overarching Act that addresses all the aspects of roads management and the standards and minimum requirements for roads and the management thereof in the applicable functional areas. The legislation includes the management of roads in the different spheres of government and the responsibilities are clearly defined.

11.1 POLICY IMPLEMENTATION PRIORITIES

11.1.1 Develop a National Roads master plan

The Department will develop a National Roads Master Plan (NRMP), which will form part of the National Transport Master Plan (NATMAP). The Master Plan is a national strategic plan, which will direct road infrastructure initiatives over the next 30 years. The Master Plan will ensure centralised strategic roads planning. It will detail the vision, goals and objectives for roads going forward. The Master Plan will also identify networks, constraints and opportunities, as well as the required infrastructure improvements/expansions to ensure the safe and efficient of all modes of road transport, including NMT.

The Master Plan will detail the status quo in roads, particularly, provide an overview of all modes of roads transport, the requirements/needs in the sector, challenges, and forecast the expected demand, amongst others.

The Master Plan will map a national, provincial and local view of the country's road network, also indicating the current and future infrastructure projects and the various corridors.

The Master Plan will in essence identify infrastructure projects and prioritise the project, which will be informed by government priority and the needs of the country.

11.1.2. Develop A National Road Investment Strategy

The National Investment Strategy will form part of the NRMP. The Department will develop a comprehensive investment strategy that will guide both public and private sector investment in roads. Funding options models for roads investment will be explored as part of the strategy.

11.2 CONCLUSION

The implementation of the Roads Policy for South Africa will clarify roles of all three spheres of government in terms of responsibilities, applicability and scope for the various role-players, determine funding options in the road infrastructure investments, road safety and NMT sectors, provide policy certainty with a clear and concise regulatory framework for roads management, maximize jobs creation and skills development, integrate NMT as a recognized mode of transport and provide directives for monitoring, evaluation and reporting in the roads management environment.

Upon implementation of the Roads Policy, the Department shall monitor and evaluate its effectiveness in partnership with the Road Authorities. The policy shall be reaffirmed or reviewed and updated every five years.

ANNEXURE A: TECHNICAL MANUALS, NORMS AND GUIDELINES

Table 1: COTO TRH Documents

No	Title
TRH1	Prime coats and bituminous curing membranes
TRH2	Geotechnical and soil engineering mapping for roads and the storage of materials data
TRH3	Design and Construction of Surfacing Seals
TRH4	Structural design of flexible pavements for interurban and rural roads
TRH5	Statistical concepts of quality control and their application in road construction
TRH6	Nomenclature and methods for describing the condition of asphalt pavements
TRH7	Use of bitumen emulsions in the construction and maintenance of roads
TRH8	Design and use of Hot-mix asphalt in pavements
TRH9	Construction of road embankments
TRH10	Design of road embankments
TRH11 (two documents)	Dimensional and Mass Limitations and Other Requirements for Abnormal Load Vehicles (Technical Guideline) and Administrative Guidelines for Granting of Exemption Permits for the Conveyance of Abnormal Loads
TRH12	Flexible pavement rehabilitation investigation and design (Bituminous pavement rehabilitation design)
TRH13	Cementitious stabilizers in road construction (Cementitious pavement rehabilitation design)
TRH14	Guidelines for road construction materials
TRH15	Subsurface drainage for roads
TRH16	Traffic loading for pavement and rehabilitation design (To be discontinued once incorporated into new TRH4)
TRH17	Geometric design of rural roads
TRH18	The investigation, design, construction and maintenance of road cuttings
TRH19	Standard nomenclature and methods for describing the condition of jointed concrete pavements
TRH20	Unsealed Roads: Design, Construction and Maintenance
TRH21	Hot Mix Recycled Asphalt
TRH22	Pavement management systems
TRH25	Guidelines for the hydraulic design and maintenance of river crossings:
	Vol 1: Hydraulics, hydrology and ecology

	Vol 2: Structural aspects, bridge configurations and foundations
	Vol 3: Embankment and bank protection
	Vol 4: Parameters for the design of low-level structures
	Vol 5: Bridge management of river bridges
	Vol 6: Risk analysis of river crossing failure
	Vol 7: Legal aspects
TRH 26	South African Road Classification and Access Management Manual
TRH 27	South African Manual for Permitting Services in Road Reserves

Table 2: COTO TMH Documents

No	Title
TMH1	Standard methods of testing road construction materials (TMH1 is being converted to SANS3001 and SANS4001. Various SANS standards have been published)
TMH2	National standard for the spraying performance of binder distributors
TMH3	Specifications for the Provision of Traffic and Weigh-in-Motion Monitoring Service
TMH4	Superseded by TRH17
TMH5	Sampling methods for road construction materials
TMH6	Special methods for testing roads
TMH7	Code of practice for the design of highway bridges and culverts in South Africa, Parts 1 & 2
TMH7	Code of practice for the design of highway bridges and culverts in South Africa, Part 3
TMH8	Traffic and Axle Load Monitoring Procedures
TMH9	Standard Visual Assessment Manual
TMH10	Manual for the completion of as-built materials data sheets
TMH11	Standard Survey Methods
TMH13:	Automated Pavement Condition Measurements
TMH 13: 1	Guidelines on Roughness Measurements
TMH 13: 2	Guidelines on Rut Measurements
TMH 13: 3	Guidelines on Deflection Measurements
TMH 13: 4	Guidelines on Skid Resistance Measurements
TMH 13: 5	Guidelines on Imaging and GPS Measurements
TMH 14	South African Standard Automatic Traffic Data Collection Format
TMH 15	South African Engineering Service Contribution Manual for Municipal Road Infrastructure
TMH 16 (Vol. 1)	South African Traffic Impact and Site Traffic Assessment Manual
TMH 16 (Vol. 2)	South African Traffic Impact and Site Traffic Assessment Standards and Requirements Manual
TMH 17	Volume 1 South African Trip Data Manual
TMH 18	Road Asset Data Electronic Exchange Formats
TMH19	Manual For The Visual Assessment of Road Structures
TMH 22	Road Asset Management Manual
N/A	Proficiency testing schemes for quality control of road building materials

Table 3: COTO UTG Documents

No	Title
UTG1	Guidelines for the Geometric Design of Urban Arterial Roads
UTG2	Structural Design of Segmental Block Pavements for South Africa
UTG3	Structural Design of Urban Roads
UTG4	Guidelines for Urban Stormwater Management
UTG5	Geometric Design of Urban Collector Roads
UTG6	Guidelines on Maintenance Management for Large Municipalities
UTG7	Geometric Design of Urban Local Residential Streets
UTG8	Guidelines for the Preparation of an Urban Transport Plan First Amendment
UTG9	Guidelines for the Transportation System Management Process
UTG10	Guidelines for the Geometric Design of Commercial and Industrial Local Streets
UTG11	Guidelines for Public Participation in Land Use/Transport Planning

Table 4: Specifications

No	Title
	COLTO Standard Specifications for Road & Bridge Works for State Road Authorities
	COLTO General Conditions of Contract for Road and Bridge Works for State Road Authorities
	General Conditions of Contract for Construction Works (Second Edition) 2010
	FIDIC General Conditions of Contract for Works of Civil Engineering Construction (6 th Edition)
PG 3/85	Parking standards 2 nd edition
PG 2/85	Bus Terminals and Bus Stations: Planning and Design Guidelines by DOT (Metroplan)
RDDA	Route Description and Destination Analysis
CR-96/036	National Guidelines for Traffic Calming
	Non-Motorised Transport Facility Guidelines
TG1	The use of Modified Bituminous Binders in Road Construction
TG2	Interim Technical Guideline: The Design & Use of Foamed Bitumen Treated Materials
	Road Drainage Manual

Table 5: Road Traffic Signs Guidelines

No	Title
SADCRTSM Vol. 1	Southern African Development Community Road Traffic Signs Manual
South Africa RTSM Vol. 2	South African Road Traffic Signs Manual
South Africa RTSM Vol. 3	South African Road Traffic Signs Manual
SADCRTSM Vol. 4	Southern African Development Community Road Traffic Signs Manual

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DEPARTMENT OF JUSTICE AND CONSTITUTIONAL DEVELOPMENT**NOTICE 103 OF 2018****PROMOTION OF ACCESS TO INFORMATION ACT, 2000****DESCRIPTION SUBMITTED IN TERMS OF SECTION 15(1)**

I, Tshililo Michael Masutha, Minister of Justice and Correctional Services, hereby publish under section 15(2) of the Promotion of Access to Information Act, 2000 (Act No. 2 of 2000), the descriptions submitted to me in terms of section 15(1) of the said Act by the –

DEPARTMENT OF TRADE AND INDUSTRY

As set out in the Schedule

**TSHILOLO MICHAEL MASUTHA, MP (ADV)****MINISTER FOR JUSTICE AND CORRECTIONAL SERVICES**

**SECTION 15 REPORT: VOLUNTARY DISCLOSURE
AND AUTOMATIC AVAILABILITY OF RECORDS**

**PROMOTION OF ACCESS TO INFORMATION ACT (NO 2
OF 2000)**

June 2017



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Department
Trade and Industry
REPUBLIC OF SOUTH AFRICA



DESCRIPTION OF CATEGORY OF RECORDS AUTOMATICALLY AVAILABLE IN TERMS OF SECTION 15(1)(a) OF THE PROMOTION OF ACCESS TO INFORMATION ACT, 2000	MANNER OF ACCESS TO RECORDS (e.g. website) (SECTION 15(1)(b))
FOR INSPECTION IN TERMS OF SECTION 15(1)(a)(i):	
Liquor registration records (register & certificates) (Liquor Act, 59 of 2003: Section 23)	Obtain from National Liquor Authority Tel: 0861 843 384
Inspection or verification reports provided to the person inspected) (Non-Proliferation of Weapons of Mass Destruction Act, 87 of 1993: Section 14)	Obtain from Council for Non-Proliferation of Weapons of Mass Destruction Tel: +27 (12) 394 3030
FOR PURCHASING IN TERMS OF SECTION 15(1)(a)(ii):	
<p>Information on the dti website as well as the dti publications are available free of charge.</p> <p>Records available for inspection in terms of Section 15(1)(a)(i), as specified above, is available according to the fees as specified by the responsible organisations.</p>	
FOR COPYING IN TERMS OF SECTION 15(1)(a)(ii):	
Records available for inspection in terms of Section 15(1)(a)(i), as specified above, is available according to the criteria as set by the responsible organisations.	
AVAILABLE FREE OF CHARGE IN TERMS OF SECTION 15(1)(a)(iii):	
<p><u>Information on the dti website</u> Information relating to:</p> <ul style="list-style-type: none"> • Economic Empowerment (B-BBEE, Co-Operatives Development, Women Economic Empowerment) • Industrial Development • Trade, Exports and Investment • Financial Assistance (Incentives) • Legislation and Business regulation 	Information on the dti website can be obtained at http://www.thedti.gov.za

DESCRIPTION OF CATEGORY OF RECORDS AUTOMATICALLY AVAILABLE IN TERMS OF SECTION 15(1)(a) OF THE PROMOTION OF ACCESS TO INFORMATION ACT, 2000	MANNER OF ACCESS TO RECORDS (e.g. website) (SECTION 15(1)(b))
<ul style="list-style-type: none"> • the dti Agencies • Overview of the dti (Leadership, Organogram) • Speeches and Media Statements • Research and Trade Statistics • Electronic copies of Publications <p><u>Publications</u></p> <ul style="list-style-type: none"> • Annual Performance Plan • Black Industrialist Policy • Black Industrialist Scheme • Black Industrialist Z-fold brochure • Doing business with Japan • Doing business with Germany • Doing business with Australia • Doing business with Belgium • Doing business with Ghana • Doing business with DRC • Facts and Figures • GEPP brochure • Green Economy • the dti Incentive Guide • Incentives Monitoring report • Incentives Success • IPAP • Lotteries brochure • Gambling brochure • National Liquor Authority compliance brochure • Drink responsibly plastic cards • Binge drinking brochure • Oceans Economy 	<p>Publications can be obtained from: Mr David Domingo Tel: (012) 394 3117 Fax: (012) 394 4117</p> <p>Postal Address Private Bag X84 Pretoria 0001</p> <p>Street Address 77 Meintjies Street Sunnyside Pretoria 0002</p> <p>Soft copy versions of publications are also available on the dti's website (http://www.thedti.gov.za)</p>

DESCRIPTION OF CATEGORY OF RECORDS AUTOMATICALLY AVAILABLE IN TERMS OF SECTION 15(1)(a) OF THE PROMOTION OF ACCESS TO INFORMATION ACT, 2000	MANNER OF ACCESS TO RECORDS (e.g. website) (SECTION 15(1)(b))
<ul style="list-style-type: none"> • One Stop Shop brochure • One Stop Shop book • Skills for the Economy • Technology Commercialisation Guide • Textile and clothing brochures x 3 	

DEPARTMENT OF PUBLIC WORKS
NOTICE 104 OF 2018
SA COUNCIL FOR THE
PROPERTY VALUERS PROFESSION

77 Kariba Street, Lynnwood Glen, PRETORIA 0081 • Tel: +27 12 348 8643 • Fax: +27 12 348 7528 • PO Box 114, MENLYN 0063
info@sacpvp.co.za • www.sacpvp.co.za



**RULES FOR THE PROCEDURE OF NOMINATION OF SACPVP COUNCIL
MEMBERS**

In terms of section 37 (3) of the Property Valuers Profession Act, 2000 (Act No. 47 of 2000) the South African Council for the Property Valuers Profession (SACPVP) hereby makes Rules as set out in the Schedule hereunder.

SCHEDULE

The purpose of these rules is to provide for the process of nominating persons to serve on the South African Council for the Property Valuers Profession in terms of the provision of the Act.

Service as a member of the SACPVP is a voluntary contribution of valuable time and wisdom to the property valuers profession and to the South African society.

1. Definitions

In these Rules and unless the context otherwise indicates, any expression or word to which a meaning has been assigned in the Property Valuers Profession Act, 2000 (Act No. 47 of 2000) bears the same meaning and –

- (i) “the Act” means the Property Valuers Profession Act, 2000 (Act No. 47 of 2000);
- (ii) “the Council” means the South African Council for the Property Valuers Profession (SACPVP), established by section 2 of the Property Valuers Profession Act, 2000 (Act No. 47 of 2000);
- (iii) “the department” means the Department of Public Works;
- (iv) “the Minister” means the Minister of the Department of Public Works;
- (v) “nominating bodies” means as described in rule 5.3;
- (vi) “recommendation panel” means a panel appointed by the Council as described in rule 8 hereof to evaluate the nominations and make recommendations for consideration by the Council and appointment by the Minister;
- (vii) “registered person” means persons registered with the Council under section 19;
and
- (viii) “the profession” means the property valuers profession.

Composition of the Council

The composition of the Council is defined in section 3 of the Act, which provides for appointment by the Minister, taking into account, among other things, the principles of transparency and representivity-

- (a) six registered persons, excluding candidates, of whom at least three must actively practise in the property valuers profession-
 - (i) who must be nominated by the voluntary associations and any registered person; and
 - (ii) who must represent the categories of registered persons contemplated in section 19, in the prescribed manner;
- (b) two professionals in the service of the State nominated by any sphere of government, of whom at least one must be nominated by the department; and
- (c) two members of the public nominated through an open process of public participation.

3. Calling for nominations

3.1. Invitations

3.1.1. The Council shall call for nominations on a date that shall be at least three (3) months before the date of expiry of the term of office of serving members of the Council.

3.1.2. Registered persons, voluntary associations, nominating bodies (including the State) and the public shall be invited substantially in the form of Annexures A, B, C and D respectively, copies of which will be placed on the SACPVP and the voluntary association's website.

3.1.3. Nominations for members by the public shall be invited in the leading newspaper in each province which nominations shall be submitted to the Council within a period of at least 60 (sixty) days from the date of call for nominations.

3.1.4. The manner for inviting nominations in terms of Section 3 (1)(c) of the Act is described in rule 7.

4. Requirements for Nominees as Council Members

The Council shall consist of registered and non- registered persons of the property valuers profession.

4.1. Nominees shall comply with the following requirements-

- (a) have insight into matters concerning property or real estate (valuation), economics, statistics, finance, accounting, human resources, law, education and training, regulatory environment or safety and health of the public;

- (b) make a declaration of being prepared to serve on the Council and any of its committees;
- (c) be a South African citizen and ordinarily resident in the Republic of South Africa;
- (d) be willing to sign and adhere to SACPVP's official Terms of Reference for the Council and Committee Members; and
- (e) for nomination in the category of 3(1)(c), preference will be given to a member of an organised grouping representing the public.

4.2. Disqualification from membership of the Council in terms of Section 6 (1) of the Act-

4.2.1. The following persons shall not be eligible to be appointed as member of the Council:

- (a) a person who is not a South African and ordinarily resident in the Republic;
- (b) an un-rehabilitated insolvent;
- (c) a person who has been convicted of an offence in the Republic and been sentenced to imprisonment without an option of a fine, or in the case of fraud, to a fine or imprisonment or both. This provision excludes offences associated with political objectives and committed prior to 27 April 1994;
- (d) a person who has been convicted of an offence in a foreign country and been sentenced to imprisonment without an option of a fine, or, in the case of fraud, to a fine or both;
- (e) a person who has been removed from an office of trust as a result of improper conduct; or
- (f) a person who has, in terms of the Act (including any previous Act), been found guilty of improper conduct by a disciplinary tribunal or the Council of the SACPVP.

In terms of Section 6 (3) of the Act, the Minister must for the purpose of subrule (d), take cognisance of the prevailing circumstances in a foreign country relating to a conviction.

4.2.2. Section 5 (2) of the Act determines that a member of the Council may not serve more than two consecutive terms of office.

4.3. Compilation of Reserve List

4.3.1. The Council may compile a Reserve List of nominees who meet the requirements but are not on the list of nominees recommended for appointment.

4.3.2. Nominees shall be notified that they have been included in the Reserve List and that they may be considered for appointment to the Council should a vacancy arise.

4.3.3. When a vacancy arises on the Council during its term of office, the Minister may draw on such Reserve List as a first source of nominees in the filling of vacancy.

5. SECTION 3 (1) (a) NOMINEES

5.1. Professional Representation in terms of Section 3 (1) (a) of the Act

Six registered persons, excluding candidates, of whom at least three must actively practise in the property valuation profession-

- (i) who must be nominated by the voluntary association and any registered person; and
- (ii) who must represent the categories of registered persons contemplated in section 19, in the prescribed manner.

5.2. Representation of the Categories of Registration

At least one person from each category mentioned in Section 19 of the Act and actively practising in the property valuers profession shall be represented.

5.3. Nominating Bodies

5.3.1. Nominating Bodies are as set out in section 3 (1) (a) to (c) of the Act.

6. Nominations by the State in terms of section 3 (1) (b) of the Act

6.1. Nominations will be invited from Local, Provincial and National Government.

7. Public Representation

Section 3 (1) (c) of the Act makes provision for the appointment of two members of the public, nominated through an open process of public participation which may include interviews by the Recommendation Panel.

8. Recommendation Panel

8.1. When any nomination for members of a new Council becomes necessary, the Council shall constitute a Recommendation Panel within 30 days of the call for nominations.

8.2. The Recommendation Panel shall be constituted as follows-

- (a) one registered person from each of the categories of registration;
- (b) one registered person with special knowledge of property valuation education;
- (c) one person representing the department;
- (d) any two other persons nominated by the Council, of which one may be the Registrar, to ensure transformational representivity on the panel; and
- (e) one person who has legal knowledge of both the Act and the SA Constitution.

8.3. A maximum of three members of the Recommendation Panel may include outgoing Council members who do not qualify for re-appointment. When doing so, consideration should be had for a quorum of Council when a recommendation of nominees is to be made to the Minister.

8.4. Directive to Recommendation Panel-

(a) the Council shall identify and inform the Recommendation Panel of Council Members that are eligible and available for re-appointment. The Recommendation Panel should ensure continuity.

(b) the Council has the right to ratify or amend, with reasons, the list of nominees recommended by the Recommendation Panel.

(c) persons serving on the Recommendation Panel may not serve on the new Council.

8.5. The Recommendation Panel shall consider the following when making recommendations to the Council-

8.5.1. The requirements for nominees to be appointed from the profession [(Section 3 (1) (a)] from registered persons, [(Section 3 (1) (b)] from the State and [(Section 3 (1) (c)] from the public.

8.5.2. The Recommendation Panel shall take into account transformational and geographic representivity in its recommendation.

8.5.3 The needs of the Council-

(a) should it be necessary, the Council may delegate the recommendation of nominees to the Minister to members of the Council ; and

(b) the Council shall, within 30 days of the expiry of the notice of invitation, make recommendations to the Minister based on recommendations from the Recommendation Panel with the view to meeting, inter alia, the following needs of the new Council-

- (i) persons with a background in standard setting in valuation education and training;
- (ii) persons with experience in the accreditation of valuation educational programmes;
- (iii) persons with experience in preliminary investigations and enquiries related to alleged improper conduct by registered persons.

8.6. The administrative and secretariat assistance required by the Recommendation Panel is to be provided by the Council officials to facilitate the nomination process.

9. Assessment of Nominations

9.1. All nominations received shall be scrutinised by the Registrar firstly to confirm the eligibility of the nominee and compliance with requirements.

9.2. The Recommendation Panel shall evaluate each nominee in terms of the Council's needs and the requirements of the Act and identify all nominees who meet the requirements.

9.3. When evaluating the applications in the category of 3(1)(a), preference shall be given to registered persons with a senior degree in disciplines mentioned in rule 4.1 (a).

9.4. The Recommendation Panel shall submit a report to the Council containing-

- (i) a list of all nominations received;
- (ii) a list of nominees recommended;
- (iii) a reserve list of nominees; and
- (iv) a list of nominees not eligible and reasons thereof.

Short title and commencement

10. These rules shall be called the Rules for the Procedure of Nomination of SACPVP Council Members, and shall commence on the **09 March 2018**.

INVITATION TO NOMINATE COUNCIL MEMBERS: ANNEXURE A**INVITATION TO REGISTERED PERSONS****SOUTH AFRICAN COUNCIL FOR THE PROPERTY VALUERS PROFESSION**

Dear Registered Person

INVITATION TO NOMINATE COUNCIL MEMBERS: SOUTH AFRICAN COUNCIL FOR THE PROPERTY VALUERS PROFESSION (SACPVP) IN TERMS OF SECTION 3(1)(a) OF THE PROPERTY VALUERS PROFESSION ACT, 2000 (ACT NO. 47 OF 2000)

You are cordially invited to nominate one or more registered persons for consideration and possible appointment as member(s) to the South African Council for the Property Valuers Profession in terms of the Property Valuers Profession Act, 2000 (Act No. 47 of 2000). When nominating, consideration should be given to representivity in respect of race, gender, disability and geographical location.

The following should be noted:

1. Nominees must be registered with the South African Council for the Property Valuers Profession, in at least one of the following categories: Professional Valuer; Professional Associated Valuer or a specified category (**registration in the candidate category is expressly excluded in terms of section 3(1)(a) of the Act**).
2. The nominations should be made on the Nomination Form and be signed by the registered person submitting the nomination (find the Nomination Form from www.sacpvp.co.za).
3. Nominees appointed to the council may not serve for more than two consecutive terms of office.
4. The council will meet at least twice a year and will be supported by administrative staff. The period of office for the members is four years.
5. The nominations must be accompanied by:
 - 5.1 An Acceptance Form duly completed and signed by the nominee;
 - 5.2 A brief Curriculum Vitae in the attached format; and
 - 5.3 A declaration by the nominee stating that he/she is not disqualified in terms of section 6(1) of the Act and has not served on the council for two consecutive terms.
6. Successful nominees will be appointed in their own right and will not represent any constituency in particular.

7. Since the potential number of nominations is likely to exceed the number of vacancies on council by a significant margin, serious consideration will be given to the nominees' expertise, background and ability.
8. All nominees must be South African citizens and be ordinarily resident in the RSA.
9. All nominations, duly completed and signed, must be submitted to the SACPVP at the address provided in this correspondence, by no later than the 9 May 2018. Incomplete nominations and nominations received after this date will not be considered.
10. SACPVP will establish a "Recommendation Panel" (in terms of rule 8.1 of the Rules for the Nomination of SACPVP Council members) which will be responsible for recommending to council the names of the nominees considered most suitable for appointment by the Minister. No member of the Recommendation Panel will be eligible for appointment to the council.
11. The Minister retains the discretion to appoint any person who may have been nominated but not recommended. Therefore, all names of all the nominees will be presented to the Minister.

A non-citizen, unrehabilitated insolvent, person convicted of serious offences (excluding political offences), person found guilty of improper conduct and a person removed from an office of trust does not qualify to serve as a member of council.

Yours faithfully

**THE REGISTRAR
SACPVP**

South African Council for the Property Valuers Profession

Attention : THE REGISTRAR
By hand : 77 Kariba Street, Lynnwood Glen, PRETORIA, 0081
By post : P.O. Box 114, MENLYN, 0063
Telephone : (012) 3488643; Fax: (012) 348 7528
Website : www.sacpvp.co.za

INVITATION TO NOMINATE COUNCIL MEMBERS: ANNEXURE B**INVITATION TO VOLUNTARY ASSOCIATIONS****SOUTH AFRICAN COUNCIL FOR THE PROPERTY VALUERS PROFESSION****INVITATION TO NOMINATE COUNCIL MEMBERS: SOUTH AFRICAN COUNCIL FOR THE PROPERTY VALUERS PROFESSION (SACPVP) IN TERMS OF SECTION 3(1)(a) OF THE PROPERTY VALUERS PROFESSION ACT, 2000 (ACT NO. 47 OF 2000)**

You are cordially invited to nominate one or more persons for consideration and possible appointment as member(s) of the South African Council for the Property Valuers Profession in terms of the Property Valuers Profession Act, 2000 (Act No. 47 of 2000). When nominating, consideration should be given to representivity in respect of race, gender, disability and geographical location.

The following should be noted:

1. **Voluntary Associations** may nominate a maximum of four (4) persons.
Each nomination must be submitted on a separate Nomination Form (find the Nomination Form from www.sacpvp.co.za).
2. Nominees must be registered with the South African Council for the Property Valuers Profession, in at least one of the following categories: Professional Valuer; Professional Associated Valuer or a specified category or a specified category (**registration in the candidate category is expressly excluded in terms of section 3(1)(a) of the Act**).
3. The nominations must be made on the Nomination Form and be signed by a duly authorised representative, typically the President or Chief Executive.
4. Nominees appointed to the council may not serve for more than two consecutive terms of office.
5. The council will meet at least twice a year and will be supported by administrative staff. The period of office for the members is four years.
6. The nominations must be accompanied by:
 - 6.1 An Acceptance Form duly completed and signed by the nominee;
 - 6.2 A brief Curriculum Vitae in the attached format; and
 - 6.3 A declaration by the nominee stating that he/she is not disqualified in terms of section 6(1) of the Act and has not served on the council for two consecutive terms.
7. Successful nominees will be appointed in their own right and will not represent his/her Voluntary Association.

8. Since the number of Voluntary Associations far exceed the number of vacancies on council, serious consideration will be given to the nominees' expertise, background and ability to represent more than one sector of interest contemplated in section 3 of the Act.
9. All nominees must be South African citizens and be ordinarily resident in the RSA.
10. All nominations, duly completed and signed, must be submitted to the Council at the address provided in this correspondence, by no later than the 9 May 2018. Incomplete nominations and nominations received after this date will not be considered.
11. SACPVP will establish a "Recommendation Panel" (in terms of rule 8.1 of the Rules for the Nomination of SACPVP Council members) which will be responsible for recommending to Council the names of the nominees considered most suitable for appointment by the Minister. No member of the Recommendation Panel will be eligible for appointment to the council.
12. The Minister retains the discretion to appoint any person who may have been nominated but not recommended. Therefore, all names of all the nominees will be presented to the Minister.

A non-citizen, unrehabilitated insolvent, person convicted of serious offences (excluding political offences), person found guilty of improper conduct and a person removed from an office of trust does not qualify to serve as a member of council.

Yours faithfully

**THE REGISTRAR
SACPVP**

South African Council for the Property Valuers Profession

Attention : THE REGISTRAR
By hand : 77 Kariba Street, Lynnwood Glen, PRETORIA, 0081
By post : P.O. Box 114, MENLYN, 0063
Telephone : (012) 3488643; Fax: (012) 348 7528
Website : www.sacpvp.co.za

INVITATION TO NOMINATE COUNCIL MEMBERS: ANNEXURE C**INVITATION TO NOMINATING BODIES****SOUTH AFRICAN COUNCIL FOR THE PROPERTY VALUERS PROFESSION****INVITATION TO NOMINATE COUNCIL MEMBERS: SOUTH AFRICAN COUNCIL FOR THE PROPERTY VALUERS PROFESSION (SACPVP) IN TERMS OF SECTION 3(1)(a) and 3(1)(b) OF THE PROPERTY VALUERS PROFESSION ACT, 2000 (ACT NO. 47 OF 2000)**

You are cordially invited to nominate one or more persons for consideration and possible appointment as member(s) of the South African Council for the Property Valuers Profession in terms of the Property Valuers Profession Act, 2000 (Act No. 47 of 2000). When nominating, consideration should be given to representivity in respect of race, gender, disability and geographical location.

The following should be noted:

1. **Nominating Bodies** may nominate a maximum of four (4) persons.
Each nomination must be submitted on a separate Nomination Form (find the Nomination Form from www.sacpvp.co.za).
2. Nominees must be registered with the South African Council for the Property Valuers Profession, in at least one of the following categories: Professional Valuer; Professional Associated Valuer or a specified category or a specified category (**registration in the category of candidate is expressly excluded in terms of section 3(1)(a) of the Act**).
3. The nominations must be made on the Nomination Form and be signed by a duly authorised representative, typically the Chief Executive or authorised person.
4. Nominees appointed to the council may not serve for more than two consecutive terms of office.
5. The council will meet at least twice a year and will be supported by administrative staff. The period of office for the members is four years.
6. The nominations must be accompanied by:
 - 6.1 An Acceptance Form duly completed and signed by the nominee;
 - 6.2 A brief Curriculum Vitae in the attached format; and
 - 6.3 A declaration by the nominee stating that he/she is not disqualified in terms of section 6(1) of the Act has not served on the council for two consecutive terms.

7. Successful nominees will be appointed in their own right and will not represent their nominating body.
8. Since the number of Nominating Bodies far exceed the number of vacancies on council, serious consideration will be given to the nominees' expertise, background and ability to represent more than one sector of interest contemplated in section 3 of the Act.
9. All nominees must be South African citizens and be ordinarily resident in the RSA.
10. All nominations, duly completed and signed, must be submitted to the council at the address provided in this correspondence, by no later than the 9 May 2018. Incomplete nominations and nominations received after this date will not be considered.
11. SACPVP will establish a "Recommendation Panel" (in terms of rule 8.1 of the Rules for the Nomination of SACPVP Council members) which will be responsible for recommending to council the names of the nominees considered most suitable for appointment by the Minister. No member of the Recommendation Panel will be eligible for appointment to the council.
12. The Minister retains the discretion to appoint any person who may have been nominated but not recommended. Therefore, all names of all the nominees will be presented to the Minister.

A non-citizen, unrehabilitated insolvent, person convicted of serious offences (excluding political offences), person found guilty of improper conduct and a person removed from an office of trust does not qualify to serve as a member of council.

Yours faithfully

**THE REGISTRAR
SACPVP**

South African Council for the Property Valuers Profession

Attention : THE REGISTRAR
By hand : 77 Kariba Street, Lynnwood Glen, PRETORIA, 0081
By post : P.O. Box 114, MENLYN, 0063
Telephone : (012) 3488643; Fax: (012) 348 7528
Website : www.sacpvp.co.za

INVITATION TO NOMINATE COUNCIL MEMBERS: ANNEXURE D
INVITATION TO THE PUBLIC TO BE PUBLISHED IN THE NEWSPAPERS

SOUTH AFRICAN COUNCIL FOR THE PROPERTY VALUERS PROFESSION

Invitation to the Members of the Public

Dear Sir/Madam

INVITATION TO NOMINATE COUNCIL MEMBERS: SOUTH AFRICAN COUNCIL FOR THE PROPERTY VALUERS PROFESSION (SACPVP) IN TERMS OF SECTION 3(1)(c) OF THE PROPERTY VALUERS PROFESSION ACT, 2000 (ACT NO. 47 OF 2000)

Call for Nominations for members of the public to be appointed as members of the South African Council for the Property Valuers Profession.

in terms of the Property Valuers Profession Act, 2000 (Act No. 47 of 2000), nominations are invited from members of the general public to serve on the SACPVP Council:

- Number of vacancies: **2 vacancies.**

Background

In December 2000, the President assented to legislation providing for the establishment of the South African Council for the Property Valuers Profession (the council). The council replaced the previous statutory council and board for the profession. The council registers professionals and candidates, accredits educational programmes, upholds professional conduct, identifies the functions of the profession, recommends professional fees and promotes regional, international recognition of the profession and protects the public against improper conduct by registered persons.

The council will meet at least twice a year and will be supported by administrative staff.

The term of office for the members is four years.

Each nomination must be in writing and must contain the following information in the detail required by the council. *(Please refer to the council directly for further information.)*

1. The name and address of the nominating person or organization;
2. The name, address and identity number of the nominee;
3. An Acceptance Form duly completed and signed by the nominee;
4. Motivation for the appointment of the nominee to the Council (not exceeding one page);
5. A short Curriculum Vitae of the nominee (not exceeding two pages); and
6. A declaration by the nominee stating that he/she is not disqualified in terms of section 6(1) of the Act and has not served on the Council for two consecutive terms.

All nominations, duly completed and signed, must be submitted to the Council at the address provided in this correspondence, by no later than the 9 May 2018. Incomplete nominations and nominations received after this date will not be considered.

A non-citizen, unrehabilitated insolvent, person convicted of serious offences (excluding political offences), person found guilty of improper conduct and a person removed from an office of trust does not qualify to serve as a member of council.

Yours faithfully

**THE REGISTRAR
SACPVP**

South African Council for the Property Valuers Profession

Attention : THE REGISTRAR
By hand : 77 Kariba Street, Lynnwood Glen, PRETORIA, 0081
By post : P.O. Box 114, MENLYN, 0063
Telephone : (012) 3488643; Fax: (012) 348 7528
Website : www.sacpvp.co.za

**DEPARTMENT OF RURAL DEVELOPMENT AND LAND REFORM
NOTICE 105 OF 2018**

GENERAL NOTICE IN TERMS SECTION 11 (1) OF THE RESTITUTION OF LAND RIGHTS ACT, 1994 (ACT NO. 22 OF 1994)

Notice is hereby given in terms of Section 11 (1) of the Restitution of Land Rights Act, 1994 (Act No. 22 of 1994) that a claim for the restitution of land rights on the following properties have been lodged with the Regional Land Claims Commissioner: KwaZulu-Natal and that the Commission on Restitution of Land Rights will further investigate the claim in terms of provisions of the Act in due course:

Property	:	A portion of the consolidated farm Milton No. 15007, known before consolidation as Portion 14 of the farm Milton No. 10477
Extent of property	:	26, 4108 ha
Magisterial District	:	Newcastle
Administrative District	:	KwaZulu-Natal
Current Title Deed No.	:	T4292/1977
Current Owner	:	Arcelormittal South Africa Ltd
Bonds & Restrictive Conditions (Interdicts)	:	BC27174/1995; K1297/1999S; K1298/1999S; K789/1995S; K94/1984S; VA749/1999
Claimant	:	Mabuza John Tyrell Mabaso on behalf of the Mabaso Family
Date claim lodged	:	17 December 1998
Reference number	:	KRN6/2/2/E/31/0/0/51

Any party/parties who have an interest in the above-mentioned properties is hereby invited to submit, within **30 days** from the date of publication of this notice, any representations and/ or information which shall assist the Commissioner in proving or disproving this claim.

Should no information and/ or representations from the affected party/ parties be forthcoming within the stipulated period, the affected party/parties shall be *ipso facto* barred from further doing so and the Commission shall continue with the subsequent processes towards completion of the investigation.

Any comments and information should be submitted to:

The Regional Land Claims Commissioner: KwaZulu-Natal
Private Bag X9120
Pietermaritzburg 3200

Tel: (033) 355 - 8400
Fax: (033) 342 - 3409

Submissions may also be delivered to Second Floor, African Life Building, 200 Church Street, Pietermaritzburg.

LEBJANE MAPHUTHA
REGIONAL LAND CLAIMS COMMISSIONER: KWAZULU NATAL
DATE:

DEPARTMENT OF RURAL DEVELOPMENT AND LAND REFORM**NOTICE 106 OF 2018****GENERAL NOTICE IN TERMS OF THE RESTITUTION OF LAND RIGHTS ACT, 1994 (ACT NO. 22 OF 1994)**

Notice is hereby given in terms of Section 11 (1) of the Restitution of Land Rights Act, 1994 (Act No. 22 of 1994) that a claim for the restitution of land rights on the following properties have been lodged with the Regional Land Claims Commissioner: KwaZulu-Natal and that the Commission on Restitution of Land Rights will further investigate the claim in terms of provisions of the Act in due course:

Property	:	Sub 42 (a subdivision of Ptn 41) of the farm Kraans Kloof No. 867
Extent of property	:	29, 1040 ha
Magisterial District	:	Ethekwini
Administrative District	:	KwaZulu-Natal
Previous Title Deed No.	:	T10445/1970
Claimant	:	Mangamah Naicker on behalf of the Naicker Family
Date claim lodged	:	8 August 1997
Reference number	:	KRN6/2/3/E/39/836/1863/102

Any party/parties who have an interest in the above-mentioned properties is hereby invited to submit, within **30 days** from the date of publication of this notice, any representations and/ or information which shall assist the Commissioner in proving or disproving this claim.

Should no information and/ or representations from the affected party/ parties be forthcoming within the stipulated period, the affected party/parties shall be *ipso facto* barred from further doing so and the Commission shall continue with the subsequent processes towards completion of the investigation.

Any comments and information should be submitted to:

The Regional Land Claims Commissioner: KwaZulu-Natal
Private Bag X9120
Pietermaritzburg 3200

Tel: (033) 355 - 8400
Fax: (033) 342 - 3409

Submissions may also be delivered to Second Floor, African Life Building, 200 Church Street, Pietermaritzburg.

LEBJANE MAPHUTHA
REGIONAL LAND CLAIMS COMMISSIONER: KWAZULU NATAL
DATE:

DEPARTMENT OF RURAL DEVELOPMENT AND LAND REFORM

NOTICE 107 OF 2018

GENERAL NOTICE IN TERMS OF SECTION 11A (2) OF THE RESTITUTION OF LAND RIGHTS ACT, NO 22 OF 1994

WHEREAS a land claim was lodged by Mandla Alpheus Hlatshwayo on behalf of the Siyaya-Rooipoint Community, which claim was published in terms of section 11 (1) of the Restitution of Land Rights Act, No 22 of 1994 (as amended), herein referred to as the Act.

And

WHEREAS during further investigation of the land claim in so far as it related to the properties referred to below, the Regional Land Claims Commissioner, has reason to believe that the claimants have received just and equitable compensation.

NOW THEREFORE NOTICE is hereby given in terms of section 11(A) (2) of the Act that at the expiry of **thirty (30) days** from the date of the publication of this notice in the Government Gazette, the notice of the claim previously published under the terms of section 11 (1) of the Act under Notice No. 1191 of 2004 published in Government Gazette No. 26496 dated 2 July 2004, will be amended to **WITHDRAW** the property listed below, unless cause to the contrary is shown to the satisfaction of the Regional Land Claims Commissioner.

The details of Notice No. 1191 of 2004 published in Gazette No. 26496 dated 2 July 2004, include the following:

Reference No.	:	KRN6/2/2/E/31/0/059
Claimant	:	Mandla Alpheus Hlatshwayo on behalf of the Siyaya-Rooipoint Community
Property Description	:	Remainder of Portion 14 of the farm Roy Point No. 2959
Total extent	:	282, 3111 ha
Owner	:	A L Sacoor & Sons cc

Any party who may have an interest in the above mentioned land claim is hereby invited to make representations, within 30 days from the publication of this notice, as to show cause why the claim should not be amended in terms of section 11A (4) of the Act.

The representations must be forwarded to

The Regional Land Claims Commissioner: KwaZulu-Natal
Private Bag X9120
Pietermaritzburg 3200

Tel: (033) 355-8400
Fax: (033) 342-3409

Submissions may also be delivered to African Life Building, Second Floor, 200 Church Street, Pietermaritzburg 3201.

LEBJANE MAPHUTHA
REGIONAL LAND CLAIMS COMMISSIONER: KWAZULU-NATAL
DATE:

DEPARTMENT OF SCIENCE AND TECHNOLOGY
NOTICE 108 OF 2018



science
& technology

Department:
Science and Technology
REPUBLIC OF SOUTH AFRICA



**CALL FOR NOMINATION OF CANDIDATES TO SERVE ON THE
SOUTH AFRICAN NATIONAL SPACE AGENCY BOARD**

The Minister of Science and Technology hereby invites interested parties to nominate candidates to be considered for appointment to the Board of the South African National Space Agency (SANSa), which is being reconstituted in terms of the SANSa Act, 2008 (Act No. 36 of 2008).

The objects of SANSa are to –

- promote the peaceful use of space;
- support the creation of an environment conducive to industrial development in space technology;
- foster research in space science, communications, navigation and space physics;
- advance scientific, engineering and technological competencies and capabilities through human capital development outreach programmes and infrastructure development; and
- foster international cooperation in space-related activities.

The Board will consist of a chairperson and 10 to 15 other members who are appointed in their personal capacities and serve on a part-time basis for a maximum of four years effective from 1 September 2018. Allowances will be in accordance with the National Treasury guidelines for remuneration.

When submitting a nomination, it should be borne in mind that the members of the Board should be citizens or permanent residents of South Africa, and should have distinguished themselves in the field of the space science and technology or possess the relevant qualifications, experience or skills in relation to some aspect of the functions of the Agency.

Relevant curricula vitae for nominated candidates, including the following information, should be provided: Identity number; gender; race; designation and responsibilities; contact details (postal and email addresses, and telephone and fax numbers); qualifications and field; current and past service on boards; areas of expertise; and the names and contact details of two referees.

Confirmation of the availability of the nominee is also required.

Nominations may be sent to the Director-General: Science and Technology by **30 March 2018**, for attention Ms Happy Molefe, in one of the following ways:

- By email to Phumelele.Yabo@dst.gov.za.
- By post to the Department of Science and Technology, Private Bag X894, Pretoria, 0001.
- By hand to the Department of Science and Technology, Building 53, Scientia Campus, Meiring Naudé Road, Brummeria, Pretoria.
- By fax to 086 680 9326.

NB: Nominations will not be considered unless all the requirements set out above are met. Correspondence will be entered into with shortlisted candidates only.

Enquiries: Happy Molefe at 012 843 6651 (tel.), 086 680 9326 (fax) or happy.molefe@dst.gov.za.



**science
& technology**
Department:
Science and Technology
REPUBLIC OF SOUTH AFRICA



**National
Research
Foundation**

CALL FOR NOMINATION OF CANDIDATES TO SERVE ON THE NATIONAL RESEARCH FOUNDATION BOARD

The Minister of Science and Technology hereby invites interested parties to nominate candidates to be considered for appointment to the National Research Foundation (NRF) Board. The Board is being reconstituted in line with Section 6(1) of the NRF Act, 1998 (Act No. 23 of 1998).

The object of the NRF is to support and promote research through funding, human resource development, and the provision of the necessary research facilities in order to facilitate the creation of knowledge, innovation and development in all fields of science and technology, including indigenous knowledge, and thereby contributing to the improvement of the quality of life of all the people of South Africa.

In terms of section 6(1) of the Act, the Board will consist of –

- the chairperson designated by the Minister;
- no fewer than nine and no more than eleven members; and
- the Chief Executive Officer, who is a member of the Board by virtue of his or her office.

The members of the Board will be appointed in their personal capacity and serve on a part-time basis for a period not exceeding four years, from 1 October 2018 to 30 September 2022. Allowances will be in accordance with the National Treasury guidelines for remuneration.

When submitting a nomination, it should be borne in mind that the members of the Board, including the Chairperson, must be people who –

- have achieved distinction in the field of research and technology;
- research and technology management;
- business, public affairs or civil society; and
- are citizens of or have the right to permanent residence in South Africa.

In addition to the requirements of the Act, members of the Board should also have significant experience in finance, planning and corporate governance, ideally of institutions of a similar stature to the NRF. Nominations should clearly indicate which categories of experience set out above apply to the nominee. Nominations should be submitted to the Minister of Science and Technology by no later than **30 March 2018**.

Relevant curricula vitae for nominated candidates, including the following information, should be provided: Identity number; gender; race; designation and responsibilities; contact details (postal and email addresses, and telephone and fax numbers); qualifications and field; current and past service on boards; areas of expertise; and the names and contact details of two referees.

Confirmation of the availability of the nominee is also required.

Nominations may be sent to the Director-General: Science and Technology, for attention Ms Happy Molefe, in one of the following ways:

- By email to Olorato.Mpolokeng@dst.gov.za.
- By post to the Department of Science and Technology, Private Bag X894, Pretoria, 0001.
- By hand to the Department of Science and Technology, Building 53, Scientia Campus, Meiring Naudé Road, Brummeria, Pretoria.
- By fax to 086 680 9326.

NB: Nominations will not be considered unless all the requirements set out above are met. Correspondence will be entered into with shortlisted candidates only.

Enquiries: Happy Molefe at 012 843 6651 (tel.), 086 680 9326 (fax) or happy.molefe@dst.gov.za.

**SOUTH AFRICAN RESERVE BANK
NOTICE 109 OF 2018**

Notice and Order of Forfeiture

Notice of Forfeiture to the State of money in terms of the provisions of Regulation 22B of the Regulations ("the Exchange Control Regulations") made under Section 9 of the Currency and Exchanges Act, 1933 (Act No. 9 of 1933), as amended, as promulgated by Government Notice No. R.1111 of 1961-12-01 in respect of the money of:

Dreamland Exotic Close Corporation (the 'Respondent')
(Registration number 2006/225129/23)

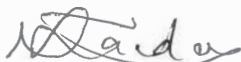
of:

14 Saint Elmo Street
Mayfair West
2092

Be pleased to take notice that:

1. The Minister of Finance has, by virtue of the provisions of Regulation 22E of the Exchange Control Regulations delegated all the functions and/or powers conferred upon the Treasury by the provisions of the Exchange Control Regulations [with the exception of the functions and/or powers conferred upon the Treasury by Regulations 3(5) and (8), 20 and 22, but which exception does not include the functions and/or powers under Exchange Control Regulations 22A, 22B, 22C and 22D], and assigned the duties imposed thereunder on the Treasury, to, *inter alia*, the Governor or the Deputy Governor of the South African Reserve Bank.
2. By virtue of the functions, powers and/or duties vested in me, in my capacity as the Deputy Governor of the South African Reserve Bank, in terms of the delegation and assignment of the functions, powers and/or duties referred to in 1 above, I hereby give notice of a decision to forfeit to the State the following money and I hereby declare and order forfeit to the State the following money, namely:
 - 2.1 the amount of R4 513 067.13 being capital standing to the credit of the Respondent, in account number 9286397276, held with ABSA Bank Limited, together with any interest thereon and/or other accrual thereto; and
 - 2.2 the amount of R118 673.87 being capital standing to the credit of the Respondent, in account number 4081885049, held with ABSA Bank Limited, together with any interest thereon and/or other accrual thereto.
3. The date upon which the money specified in 2 above is hereby forfeited to the State is the date upon which this Notice of Forfeiture is published in this Gazette.
4. The money specified in 2 above shall be disposed of by deposit thereof to the National Revenue Fund.
5. This Notice also constitutes a written order, as contemplated in Regulation 22B of the Exchange Control Regulations, in terms of which the money specified in 2 above is hereby forfeited to the State.

6. Signed at Pretoria on this 26 day of FEBRUARY 2018.



K Naidoo
Deputy Governor
South African Reserve Bank

DEPARTMENT OF TRADE AND INDUSTRY

NOTICE 110 OF 2018

SECTION 12I TAX ALLOWANCE PROGRAMME

The Minister of Trade and Industry, Dr Rob Davies - in terms of section 12I (19)d of the Income Tax Act, 1962 (Act 58 of 1962) as amended (herein after referred to as the Act) and the Regulations promulgated in the Government Gazette No. 33385 of 23 July 2010 - hereby publishes the decision to **approve** an application received for the 12I Tax Allowance Programme.

Particulars of applicant

- Name of applicant: **Mpact Operations (Pty) Ltd**
- **Mpact Operations (Pty) Ltd– Wadeville Closures Project** is a project to manufacture **Closures**. The project will invest a total of **R 54 572 271**, with the value of qualifying manufacturing assets equal to **R 54 572 271**. The project is classifiable under **SIC 3380**.
- Description and costs of qualifying manufacturing assets:

Assets	Expected Date of Assets In Use	Value of Qualifying Assets (R)
Plant and Machinery	1 July 2017	54 572 271
Total Qualifying Assets		54 572 271

- Date of approval: **21 November 2017**.
- Envisaged date of commercial production: **31 July 2017**.
- Additional investment allowance benefit period: **December 2016 to December 2020**.
- **Mpact Operations (Pty) Ltd – Wadeville Closures Project** is approved as a **Brownfield** project and awarded **5** points and afforded **Qualifying Status**.
- The approved amount for the additional **investment** allowance in respect of manufacturing assets to be brought into use by **Mpact Operations (Pty) Ltd** is **R19 100 294** (nineteen million one hundred thousand two hundred and ninety four rand).
- The approved amount for the additional **training** allowance is **R1 224 000** (one million two hundred and twenty four thousand rand).
- Total potential national revenue to be forgone by virtue of deduction of the approved allowances **Mpact Operations (Pty) Ltd** will be **R 5 690 802**.

Enquiries relating to this publication should be made to:

The Secretariat: 12I Tax Allowance Programme
Department of Trade and Industry
Private Bag X84
PRETORIA
0001

For attention:	Mamaki Ngobeni
Telephone No.:	012 394 1016
Fax No.:	012 394 2016

DEPARTMENT OF TRADE AND INDUSTRY

NOTICE 111 OF 2018

SECTION 12I TAX ALLOWANCE PROGRAMME

The Minister of Trade and Industry, Dr Rob Davies - in terms of section 12I (19)d of the Income Tax Act, 1962 (Act 58 of 1962) as amended (herein after referred to as the Act) and the Regulations promulgated in the Government Gazette No. 33385 of 23 July 2010 - hereby publishes the decision to **approve** an application received for the 12I Tax Allowance Programme.

Particulars of applicant

- Name of applicant: **NCP Alcohol (Pty) Ltd.**
- **NCP Alcohol (Pty) Ltd – Maize Expansion and Energy Efficiency Project** is a project to manufacture **Ethanol, Dried Distillers grain solubles**. The project will invest a total of **R816 159 176**, with the value of qualifying manufacturing assets equal to **R810 184 176**. The project is classifiable under **SIC 3341,3033**.
- Description and costs of qualifying manufacturing assets:

Assets	Expected Date of Assets In Use	Value of Qualifying Assets (R)
Plant and Machinery	1 January 2020	R810 184 176
Total Qualifying Assets		R810 184 176

- Date of approval: **18 January 2018**.
- Envisaged date of commercial production: **1 January 2020**.
- Additional investment allowance benefit period: **January 2018 to January 2021**.
- **NCP Alcohol (Pty) Ltd – Maize Expansion and Energy Efficiency Project** is approved as a **Brownfield** project and awarded **6** points and afforded **Qualifying Status**.
- The approved amount for the additional **investment** allowance in respect of manufacturing assets to be brought into use by **NCP Alcohol (Pty) Ltd** is **R283 564 462** (two hundred eighty three million five hundred and sixty four thousand four hundred and sixty two rand).
- The approved amount for the additional **training** allowance is **R2 844 000** (two million eight hundred and forty four thousand rand).
- Total potential national revenue to be forgone by virtue of deduction of the approved allowances **NCP Alcohol (Pty) Ltd** will be **R80 194 369**.

Enquiries relating to this publication should be made to:

The Secretariat: 12I Tax Allowance Programme
Department of Trade and Industry
Private Bag X84
PRETORIA
0001

For attention:	Crystal Papier
Telephone No.:	012 394 1069
Fax No.:	012 394 2069

DEPARTMENT OF TRADE AND INDUSTRY

NOTICE 112 OF 2018

SECTION 12I TAX ALLOWANCE PROGRAMME

The Minister of Trade and Industry, Dr Rob Davies - in terms of section 12I (19)d of the Income Tax Act, 1962 (Act 58 of 1962) as amended (herein after referred to as the Act) and the Regulations promulgated in the Government Gazette No. 33385 of 23 July 2010 - hereby publishes the decision to **approve** an application received for the 12I Tax Allowance Programme.

Particulars of applicant

- Name of applicant: **SOUTHEY HOLDINGS (PTY) LTD.**
- **Southey Holdings (Pty) Ltd – Dormac Dock 2** is a project to do dry dockings and repairing of various types of vessels. The project will invest a total of **R217 297 000**, with the value of qualifying manufacturing assets equal to **R217 297 000**. The project is classifiable under **SIC 33841**
- Description and costs of qualifying manufacturing assets:

Assets	Expected Date of Assets In Use	Value of Qualifying Assets (R)
Plant and Machinery	July 2019	217 297 000
Total Qualifying Assets		217 297 000

- Date of approval: **02 November 2017.**
- Envisaged date of commercial production: 1 July 2019
- Additional investment allowance benefit period: **November 2017 to November 2021.**
- Additional training allowance benefit period: **November 2017 to November 2023.**
- **Southey Holdings (Pty) Ltd – Dormac Dock 2** is approved as a **Greenfield** project and awarded **7** points and afforded **Preferred Status**.
- The approved amount for the additional **investment** allowance in respect of manufacturing assets to be brought into use by **Southey Holdings (Pty) Ltd** is **R119 513 350** (one hundred and nineteen million five hundred and thirteen thousand three hundred and fifty rand).
- The approved amount for the additional **training** allowance is **R6 480 000** (six million four hundred and eighty thousand rand).
- Total potential national revenue to be forgone by virtue of deduction of the approved allowances for **Southey Holdings (Pty) Ltd** will be **R 35 362 138**.

Enquiries relating to this publication should be made to:

The Secretariat: 12I Tax Allowance Programme
Department of Trade and Industry
Private Bag X84
PRETORIA
0001

For attention:	Crystal Papier
Telephone No.:	012 394 1069
Fax No.:	012 394 2069

DEPARTMENT OF TRADE AND INDUSTRY

NOTICE 113 OF 2018

SECTION 12I TAX ALLOWANCE PROGRAMME

The Minister of Trade and Industry, Dr Rob Davies - in terms of section 12I (19)d of the Income Tax Act, 1962 (Act 58 of 1962) as amended (herein after referred to as the Act) and the Regulations promulgated in the Government Gazette No. 33385 of 23 July 2010 - hereby publishes the decision to **approve** an application received for the 12I Tax Allowance Programme.

Particulars of applicant

- Name of applicant: **AVI Products (Pty) Ltd**
- AVI Products (Pty) Ltd - Project Cato Ridge** is a project to manufacture **pet foods**. The project will invest a total of **R 96 375 899**, with the value of qualifying manufacturing assets equal to **R 63 683 947**. The project is classifiable under SIC edition 5: **3033 (SIC edition 7: 1080)**.
- Description and costs of qualifying manufacturing assets:

Assets	Expected Date of Assets In Use	Value of Qualifying Assets (R)
Plant & Machinery	January 2019	18 670 000
Additions to buildings	January 2019	45 013 947
Total Qualifying Assets		R 63 683 947

- Date of approval: **18 January 2018**
- Additional investment allowance benefit period: **December 2017 to December 2021**.
- AVI Products (Pty) Ltd - Project Cato Ridge** is approved as a **Brownfield** project and awarded **5 points** and afforded **Qualifying Status**.
- The approved amount for the additional **investment** allowance in respect of manufacturing assets to be brought into use by the company is **R 22 289 381 (twenty-two million two hundred and eighty-nine thousand three hundred and eighty-one rand)**
- The approved amount for the additional **training** allowance is **R4 680 000 (four million six hundred and eighty thousand rand)**.
- Total potential national revenue to be forgone by virtue of deduction of the approved allowances of **AVI Products (Pty) Ltd** will be **R 7 551 427**.

Enquiries relating to this publication should be made to:

The Secretariat: 12I Tax Allowance Programme
Department of Trade and Industry
Private Bag X84
PRETORIA
0001

For attention: Andre Potgieter
Telephone No.: 012 394 1427
Fax No.: 012 394 2427

DEPARTMENT OF TRADE AND INDUSTRY
NOTICE 114 OF 2018
SECTION 12I TAX ALLOWANCE PROGRAMME

The Minister of Trade and Industry, Dr Rob Davies - in terms of section 12I (19)d of the Income Tax Act, 1962 (Act 58 of 1962) as amended (herein after referred to as the Act) and the Regulations promulgated in the Government Gazette No. 33385 of 23 July 2010 - hereby publishes the decision to **approve** an application received for the 12I Tax Allowance Programme.

Particulars of applicant

- Name of applicant: [Rhodes Food Group \(Pty\) Ltd](#)
- [Rhodes Food Group \(Pty\) Ltd - Long Life Beverages Wellington Expansion Project](#) is a project to manufacture [Fruit Juices, Pulps and Purees](#). The project will invest a total **R277 628 670** of, with the value of qualifying manufacturing assets equal to [R241 728 670](#). The project is classifiable under SIC 3013 ([SIC 10300 in version 7](#)).
-
- Description and costs of qualifying manufacturing assets:

Assets	Expected Date of Assets In Use	Value of Qualifying Assets (R)
Plant and Machinery	March 2017	R147 022 884
Buildings	January 2017	R94 705 786
Total Qualifying Assets		R241 728 670

- Date of approval: 21 [November 2017](#)
- Envisaged date of commercial production: [January 2017](#).
- Additional investment allowance benefit period: [December 2016 to December 2020](#).
- [Rhodes Food Group \(Pty\) Ltd](#) is approved as a [Brownfield](#) project and awarded 7 [points](#) and afforded [Preferred Status](#).
- The approved amount for the additional **investment** allowance in respect of manufacturing assets to be brought into use by the company is [R132 950 769 \(one hundred thirty- two million nine hundred and fifty thousand seven hundred and sixty nine rand\)](#).
- The approved amount for the additional **training** allowance is [R4 121 440 \(four million one hundred twenty one thousand and four hundred and forty rand\)](#)
- Total potential national revenue to be forgone by virtue of deduction of the approved allowances of [Rhodes Food Group \(Pty\) Ltd](#) will be [R38 380 218](#).

Enquiries relating to this publication should be made to:

The Secretariat: 12I Tax Allowance Programme
 Department of Trade and Industry
 Private Bag X84
 PRETORIA
 0001

For attention: Crystal Papier
 Telephone No.: 012 394 1069
 Fax No.: 012 394 2069

DEPARTMENT OF TRADE AND INDUSTRY

NOTICE 115 OF 2018

SECTION 12I TAX ALLOWANCE PROGRAMME

The Minister of Trade and Industry, Dr Rob Davies - in terms of section 12I (19)d of the Income Tax Act, 1962 (Act 58 of 1962) as amended (herein after referred to as the Act) and the Regulations promulgated in the Government Gazette No. 33385 of 23 July 2010 - hereby publishes the decision to **approve** an application received for the 12I Tax Allowance Programme.

Particulars of applicant

- Name of applicant: **Kimberly- Clark of South Africa (Pty) Ltd**
- Kimberly-Clark South Africa (Pty) Ltd- Epping Diaper Project** is a project to manufacture **Open diapers**. The project will invest a total of **R268 600 000**, with the value of qualifying manufacturing assets equal to **R 268 600 000**. The project is classifiable under SIC **3239** or SIC Edition: **1709**
- Description and costs of qualifying manufacturing assets:

Assets	Expected Date of Assets In Use	Value of Qualifying Assets (R)
Plant and Machinery	October 2018	268 600 000
Total Qualifying Assets		268 600 000

- Date of approval: **30 June 2017**
- Envisaged date of commercial production: **October 2018**.
- Additional investment allowance benefit period: **June 2017 to June 2021**.
- Kimberly-Clark South Africa (Pty) Ltd** is approved as a **Greenfield** project and awarded 5 **points** and afforded **Qualifying Status**.
- The approved amount for the additional **investment** allowance in respect of manufacturing assets to be brought into use by the company is **R268 600 000 (two hundred sixty eight million six hundred thousand rand)**.
- The approved amount for the additional **training** allowance **R 993 777 (nine hundred ninety three thousand seven hundred and seventy seven rand)**.
- Total potential national revenue to be forgone by virtue of deduction of the approved allowances of **the company** will be **R26 601 058**.

Enquiries relating to this publication should be made to:

The Secretariat: 12I Tax Allowance Programme
Department of Trade and Industry
Private Bag X84
PRETORIA
0001

For attention: Crystal Papier
Telephone No.: 012 394 1069
Fax No.: 012 394 2069

DEPARTMENT OF TRADE AND INDUSTRY

NOTICE 116 OF 2018

SECTION 12I TAX ALLOWANCE PROGRAMME

The Minister of Trade and Industry, Dr Rob Davies - in terms of section 12I (19)d of the Income Tax Act, 1962 (Act 58 of 1962) as amended (herein after referred to as the Act) and the Regulations promulgated in the Government Gazette No. 33385 of 23 July 2010 - hereby publishes the decision to **approve** an application received for the 12I Tax Allowance Programme.

Particulars of applicant

- Name of applicant: **Topwell Chemicals SA (Pty) Ltd**
- **Topwell Chemicals SA (Pty) Ltd- Organic Pigment Manufacturing** is a project to manufacture **Organic Pigments**. The project will invest a total of **R207 206 208**, with the value of qualifying manufacturing assets equal to **R200 406 000**. The project is classifiable under **SIC 3341**.
- Description and costs of qualifying manufacturing assets:

Assets	Expected Date of Assets In Use	Value of Qualifying Assets (R)
Plant and Machinery	1 September 2018	107 323 000
Buildings	1 September 2019	93 083 000
Total Qualifying Assets		R200 406 000

- Date of approval: **02 November 2017**.
- Envisaged date of commercial production: **1 September 2018**.
- Additional investment allowance benefit period: **November 2017 to November 2021**.
- **Topwell Chemicals SA (Pty) Ltd** –is approved as a **Greenfield** project and awarded 7 points and afforded **Preferred Status**.
- The approved amount for the additional **investment** allowance in respect of manufacturing assets to be brought into use **Topwell Chemicals SA (Pty) Ltd** is **R110 223 300** (one hundred and ten million two hundred and twenty three thousand three hundred rand).
- The approved amount for the additional **training** allowance is **R 2 952 000** (two million nine hundred and fifty two thousand rand).
- Total potential national revenue to be forgone by virtue of deduction of the approved allowances **Topwell Chemicals SA (Pty) Ltd** will be **R32 987 964**.

Enquiries relating to this publication should be made to:

The Secretariat: 12I Tax Allowance Programme
Department of Trade and Industry
Private Bag X84
PRETORIA
0001

For attention:	Crystal Papier
Telephone No.:	012 394 1069
Fax No.:	012 394 2069

DEPARTMENT OF TRADE AND INDUSTRY
NOTICE 117 OF 2018
SECTION 12I TAX ALLOWANCE PROGRAMME

The Minister of Trade and Industry, Dr Rob Davies - in terms of section 12I (19)d of the Income Tax Act, 1962 (Act 58 of 1962) as amended (herein after referred to as the Act) and the Regulations promulgated in the Government Gazette No. 33385 of 23 July 2010 - hereby publishes the decision to **approve** an application received for the 12I Tax Allowance Programme.

Particulars of applicant

- Name of applicant: **Neopak (Pty) Ltd**
- **Neopak (Pty) Ltd- Rosslyn Combined Heat and Power Plant** is a project to manufacture **Corrugated Cardboard**. The project will invest a total of **R197 237 873**, with the value of qualifying manufacturing assets equal to **R184 565 373**. The project is classifiable under **SIC 3231**.
- Description and costs of qualifying manufacturing assets:

Assets	Expected Date of Assets In Use	Value of Qualifying Assets (R)
Plant and Machinery	March 2019	184 565 373
Total Qualifying Assets		184 565 373

- Date of approval: **02 November 2017**.
- Envisaged date of commercial production: **1 March 2019**.
- Additional investment allowance benefit period: **November 2017 to November 2021**.
- **Neopak (Pty) Ltd** –is approved as a **Brownfield** project and awarded 5 points and afforded **Qualifying Status**.
- The approved amount for the additional **investment** allowance in respect of manufacturing assets to be brought into use **Neopak (Pty) Ltd** is **R64 597 881** (sixty four million five hundred and ninety seven thousand eight hundred and eighty one rand).
- The approved amount for the additional **training** allowance is **R288 000** (two hundred and eighty eight thousand rand).
- Total potential national revenue to be forgone by virtue of deduction of the approved allowances **Neopak (Pty) Ltd** will be **R18 168 047**.

Enquiries relating to this publication should be made to:

The Secretariat: 12I Tax Allowance Programme
 Department of Trade and Industry
 Private Bag X84
 PRETORIA
 0001

For attention: Crystal Papier
 Telephone No.: 012 394 1069
 Fax No.: 012 394 2069

DEPARTMENT OF TRADE AND INDUSTRY**NOTICE 118 OF 2018****SECTION 12I TAX ALLOWANCE PROGRAMME**

The Minister of Trade and Industry, Dr Rob Davies - in terms of section 12I (19)d of the Income Tax Act, 1962 (Act 58 of 1962) as amended (herein after referred to as the Act) and the Regulations promulgated in the Government Gazette No. 33385 of 23 July 2010 - hereby publishes the decision to **approve** an application received for the 12I Tax Allowance Programme.

Particulars of applicant

- Name of applicant: **Tiger Consumer Brands Ltd.**
- **Tiger Consumer Brands Ltd – Pouch Baby Food Capacity Expansion** is a project to manufacture **Purity Pouch Baby Food**. The project will invest a total of **R 74 493 338**, with the value of qualifying manufacturing assets equal to **R 74 328 338**. The project is classifiable under **SIC 3049**.
- Description and costs of qualifying manufacturing assets:

Assets	Expected Date of Assets In Use	Value of Qualifying Assets (R)
Plant and Machinery	30 November 2017	65 974 135
Buildings	30 September 2017	8 354 203
Total Qualifying Assets		74 328 338

- Date of approval: **2 November 2017**.
- Envisaged date of commercial production: **30 November 2017**.
- Additional investment allowance benefit period: **December 2016 to December 2020**.
- **Tiger Consumer Brands Ltd – Pouch Baby Food Capacity Expansion** is approved as a **Brownfield** project and awarded 5 points and afforded **Qualifying Status**.
- The approved amount for the additional **investment** allowance in respect of manufacturing assets to be brought into use by **Tiger Consumer Brands Ltd** is **R26 014 918** (twenty six million fourteen thousand nine hundred and eighteen rand).
- The approved amount for the additional **training** allowance is **R 792 000** (seven hundred and ninety two thousand rand).

- Total potential national revenue to be forgone by virtue of deduction of the approved allowances **Tiger Consumer Brands Ltd** will be **R 7 505 937**.

Enquiries relating to this publication should be made to:

The Secretariat: 12I Tax Allowance Programme
Department of Trade and Industry
Private Bag X84
PRETORIA
0001

For attention:	Mamaki Ngobeni
Telephone No.:	012 394 1016
Fax No.:	012 394 2016

DEPARTMENT OF TRADE AND INDUSTRY

NOTICE 119 OF 2018

SECTION 12I TAX ALLOWANCE PROGRAMME

The Minister of Trade and Industry, Dr Rob Davies - in terms of section 12I (19)d of the Income Tax Act, 1962 (Act 58 of 1962) as amended (herein after referred to as the Act) and the Regulations promulgated in the Government Gazette No. 33385 of 23 July 2010 - hereby publishes the decision to **approve** an application received for the 12I Tax Allowance Programme.

Particulars of applicant

- Name of applicant: **Pharmacare Ltd.**
- Pharmacare Ltd – SVP2 Replacement Project** is a project to manufacture **Small Volume Parenteral Products**. The project will invest a total of **R 2 345 465 696**, with the value of qualifying manufacturing assets equal to **R 1 221 346 775**. The project is classifiable under **SIC 3353**.
- Description and costs of qualifying manufacturing assets:

Assets	Expected Date of Assets In Use	Value of Qualifying Assets (R)
Plant and Machinery	14 August 2019	930 837 130
Buildings	14 August 2019	290 509 645
Total Qualifying Assets		R 1 221 346 775

- Date of approval: **2 November 2017**.
- Envisaged date of commercial production: **14 August 2022**.
- Additional investment allowance benefit period: **October 2017 to October 2021**.
- Pharmacare Ltd – SVP2 Replacement Project** is approved as a **Greenfield** project and awarded **6** points and afforded **Qualifying Status**.
- The approved amount for the additional **investment** allowance in respect of manufacturing assets to be brought into use by **Pharmacare Ltd** is **R 427 471 371** (four hundred and twenty seven million four hundred and seventy one thousand three hundred and seventy one rand).
- The approved amount for the additional **training** allowance is **R 10 548 000** (ten million five hundred and forty eight thousand rand).

- Total potential national revenue to be forgone by virtue of deduction of the approved allowances **Pharmacare Ltd** will be **R 122 645 424**.

Enquiries relating to this publication should be made to:

The Secretariat: 12I Tax Allowance Programme
Department of Trade and Industry
Private Bag X84
PRETORIA
0001

For attention:	Mamaki Ngobeni
Telephone No.:	012 394 1016
Fax No.:	012 394 2016

DEPARTMENT OF TRADE AND INDUSTRY

NOTICE 120 OF 2018

SECTION 12I TAX ALLOWANCE PROGRAMME

The Minister of Trade and Industry, Dr Rob Davies - in terms of section 12I (19)d of the Income Tax Act, 1962 (Act 58 of 1962) as amended (herein after referred to as the Act) and the Regulations promulgated in the Government Gazette No. 33385 of 23 July 2010 - hereby publishes the decision to **approve** an application received for the 12I Tax Allowance Programme.

Particulars of applicant

- Name of applicant: **Corobrik (Pty) Ltd.**
- **Corobrik (Pty) Ltd – Driefontein Expansion Project** is a project to manufacture **Clay Bricks**. The project will invest a total of **R 498 194 290**, with the value of qualifying manufacturing assets equal to **R 491 618 932**. The project is classifiable under **SIC 3423**.
- Description and costs of qualifying manufacturing assets:

Assets	Expected Date of Assets In Use	Value of Qualifying Assets (R)
Plant and Machinery	1 October 2019	325 019 296
Buildings	1 October 2019	166 599 636
Total Qualifying Assets		491 618 932

- Date of approval: **2 November 2017**.
- Envisaged date of commercial production: **1 November 2019**.
- Additional investment allowance benefit period: **October 2017 to October 2021**.
- **Corobrik (Pty) Ltd – Driefontein Expansion Project** is approved as a **Brownfield** project and awarded **7** points and afforded **Preferred Status**.
- The approved amount for the additional **investment** allowance in respect of manufacturing assets to be brought into use by **Corobrik (Pty) Ltd** is **R270 390 413** (two hundred and seventy million three hundred and ninety thousand four hundred and thirteen rand).
- The approved amount for the additional **training** allowance is **R 720 000** (seven hundred and twenty thousand rand).
- Total potential national revenue to be forgone by virtue of deduction of the approved allowances **Corobrik (Pty) Ltd** will be **R 75 910 916**.

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Government Gazette Staatskoerant

REPUBLIC OF SOUTH AFRICA
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PART 3 OF 3

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Enquiries relating to this publication should be made to:

The Secretariat: 12I Tax Allowance Programme
Department of Trade and Industry
Private Bag X84
PRETORIA
0001

For attention:	Mamaki Ngobeni
Telephone No.:	012 394 1016
Fax No.:	012 394 2016

DEPARTMENT OF TRADE AND INDUSTRY

NOTICE 121 OF 2018

SECTION 12I TAX ALLOWANCE PROGRAMME

The Minister of Trade and Industry, Dr Rob Davies - in terms of section 12I (19)d of the Income Tax Act, 1962 (Act 58 of 1962) as amended (herein after referred to as the Act) and the Regulations promulgated in the Government Gazette No. 33385 of 23 July 2010 - hereby publishes the decision to **approve** an application received for the 12I Tax Allowance Programme.

Particulars of applicant

- Name of applicant: **Ceres Fruit Processors (Pty) Ltd.**
- **Ceres Fruit Processors (Pty) Ltd – Clear Concentrates Expansion Project (Main Production Line)** is a project to manufacture **Juice Concentrates**. The project will invest a total of **R 177 340 736**, with the value of qualifying manufacturing assets equal to **R 145 720 000**. The project is classifiable under **SIC 3013**.
- Description and costs of qualifying manufacturing assets:

Assets	Expected Date of Assets In Use	Value of Qualifying Assets (R)
Plant and Machinery	31 January 2018	141 220 000
Buildings	31 December 2017	4 500 000
Total Qualifying Assets		145 720 000

- Date of approval: **2 November 2017**.
- Envisaged date of commercial production: **31 January 2020**.
- Additional investment allowance benefit period: **October 2017 to October 2021**.
- **Ceres Fruit Processors (Pty) Ltd – Clear Concentrates Expansion Project (Main Production Line)** is approved as a **Brownfield** project and awarded **7** points and afforded **Preferred Status**.
- The approved amount for the additional **investment** allowance in respect of manufacturing assets to be brought into use by **Ceres Fruit Processors (Pty) Ltd** is **80 146 000** (eighty million one hundred and forty six thousand rand).
- The approved amount for the additional **training** allowance is **R 930 396** (nine hundred and thirty thousand three hundred and ninety six rand).
- Total potential national revenue to be forgone by virtue of deduction of the approved allowances **Ceres Fruit Processors (Pty) Ltd** will be **R 22 701 391**.

Enquiries relating to this publication should be made to:

The Secretariat: 12I Tax Allowance Programme
Department of Trade and Industry
Private Bag X84
PRETORIA
0001

For attention:	Mamaki Ngobeni
Telephone No.:	012 394 1016
Fax No.:	012 394 2016

DEPARTMENT OF TRADE AND INDUSTRY

NOTICE 122 OF 2018

STANDARDS ACT, 2008
STANDARDS MATTERS

In terms of the Standards Act, 2008 (Act No. 8 of 2008), the Board of the South African Bureau of Standards has acted in regard to standards in the manner set out in the Schedules to this notice.

SECTION A: DRAFTS FOR COMMENTS

The following draft standards are hereby issued for public comments in compliance with the norm for the development of the South Africa National standards in terms of section 23(2)(a) (ii) of the Standards Act.

Draft Standard No. and Edition	Title, scope and purport	Closing Date
SANS 1781:2018 Ed 1	<i>Biological based treatment products.</i> Specifies characteristics and requirements for biologically based treatment products for bioremediation, bio-augmentation, and biodegradation. This document also covers product labelling and safety aspects when using bacteria and enzymes in biological treatment.	2018-04-25
SANS 721:2018 Ed 2	<i>Polypropylene (PP) pipes and pipe fittings for soil, waste and vent applications for above-ground use.</i> Covers polypropylene (PP) pipes (including vent pipes) and pipe fittings of nominal sizes 40 mm to 160 mm intended for above-ground non-pressure applications.	2018-04-24
SANS 967:2018 Ed 3	<i>Unplasticized poly(vinyl chloride) (PVC-U) soil, waste and vent pipes and pipe fittings.</i> Covers unplasticized polyvinyl chloride (uPVC) pipes (including vent pipes) and pipe fittings of nominal sizes 40-160 mm intended for above-ground non-pressure applications for the conveyance of soil and waste water where continuous temperatures in excess of 60 °C are not encountered. Covers fittings manufactured predominantly by the injection-moulding process, but does not cover fittings produced by fabrication only. Covers two methods of jointing.	2018-04-24
SANS 2231:2018 Ed 1	<i>Bactericidal efficacy of alcohol based products intended for general use.</i> Specifies a method to determine the bactericidal efficacy of alcohol based products intended for general use.	2018-04-25
SANS 17025:2018 Ed 3	<i>General requirements for the competence of testing and calibration laboratories.</i> Specifies the general requirements for the competence to carry out tests and/or calibrations, including sampling. It covers testing and calibration performed using standard methods, non-standard methods, and laboratory-developed methods. Applicable to all organizations performing tests and/or calibrations. These include, for example, first-, second- and third-party laboratories, and laboratories where testing and/or calibration forms part of inspection and product certification. This standard is applicable to all laboratories regardless of the number of personnel or the extent of the scope of testing and/or calibration activities.	2018-05-11
SANS 10134:2018 Ed 3	<i>Safety of private swimming pools.</i> Lays down responsibilities, principles, methods, and planning techniques for the protection of children from the hazards of swimming pools situated on private premises, and makes recommendations for the design and installation of typical protective devices that are intended to prevent a child from gaining access to a swimming pool.	2018-04-24
SANS 33004:2018 Ed 1	<i>Information technology - Process assessment - Requirements for process reference, process assessment and maturity models.</i> Sets out the requirements for process reference models, process assessment models, and maturity models	2018-04-26
SANS 50131-2:2018 Ed 2	<i>Ladders - Part 2: Requirements, testing, marking. Specifies the general design features, requirements and test methods for portable ladders.</i>	2018-04-25
SANS 62586-2:2018 Ed 1	<i>Power quality measurement in power supply systems - Part 2: Functional tests and uncertainty requirements.</i> Specifies functional tests and uncertainty requirements for instruments whose functions include measuring, recording, and possibly monitoring power quality parameters in power supply systems, and whose measuring methods (class A or class S) are defined in IEC 61000-4-30	2018-04-25

	(published in South Africa as an identical adoption under the designation SANS 61000-4-30).	
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SCHEDULE A.1: AMENDMENT OF EXISTING STANDARDS

The following draft amendments are hereby issued for public comments in compliance with the norm for the development of the South African National Standards in terms of section 23(2)(a) (ii) of the Standards Act.

Draft Standard No. and Edition	Title	Scope of amendment	Closing Date
SANS 164-2:2018 Ed 3.2	<i>Plug and socket-outlet systems for household and similar purposes for use in South Africa Part 2: Two-pole and earth and 2 pin (Class II), 16 A 250 V a.c. system.</i>	Amended to change the title of the standard, the foreword, the list of parts in the foreword.	2018-05-07
SANS 868-1-1:2018 Ed 1.1	<i>Compression-ignition engine systems and machines powered by such engine systems, for use in mines and plants with explosive gas atmospheres or explosive dust atmospheres or both Part 1-1: Hazardous locations in underground mines - Basic explosion protected engines</i>	Specifies constructional and performance requirements for basic explosion protected engines for use in hazardous locations in underground mines and works. It facilitates the repair of the engine as a specialized activity.	2018-05-02
SANS 10252-1:2018 Ed 3.2	<i>Water supply and drainage for buildings Part 1: Water supply installations for buildings.</i>	Amended to update the normative reference, definitions, materials, taps mixers and showers, stainless steel water heaters, storage containers, gate and butterfly valves, strainers, hot water delivery pressure, relief valve, drain pipes, table 9, table 13, maximum supply temperature, hot water piping, table 19, and table 20	2018-05-02

SCHEDULE A.2: WITHDRAWAL OF THE SOUTH AFRICAN NATIONAL STANDARDS

In terms of section 24(1)(C) of the Standards Act, the following published standards are issued for comments with regard to the intention by the South African Bureau of Standards to withdraw them.

Draft Standard No. and Edition	Title	Reason for withdrawal	Closing Date
SANS 62771:2018 Ed 2	<i>High-voltage switchgear and controlgear Part 101: Synthetic testing</i>	The committee decided to withdraw the document as a national standard since is not used by local industries or in SA environment.	2018-05-31

SCHEDULE A.3: WITHDRAWAL OF INFORMATIVE AND NORMATIVE DOCUMENTS

In terms of section 24(5) of the Standards Act, the following documents are being considered for withdrawal.

Draft Standard No. and Edition	Title	Reason for withdrawal	Closing Date

SECTION B: ISSUING OF THE SOUTH AFRICAN NATIONAL STANDARDS**SCHEDULE B.1: NEW STANDARDS**

The following standards have been issued in terms of section 24(1)(a) of the Standards Act.

Standard No. and year	Title, scope and purport
SANS 60076-57-1202:2018 Ed 1	<i>Power transformers - Part 57-1202: Liquid immersed phase-shifting transformers.</i> Covers the requirements for phase-shifting transformers of all types.
SANS 61131-5:2018 Ed 1	<i>Programmable controllers - Part 5: Communications.</i> Specifies communication aspects of a programmable controller.

Standard No. and year	Title, scope and purport
SANS 61131-7:2018 Ed 1	<i>Programmable controllers - Part 7: Fuzzy control programming.</i> Defines a language for the programming of Fuzzy Control applications used by programmable controllers.
SANS 1604:2018 Ed 1	<i>Biologically enhanced cleaning and degreasing products.</i> Specifies the characteristics and requirements for biologically based cleaning and degreasing products. Covers biodegradation, product labelling, risks and advantages involved in using bacteria and enzymes in cleaning products.
SANS 60884-2-5:2018 Ed 2	<i>Plugs and socket-outlets for household and similar purposes Part 2-5: Particular requirements for adaptors.</i> Applies to adaptors for a.c. only with or without earthing contact, with a rated voltage greater than 50 V but not exceeding 440 V and a rated current not exceeding 32 A, intended for household and similar purposes, either indoors or outdoors.
SANS 61921:2018 Ed 2	<i>Power capacitors - Low-voltage power factor correction banks.</i> Applies to low-voltage AC shunt capacitor banks intended to be used for power factor correction purposes, possibly equipped with a built-in switchgear and controlgear apparatus capable of connecting to or disconnecting from the mains part(s) of the bank with the aim to correct its power factor.
SANS 62271-1:2018 Ed 2	<i>High-voltage switchgear and controlgear Part 1: Common specifications for alternating current switchgear and controlgear.</i> Applies to AC switchgear and controlgear designed for indoor and/or outdoor installation and for operation at service frequencies up to and including 60 Hz and having rated voltages above 1 000 V.
SANS 20007:2018 Ed 4	<i>Uniform provisions concerning the approval of front and rear position lamps, stop-lamps and end-outline marker lamps for motor vehicles (except motor cycles) and their trailers.</i> Applies to a) front and rear position (side) lamps and stop lamps for vehicles of categories L, M, N, O and T, and b) end-outline marker lamps for vehicles of categories M, N, O and T.
SANS 14004:2018 Ed 3	<i>Environmental management systems - General guidelines on implementation.</i> Provides guidance for an organization on the establishment, implementation, maintenance and improvement of a robust, credible and reliable environmental management system.

SCHEDULE B.2: AMENDMENT/AMENDED STANDARDS

The following standards have been amended in terms of section 24(1)(a) of the Standards Act.

Standard No. and year	Title, scope and purport
SANS 545:2018 Ed 3.6	<i>Wooden doors. Consolidated edition incorporating amendment No.6.</i> Amended to update referenced standards, table on exposure class, performance requirements for different types of doors, the clause on inspection and the appendix on coding of door markings.
SANS 1326:2018 Ed 1.4	<i>Sodium lauryl ether sulphate. Consolidated edition incorporating amendment No.4.</i> Amended to delete reference to the standardization mark scheme, and the footnotes on reagents.
SANS 556-1:2018 Ed 1.2	<i>Low-voltage switchgear Part 1: Circuit-breakers. Consolidated edition incorporating amendment No.2: Amended to update the list of parts in the foreword, referenced standards, and requirements.</i>
SANS 556-2-1:2018 Ed 1.1	<i>Low-voltage switchgear Part 2-1: Earth leakage circuit-breakers. Consolidated edition incorporating amendment No.1.</i> Amended to update the list of parts in the foreword, and to update referenced standards.
SANS 556-2-3:2018 Ed 1.1	<i>Low-voltage switchgear Part 2-3: Modular earth leakage devices (without integral current breaking). Consolidated edition incorporating amendment No.1.</i> Amended to update the list of parts in the foreword and referenced standards.
SANS 60335-2-9:2018 Ed 4.2	<i>Household and similar electrical appliances - Safety Part 2-9: Particular requirements for grills, toasters and similar portable cooking appliances. Consolidated edition incorporating amendment No.2.</i> Amended to update referenced standards, the heading for the terms and definitions clause, the requirements for general conditions for the tests, marking and instructions, protection against access to live parts, heating requirements, abnormal operation, and mechanical strength.
SANS 60335-2-15:2018 Ed 4.1	<i>Household and similar electrical appliances - Safety Part 2-15: Particular requirements for appliances for heating liquids. Consolidated edition incorporating amendment No.1.</i> Amended to update the scope, terms and definitions, marking and instructions, the requirements for power input and current, heating, moisture resistance, abnormal operation, and construction.

Standard No. and year	Title, scope and purport
SANS 10148:2018 E d 1.2	<i>The installation and operation of cable cranes and aerial rope-ways. Consolidated edition incorporating amendment No.2.</i> Amended to update the introduction, to change "code of practice" to "standard", to update the clause on requirements and to renumber the subclauses accordingly, to move reference to legislation and reference to an international organisation to the foreword, to delete the notes on secondary limit switches in order to incorporate the information previously contained in the notes into the text and to renumber the subclauses accordingly, to update the clause on sockets, cappelles and clamps and to renumber the subclauses accordingly, and to update the requirements for training, operation and maintenance.

SCHEDULE B.3: WITHDRAWN STANDARDS

In terms of section 24(1)(C) of the Standards Act, the following standards have been withdrawn.

Standard No. and year	Title

SCHEDULE B.4: ESTABLISHMENT OR DISBANDMENT OF TECHNICAL COMMITTEES

In terms of section 4(2) (1) the South African Bureau of Standards has established/disbanded the following technical committees:

Technical Committee No.:	Title	Scope

If your organization is interested in participating in these committees, please send an e-mail to Dsscomments@sabs.co.za for more information.

SCHEDULE 5: ADDRESSES OF THE SOUTH AFRICAN BUREAU OF STANDARDS OFFICES

The addresses of offices of the South African Bureau of Standards where copies of the standards mentioned in this notice can be obtained, are as follows:

1. Gauteng Head Office, 1 Dr Lategan Road, Groenkloof, Private Bag X191, Pretoria 0001.
2. Western Cape Regional Office, SABS, Liesbeek Park Way, Rosebank, PO Box 615, Rondebosch 7701.
3. Eastern Cape Regional Office, SABS, 30 Kipling Road, cor. Diaz and Kipling Roads, Port Elizabeth, PO Box 3013, North End 6056.
4. KwaZulu-Natal Regional Office, SABS, 15 Garth Road, Waterfall Park, Durban, PO Box 30087, Mayville 4058.

**DEPARTMENT OF TRANSPORT
NOTICE 123 OF 2018**



INVITATION FOR COMMENTS ON THE DRAFT RAILWAY SAFETY BILL

The Department of Transport call all stakeholders and interested parties to submit their comments on the Draft Railway Safety Bill on or before the 15th April 2018. The Railway Safety Bill is aligned to the Draft White Paper on National Rail Policy and Government objective to move passengers and freight from road-to-rail. Once promulgated and implemented, the Act will ensure improvement in general safety within the railway environment thereby making rail an attractive mode of transport and that will contribute economy of the country.

The Draft Railway Safety Bill can be downloaded from the Department of Transport website: www.transport.gov.za under rail documents.

Written comments and inputs can be submitted to:

Acting Director General: Department of Transport

Private Bag X193

Pretoria

0001

Email: shivambr@dot.gov.za

For further enquiries: Mr Rhulani Shivambu (012) 309 3872

REPUBLIC OF SOUTH AFRICA

RAILWAY SAFETY BILL, 2017

*(As introduced in the National Assembly as a section 76 Bill; explanatory summary of
Bill published in Government Gazette No. of2017.)
(The English text is the official text of the Bill)*

(MINISTER OF TRANSPORT)

[B —2017]

BILL

To provide for the regulation of railway safety in the Republic; to provide for the continued existence of the Railway Safety Regulator; to provide for the board and governance structures of the Regulator; to provide for railway safety permits; to provide for railway safety critical grades and safety management systems; to provide for a national railway safety information and monitoring system; to provide for a legal framework to enforce compliance with the Act and to deal with railway occurrences; to provide for an appeal mechanism; to provide for transitional arrangements and the repeal of the National Railway Safety Regulator Act, 2002; and to provide for matters connected therewith.

PREAMBLE

RECOGNISING that safe railway operations are fundamental to the safety of all persons and the environment;

CONSIDERING that safe railway operations promote the use of rail as an efficient mode of transportation;

ACKNOWLEDGING that railway operations must be effectively regulated;

FURTHER ACKNOWLEDGING the prime responsibility and accountability of

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railway operators in ensuring the safety of railway operations; and

NOTING the effective provision of railway safety is a matter that, to be dealt with effectively, requires uniformity across the nation in respect of policy and norms and standards,

BE IT THEREFORE ENACTED by the Parliament of the Republic of South Africa, as follows:—

DRAFT

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SCHEDULE

CHAPTER 1

INTERPRETATION, OBJECTS AND APPLICATION

Definitions

1. (1) In this Act, unless the context indicates otherwise—

"board" means the board of the Regulator contemplated in section 9;

"CEO" means the chief executive officer of the Regulator appointed in terms of section 22;

"construction train safety permit" means a permit issued to a person who is not in possession of a safety permit, but who is accountable and responsible for the operation of construction trains, which include material and ballast trains, for the construction of new railway infrastructure;

"dangerous goods" means goods that are capable of posing a significant risk to health and safety or to property or the environment during transport;

"Department" means the National Department of Transport;

"human factors" means factors that influence safety-related behaviour at work, which include the psychological and physical capabilities of persons and the individual interaction of persons with their job and working environments, the influence of equipment and system design on human performance, and organisational characteristics;

"Minister" means the National Minister of Transport;

"network" means a system of railway infrastructure elements, including track, civil infrastructure, train control and signalling systems, electric traction infrastructure

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which constitutes running lines, branch lines or any part of a railway yard, a marshalling yard, a siding, a freight terminal, a depot, a station or any similar place on which any of those elements are situated;

"network operator" means a person who is ultimately responsible and accountable for the construction, operation or maintenance of a railway, including—

- (a) the safety of a network or part thereof, including the proper design, construction, operation, maintenance and integrity of a network;
- (b) ensuring compliance of rolling stock with the applicable standards of a network; or
- (c) authorising and directing the safe and secure movement of rolling stock on a network;

"new works" means—

- (a) a new railway operation, including new train, network or station operations;
- (b) the introduction of new technology including rolling stock, train authorisation systems, traction power supplies, or components thereof;
- (c) an extension to an existing operation that has the potential to substantively increase the risk profile of the operator; or
- (d) the testing and commissioning of any matter contemplated in paragraphs (a), (b) or (c);

"operator" means a network operator, train operator or station operator or any combination thereof;

"person" includes an unincorporated body, an organ of state and the Minister;

"persons with disabilities" means people who have long-term or recurring physical or mental impairments which substantially limit their ability to use railway transport unaided;

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"prescribed" means prescribed by regulation;

"Public Finance Management Act" means the Public Finance Management Act, 1999 (Act No. 1 of 1999);

"railway" means a guided system designed for the movement of rolling stock that has the capability of transporting passengers, freight or both on a track and includes the land, network, rolling stock, plant, machinery, goods and other immovable or movable property of every description or kind used or set aside for use in connection with or for the purpose of a railway operation;

"railway occurrence" means a railway accident or incident prescribed by the Minister as a railway occurrence;

"railway operation" means the activities performed by a network operator, train operator or station operator, or any combination of them;

"railway safety inspector" means a person appointed as a railway safety inspector in terms of section 40;

"railway safety standards" means standards made in terms of section 35;

"regulation" means any regulation made in terms of or under this Act;

"Regulator" means the Railway Safety Regulator contemplated in section 5;

"rolling stock" means a vehicle that is able to operate on a railway track, irrespective of its capability of independent motion;

"safety critical grade" means a work position responsible for the authorisation and control of the movement of rolling stock prescribed by the Minister in terms of section 67;

"safety management system" means a formal framework contemplated in Chapter 4 which integrates safety into day-to-day railway operations and includes consultation, safety goals and performance targets, risk assessment,

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responsibilities and authorities, rules and procedures, monitoring and evaluation processes;

"safety management system report" means a written submission made by an applicant, in support of a safety permit application that describes the applicant's safety management system contemplated in section 36;

"safety permit" means a permit contemplated in section 30(1);

"safe railway operation" means a railway operation in which the risks associated with the railway operation which may impact on the safety of persons and property transported by rail and the safety of other persons, other property and the environment, are as low as may be reasonable in a given set of circumstances, but does not include security;

"station" means a facility for passengers to enter or leave a train, including a railway passenger terminal and a passenger halt and may include facilities for passenger modal transfer and commercial activities forming part of the station and also includes any other place that may be prescribed as a station or forming part of a station, but excludes that part of the network running through the station;

"station operator" means a person in control of a station, and the management of a station;

"technologies" means created capabilities and capacities relating to systems, processes, equipment and procedures applicable to rolling stock, railway infrastructure elements and stations;

"test safety permit" means a permit issued in respect of the operation of trains in order to test new or upgraded rolling stock or railway infrastructure elements, or to determine the impact of new or upgraded rolling stock and new or upgraded railway infrastructure elements on existing rolling stock and infrastructure elements;

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"this Act" includes any regulation or notice made or issued in terms of thereof;

"train operator" means a person who is accountable for the—

- (a) safe movement of rolling stock on a network;
- (b) safety and integrity of rolling stock; and
- (c) safety of freight or persons being conveyed;

"Transport Appeal Tribunal" means the Transport Appeal Tribunal established in accordance with section 3 of the Transport Appeal Tribunal Act; and

"Transport Appeal Tribunal Act" means the Transport Appeal Tribunal Act, 1998 (Act No. 39 of 1998).

Application of Act

2. (1) This Act applies to—

- (a) railway or railway operations with a track gauge equal to or wider than 600 millimetres, subject to paragraph (b); and
- (b) any railway or railway operation designed to transport passengers or freight by rail, declared by the Minister by notice in the *Gazette* to be a railway or railway operation for the purposes of this Act.

(2) This Act does not apply to—

- (a) a railway or railway operation in a mine which is underground and to which the Mineral and Petroleum Resources Development Act, 2002 (Act No. 28 of 2002), or the Mine Health and Safety Act, 1996 (Act No. 29 of 1996), applies;
- (b) a railway or railway operation at an amusement park;
- (c) an aerial cable-operated transportation system;
- (d) a ship to shore crane or a rail-mounted gantry crane, or the track or other

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infrastructure utilised by such a crane, the installation or operation of which has been approved by the authority contemplated in sections 3 and 4 of the National Ports Act, 2005 (Act No. 12 of 2005), but such a crane, track or other infrastructure may not be linked to a system or a track that is used by rolling stock; or

- (e) any railway or railway operation exempted in accordance with section 4, to the extent of that exemption.

Objects of Act

3. The objects of this Act are to—

- (a) enable railway operators to undertake safe railway operations;
- (b) facilitate a modern, flexible and efficient regulatory regime that ensures the continuing enhancement of safe railway operations;
- (c) encourage the collaboration and participation of interested and affected parties in improving railway safety;
- (d) promote the harmonisation of the railway safety regime of the Republic with the objectives and requirements for safe railway operations of the Southern African Development Community;
- (e) prevent the proliferation of laws, policies and approaches to the execution thereof from materially prejudicing the beneficiaries of railway safety; and
- (f) assist in securing the well-being of the people of the Republic and to provide effective, transparent, accountable and coherent government in respect of railway safety for the Republic as a whole.

Exemption from Act

4. (1) Subject to the provisions of this section, a person may be exempted from compliance with a provision of this Act other than this section 4.

(2) A person may apply for an exemption to the Minister in the prescribed manner and form, and such application must be accompanied by—

- (a) a motivation for the application;
- (b) supporting documents as may be prescribed; and
- (c) such other relevant documents directed by the Minister.

(3) The Minister may if he or she deems it necessary, request the applicant to appoint an independent service provider to determine the impact of the proposed exemption, in accordance with directions issued by the Minister.

(4) The Minister must provide the Regulator with a copy of the application contemplated in subsection (2) in order for the Regulator to make a recommendation to the Minister.

(5) The Minister may, before considering the application contemplated in subsection (2), and after making a determination that the rights, duties or interests of the general public or persons are likely to be adversely affected by the exemption—

- (a) publish the application by notice in the *Gazette* or by such other means as the Minister may determine; and
- (b) require the applicant to respond to the comments received.

(6) The Minister must, after consideration of the Regulator's recommendation on the application and any other documents submitted to him or her, make a decision on the application, by taking into account whether —

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- (a) the granting of the exemption is likely to impact negatively on the safety of the general public;
- (b) the granting of the exemption is likely to benefit one section of or participant in the railway industry to the detriment of others; and
- (c) granting the application for exemption would not defeat the purpose of the Act.

(7) A decision by the Minister to approve the application for exemption must be in writing and published by notice in the *Gazette*, which notice must include—

- (a) reference to the provision of the Act, regulation, notice or standard from which exemption is granted;
- (b) details of the person to whom the exemption applies;
- (c) the date from which and the date up to when the exemption applies and conditions that apply to the exemption, if any;
- (d) the reasons for granting the exemption;
- (e) a declaration that the granting of an exemption does not create any special rights or legitimate interests which may apply to the category of persons so exempted; and
- (f) a declaration that any exemption granted may be amended or withdrawn subject to the provisions of this section.

(8) The exemption granted in terms of this section may not—

- (a) exceed three years,
- (b) be applied retrospectively; or
- (c) be extended upon expiry or withdrawal.

(9) The Minister must if he or she intends to amend, suspend or withdraw an exemption granted in accordance with this section, in writing inform the

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person to whom that exemption has been granted of that intention, together with all relevant information pertaining to this matter, and afford that person a reasonable opportunity to make submissions to the Minister, and the Minister may after consideration of those submissions on good grounds amend, suspend or withdraw that exemption.

(10) If the Minister amends, suspends or withdraws an exemption in accordance with subsection (9), his or her decision must be published by notice in the *Gazette*, which notice must include—

- (a) if the exemption is amended or suspended, details of the notice contemplated in subsection (7);
- (b) if the exemption is amended, the nature and extent of the amendment;
- (c) if the exemption is suspended, the period of such suspension which may be conditional;
- (d) if the exemption is withdrawn, a repeal of the notice contemplated in subsection (7);
- (e) the date from which the exemption is amended, suspended or withdrawn, as the case may be, which may not be within a period less than two months of the date of publication of this notice; and
- (f) the reasons for amending, suspending or withdrawing the exemption.

(11) The Minister must cause any notice published in the *Gazette* in terms of subsections (7) or (10) to be tabled in Parliament—

- (a) if Parliament is then in ordinary session, within 14 days after publication thereof; or
- (b) if Parliament is not then in ordinary session, within 14 days after the commencement of its next ordinary session.

CHAPTER 2**RAILWAY SAFETY REGULATOR****Railway Safety Regulator**

5. (1) The Railway Safety Regulator established by section 4 of the National Railway Safety Regulator Act, 2002 (Act No. 16 of 2002), continues to exist as a juristic person under this Act, and continues to be known as such despite the repeal of that Act by section 69 of this Act.

(2) The Regulator must operate and perform its functions in accordance with this Act.

(3) The Public Finance Management Act applies to the Regulator.

(4) The Regulator is governed by its board.

(5) Despite the provisions of any other law, the Regulator may not be placed under judicial management or in liquidation, unless authorised by an Act of Parliament.

Objects of Regulator

6. The objects of the Regulator are to—

- (a) promote and regulate safe railway and railway operations through the appropriate and timely application of support, monitoring and enforcement instruments provided for in this Act;
- (b) co-operate, collaborate and consult with relevant organs of state, railway operators, consumers of railway services and other stakeholders to achieve

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the best implementation of a safe railway and railway operations regulatory framework;

- (c) co-operate and collaborate with international counterparts, particularly within the Southern African Development Community; and
- (d) monitor the impact of developments in railway and railway operations in the Republic on the safety of railway and railway operations.

Functions and powers of Regulator

7. (1) The Regulator must, for purposes of achieving its objects in terms of section 6—

- (a) perform its functions in a fair, equitable, transparent, efficient and cost-effective manner;
- (b) report to the Minister and Parliament on its activities in terms of this Act, and if necessary to provide them with information and advice, to ensure the most appropriate safe railway and railway operations regulatory framework in the Republic;
- (c) support, promote and comply with national rail policies and the provisions of this Act;
- (d) monitor, promote and enforce compliance with this Act in order to ensure safety in railway and railway operations, including the safe transportation of dangerous goods by rail, by—
 - (i) developing guidelines for safe railway and railway operations;
 - (ii) granting, amending, suspending or revoking safety permits as contemplated in Chapter 3;

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- (iii) inspections and investigations as contemplated in Chapters 6 and 7 respectively;
 - (iv) registering appropriate training institutions, as contemplated in section 34 in order to monitor the licensing of persons employed in safety critical grades;
 - (v) providing and maintaining a national railway safety information and monitoring system as contemplated in section 38; and
 - (vi) rendering prescribed services in respect of new works, operations and technologies, as contemplated in section 61;
- (e) advise the Minister on actions or conditions within the railway environment which—
- (i) pose or potentially pose a threat of harm or damage to persons, property or the environment;
 - (ii) the Minister refers to the Regulator;
 - (iii) the Regulator considers necessary in the furtherance of its objects;
- (f) conduct research and report on future developments which may affect railway safety;
- (g) provide education and training and conduct public awareness activities relating to safe railway and railway operations; and
- (h) co-operate with its counterparts in the Southern African Development Community to promote the harmonisation of the safe railway and railway operations regulatory framework of the Republic with the objectives and requirements of the Southern African Development Community.

(2) In addition, for purposes of achieving its objects in terms of section 6, the Regulator may—

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- (a) establish a consultative forum for railway safety to serve as a platform for consultation, co-operation, collaboration and the exchange of information between the Regulator and safety permit holders, associations recognised in terms of paragraph (b), other interested parties, and relevant organs of state;
- (b) collaborate with any railway industry association in respect of any function that the Regulator is authorised to perform;
- (c) conclude a co-operative agreement or arrangement with a relevant organ of state to give effect to the principles of cooperative government and inter-governmental relations contemplated in Chapter 3 of the Constitution of the Republic of South Africa, 1996;
- (d) collaborate with relevant bodies or institutions, or establish and control facilities, for the collection and dissemination of scientific and technical information, in connection with safe railway or railway operations;
- (e) engage persons or organisations having expertise in matters relating to safe railway or railway operations to advise the Regulator on the railway safety standards contemplated in section 35(1) or the application of such railway safety standards; and
- (f) develop railway safety standards for purposes of section 35(2).

International co-operation

8. (1) The Regulator must, on request of the Minister after his or her notice in the *Gazette* and subject to the applicable legal prescripts, administer and implement an international agreement entered into by the Republic.

(2) Unless the international agreement provides otherwise, the

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Regulator must report to the Minister on the performance of any of its functions under subsection (1) within three months after the end of its financial year.

(3) The report referred to in subsection (2) must contain sufficient information to allow the Minister to assess the performance of the Regulator in respect of all its functions in terms of subsection (1) and whether such performance conforms to the objectives set out in the relevant international agreement.

Board of Regulator

9. (1) The Regulator is governed and controlled by a board.

(2) The board must oversee and exercise general control over the performance of the Regulator to ensure that the Regulator, as far as possible, achieves the objects referred to in section 6.

(3) The board is accountable, for its own actions and performance as well as those of the Regulator, to the Minister and Parliament.

(4) The board and individual board members must conduct themselves in accordance with the highest applicable standards of ethics and governance.

(5) Individual board members—

(a) may not—

- (i) represent or promote specific interests or stakeholders within the railway environment;
- (ii) act in a way that is inconsistent with the responsibilities assigned to the board; or
- (iii) use their position, privileges or confidential information obtained as

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board member, for personal gain or to improperly benefit another person;

- (b) must, subject to this Act and other applicable law—
 - (i) at all times act independently and with unfettered discretion;
 - (ii) exercise independent judgement; and
 - (iii) take decisions in the best interests of the public.

Functions of board

10. The functions of the board, in addition to functions generally associated with the work of a board of a public entity are to—

- (a) provide corporate governance for the Regulator;
- (b) ensure that the Regulator performs its duties efficiently and effectively;
- (c) ensure that the Regulator complies with this Act and any other applicable law;
- (d) ensure that the Regulator exercises its powers in accordance with the principles of transparency and accountability;
- (e) determine and enforce the broad policy framework within which the Regulator must pursue its objects and perform its functions;
- (f) determine and approve a safety management system in terms of section 36(1);
- (g) consider appeals as provided for in section 53;
- (h) subject to this Act and any other applicable law, implement any instruction issued by the Minister in respect of railway safety;
- (i) advise the Minister and Parliament on the efficacy of this Act;
- (j) review and approve strategy, budget, action plans and organogram of the

Regulator; and

- (k) perform any other power or duty conferred on the board by this Act or any other law which confers powers or duties on the board.

Composition of board

11. (1) The board consists of not less than seven and not more than 13 members who collectively have wide experience of, and demonstrate acumen in—

- (a) the management of railways and railway operations;
- (b) safety in railway transportation, including the impact of human factors;
- (c) engineering within the rail environment;
- (d) corporate management;
- (e) commerce, finance, legal and economic matters;
- (f) information and communication technology; and
- (g) the transportation of dangerous goods by rail.

(2) The persons contemplated in subsection (1) include—

- (a) not more than nine persons representing civil society, with experience in and knowledge of the rail and railway industries;
- (b) the CEO, by virtue of holding that office;
- (c) one person from the Department, for the time being holding that office, who in the opinion of the Minister, is able to assist the board in achieving its objectives;
- (d) one person designated by the Minister of Labour; and
- (e) one person designated by the Minister of Police.

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(3) The board must be broadly representative with regards to race, gender and disability.

(4) The majority of persons serving on the board must serve as non-executive members of the board.

Appointment of board members

12. (1) The Minister must, prior to the appointment of members of the board contemplated in section 11(2)(a), issue an invitation, by notice in the *Gazette* and at least two newspapers circulating nationally in the Republic, for the nomination of persons who have experience of, and demonstrate acumen in, the matters and areas contemplated in section 11(1)(a) to (e), and who are not disqualified in terms of section 15.

(2) The Minister must select board members from the persons nominated in subsection (1) based on merit, determined by an assessment of—

- (a) the objects, functions and the operations of the Regulator;
- (b) the competencies collectively required for serving on the board, including the relevant skills, expertise and experience relating to governing an organ of state, having regard to section 11(1); and
- (c) the qualifications, skills, expertise and experience of each individual prospective candidate.

(3) After considering the nominations received pursuant to subsection (1), and after following the selection process contemplated in subsection (2), the Minister must appoint persons as members of the board subject to the provisions of sections 11 and 15.

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(4) The Department must, within 30 days from the date of appointment of the members of the board, publish a notice on its website, containing the names of all the persons who have been nominated and appointed respectively, as board members.

(5) The Minister must cause a copy of the notice contemplated in subsection (4) to be tabled in Parliament—

- (a) if Parliament is then in ordinary session, within 14 days after publication thereof; or
- (b) if Parliament is not then in ordinary session, within 14 days after the commencement of its next ordinary session.

Chairperson and deputy chairperson of board

13. (1) The Minister must designate a chairperson and a deputy chairperson from among the members of the board contemplated in section 11(2)(d) and (e), who serve as non-executive members.

(2) The chairperson presides at all the meetings of the board.

(3) If, for any reason the chairperson is not able to perform his or her duties, the deputy chairperson must perform the duties and exercise the powers of the chairperson.

(4) In the event that the office of the chairperson or deputy chairperson becomes vacant for any reason other than expiry of the term of office, the board must elect, from amongst themselves, a member to act as chairperson until—

- (a) the chairperson or deputy chairperson is able to act in those positions; or

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(b) a new chairperson or deputy chairperson has been appointed.

(5) The chairperson or deputy chairperson of the board may vacate his or her office without terminating his or her membership of the board.

Term of office and conditions of service of board members

14. (1) The term of office of members of the board is subject to the following:

- (a) Non-executive members serve for a period of three years, which is renewable for a total of three consecutive terms;
- (b) non-executive members that have completed three consecutive terms may be considered for appointment after a break of service of a period of three years;
- (c) subject to board evaluation, at least one-third of non-executive members must retire annually; and
- (d) executive members serve in accordance with the term specified by their respective employers.

(2) A board member, other than the CEO or a person who is in the full-time employment of an organ of state, is—

- (a) remunerated in accordance with a framework annually approved by the Minister in consultation with the Minister of Finance; and
- (b) appointed on the terms and conditions of service determined by the Minister.

(3) The Minister and the board must annually conclude a performance agreement that must include the following:

- (a) Board evaluation;

- (b) board performance targets;
- (c) the submission of board minutes by the chairperson or the deputy chairperson within seven days of the approval of such minutes; and
- (d) the submission by the board of progress reports on any matter required by the Minister.

Disqualification from appointment as board member

15. A person is disqualified from being appointed or remaining a member of the board if—

- (a) he or she is not a South African citizen;
- (b) he or she is an unrehabilitated insolvent;
- (c) he or she is of unsound mind;
- (d) in respect of a board member other than the persons contemplated in section 11(2) (c) to (e), he or she is—
 - (i) employed in accordance with section 8 of the Public Service Act, 1994;
 - (ii) an employee of any other organ of state, other than a person contemplated section 11(2)(b) to (e); or
 - (iii) a special adviser to a Minister or member of an executive council;
- (e) he or she is a member of—
 - (i) Parliament;
 - (ii) a provincial legislature;
 - (iii) a municipal council;
 - (iv) Cabinet;

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- (v) the Executive Council of a province; or
- (vi) the National House of Traditional Leaders or a Provincial House of Traditional Leaders;
- (f) he or she failed to declare that his or her spouse, life partner, immediate family member, business partner or associate holds an office in or is employed by or has any other interest whatsoever, whether direct or indirect, in any company or other entity which supplies goods or renders services to the Regulator;
- (g) he or she is disqualified to act as a director of a company incorporated in terms of the Companies Act, 2008 (Act No. 71 of 2008);
- (h) he or she has been found in any civil or criminal proceedings by a court of law, whether in the Republic or elsewhere, to have acted fraudulently, dishonestly, unprofessionally, dishonourably or in breach of a fiduciary duty, or if he or she has been found guilty of any offence for which he or she was sentenced to direct imprisonment without the option of a fine, other than an offence committed prior to 27 April 1994 demonstrably associated with political objectives;
- (i) his or her name is listed by the National Treasury on its Register for Tender Defaulters established by section 29 of the Prevention and Combating of Corrupt Activities Act, 2004 (Act No. 12 of 2004), or if he or she is, at the time of appointment as board member or during the period of such appointment, a director, member, trustee, partner, shareholder, holder of membership or other beneficial interest of a juristic person listed on that Register;
- (j) he or she has been discharged from a position of trust;
- (k) his or her membership of a board or other accounting authority of a public

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entity defined in section 1 of the Public Finance Management Act, has been prematurely terminated due to dishonesty;

- (l) he or she serves on more than three boards of directors, whether private or public;
- (m) he or she serves on the board of a state-owned company or public entity that is regulated by the Regulator; or
- (n) he or she is in the employ of, is remunerated by, or receives any other benefit from, the holder of a safety permit.

Termination of board membership

16. (1) A board member may resign by giving one month's notice in writing to the Minister.

(2) The Minister may, after following due process and having afforded a board member a reasonable opportunity to make submissions in writing, terminate that member's membership of the board if that member has—

- (a) failed to declare a conflict of interest as contemplated in section 19;
- (b) knowingly disregarded or contravened any applicable code of ethics relating to governance, or any other relevant law;
- (c) repeatedly failed to perform his or her functions efficiently; or
- (d) failed to attend three consecutive meetings of the board or a board committee, without the permission of the chairperson of the board or the chairperson of the relevant board committee.

(3) The Minister must when terminating the membership of a board member in terms of subsection (2) in writing, inform both the board and that

member, of the reasons for that termination.

(4) If a board member, at any time during his or her term of office, becomes disqualified to be a board member on any one of the grounds contemplated in section 15, that member—

- (a) must immediately, in writing, inform the Minister and the chairperson of the board of that disqualification, and once the Minister has been so informed, he or she must forthwith, in writing, remove that member from the board; and
- (b) may not attend a board meeting or a board committee meeting from the time he or she has so become disqualified until he or she is removed by the Minister.

(5) The termination of membership of the board or resignation from the board does not in any way prevent or influence the institution or continuance of proceedings against the person whose membership of the board was terminated or who resigned from the board, as the case may be.

(6) The Minister must, within 30 days from the date of terminating membership of the board, if Parliament is then in ordinary session, inform Parliament of the termination and the reasons for such termination, but if Parliament is not then in ordinary session, then within 14 days after the commencement of its next ordinary session.

Meetings of the board

17. (1) The Board holds meetings at such times and places as the chairperson determines.

(2) The chairperson or any three board members may, at any time,

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call a special meeting of the board to be held at the time and place determined by either the chairperson or the deputy chairperson.

(3) All board members must be timeously notified of every meeting of the board.

(4) A majority of the board members appointed at any time, forms a quorum of the board, but if, for any meeting, there is no quorum, the meeting is adjourned to a date not more than 14 days later, at which meeting the majority of the members present constitute a quorum.

(5) Subject to subsection (4), a decision of the majority of the board members present at a meeting of the board constitutes a decision of the board, but in the event of an equality of votes on any matter, the chairperson of the relevant meeting has a casting vote in addition to his or her deliberative vote.

(6) A decision taken by the board or an act performed under its authority, is not invalid merely by reason of—

- (a) a vacancy on the board; or
- (b) a person who was not entitled to sit as a board member at the time that the decision was taken,

as long as the decision was taken or the act was authorised by the required majority of board members present at the meeting who were entitled to sit as board members .

(7) No person other than a board member or a person rendering secretarial services to the board may be present during a board meeting unless he or she was invited by the board to attend a specific part of the meeting and for a specific purpose.

(8) The board must develop and maintain a board profile to ensure

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that there is a thorough understanding of the environment in which the Regulator operates and the competencies required by the board as a whole, and to identify any gaps in those competencies.

(9) The board, subject to applicable law, determines its own procedures and rules.

Committees of board

18. (1) The board may—

- (a) establish such committees as it considers necessary to assist it in the performance of its functions; and
- (b) appoint as members of any such committee appropriate persons, subject to a governance framework determined by the board and approved by the Minister.

(2) A member of a board committee, other than a person who is in the full-time employment of the Regulator or any other organ of state, is appointed on the terms and conditions of service determined by the Minister in consultation with the Minister of Finance.

Conflict of interest of board member or board committee member

19. (1) A prospective member of the board must prior to his or her appointment submit a declaration to the Minister, made under oath or by affirmation, to the effect that he or she is not disqualified from appointment as contemplated in section 15, and a member of the board must do so as often as the Minister may, in

writing, require.

(2) A board member or a board committee member may not be present during or take part in the discussion of or the taking of a decision on any matter serving before the board or board committee, as the case may be, in which that member or his or her spouse, life partner, child, business partner or associate or employer other than the State, has a direct or indirect financial interest, and such a person may not have access to any record documenting the discussions in respect of that matter other than information he or she is entitled to by law.

(3) A board member or a board committee member, as the case may be, must immediately when he or she becomes aware of any conflict or a perceived conflict of interest, whether it affects that member personally or another member, in writing inform the chairperson of the board or the chairperson of a board committee, as the case may be, of such conflict.

(4) The relevant chairperson to whom a conflict or a perceived conflict of interest has been reported to, must immediately consider the relevant information and if appropriate, excuse the member in respect of whom the conflict or perceived conflict of interest is raised against from participating and voting in any part of a meeting or proceedings where the matter that has caused such a conflict is considered.

(5) The chairperson of the board or of a board committee must immediately when he or she becomes aware of any conflict or perceived conflict of interest which affects him or her personally, in writing, inform all the members of the board or the relevant board committee of such conflict, and unless the board or that board committee decides otherwise, the relevant chairperson must recuse him or herself from participating and voting in any part of a meeting or proceedings where

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the matter that has caused such a conflict or perceived conflict is considered.

(6) The chairperson of the board or of a board committee may of his or her own accord investigate compliance with this section by any member of the board or of a relevant board committee, as the case may be, or upon a request in writing by at least three members of the board or the relevant board committee.

Delegation by board

20. (1) The board may, by resolution and in writing, delegate any function, duty or power, subject to such conditions as it deems necessary, to a member of the board, a committee of the board, CEO or another senior employee of the Regulator, or amend or revoke such delegation.

(2) A delegation or assignment by the board under subsection (1) must be in writing and specify the period for which such function or duty is delegated, the purpose of the delegation and any conditions and restrictions that the board may impose.

(3) A delegation contemplated in subsection (1) does not—

- (a) prevent the board from exercising the function or power or performing the duty in question itself;
- (b) absolve the board from responsibility or accountability for anything done in terms of or under the delegation.

Dissolution of board

21. (1) The Minister may dissolve the board if—

- (a) the board refuses or fails to perform its functions in accordance with this Act, any other applicable law or any performance agreement entered into by the Regulator and the Minister;
- (b) the Auditor-General has for two successive years in respect of the accounts, financial statements and financial management of the Regulator, qualified his or her audit report, noted matters of emphasis or has declined to express an opinion;
- (c) the board refuses or fails to provide the Minister with any information relating to its stewardship of the Regulator or to the Regulator itself; or
- (d) there are good grounds for a dissolution of board.

(2) The Minister must, before considering to dissolve the board, give the board a reasonable opportunity to submit representations to him or her on any matters which may lead to dissolution, and may after consideration of such representations, if any, as contemplated in subsection (1) upon good cause shown, dissolve the board, and he or she must after so dissolving the board—

- (a) immediately, in writing, inform the board members of the board's dissolution, and the reasons therefor; and
- (b) forthwith publish a notice in the *Gazette*, stating the reasons for his or her decision to dissolve the board.

(3) Upon dissolution of the board in terms of subsection (2), the Minister must—

- (a) immediately appoint an administrator to take over the functions of the board

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and to do anything which the board might otherwise be empowered or required to do by or under this Act or any other applicable law, subject to such conditions as the Minister may determine; and

(b) forthwith commence the process contemplated in section 12.

(4) An appointment contemplated in subsection (3)(a) may not exceed a period of six months.

(5) Any decision taken by the board prior to its dissolution in terms of subsection (1) does not invalidate or in any other way affect any such decision validly taken or an act performed under its authority.

Chief executive officer

22. (1) The board must, after having followed an open and transparent application process and consideration of all applications received, submit the names of the two most suitable candidates as CEO to the Minister.

(2) The Minister must, subject to section 15 and such terms and conditions as determined by the Minister in consultation with the Minister of Finance, appoint a chief executive officer for a period not exceeding five years.

(3) A person is disqualified from being appointed or remaining as CEO if he or she is disqualified in terms of section 15, or if he or she has served two terms of office as CEO.

(4) The Minister may, at any time, after consultation with the board and following the due process of the law, discharge the CEO from office—

(a) if the CEO repeatedly fails to efficiently perform the duties of office;

(b) if, due to any physical or mental illness or disability, the CEO becomes

- incapable of performing the functions of that office or performs them inefficiently; or
- (c) for misconduct.

Functions of chief executive officer

- 23.** (1) The CEO accounts to the board.
- (2) The CEO must, in addition to any other function provided for in this Act—
- (a) ensure that the functions of the Regulator in terms of this Act are performed;
- (b) report to the board on the proper functioning of the Regulator;
- (c) report on the activities of the Regulator to the board; and
- (d) execute any instruction issued to him or her by the board.
- (3) The board must submit the report referred to in subsection (2)(c) to the Minister within five months after the end of the financial year concerned.
- (4) The CEO must exercise all the powers and perform all the functions delegated or assigned to the CEO by the board.
- (5) If the CEO is for any reason unable to perform any of his or her functions, or if the CEO is discharged or resigns from office, the chairperson of the board must—
- (a) Immediately, as an interim measure, designate an employee of the Regulator to act as CEO until the CEO is able to resume those functions, or until the appointment of a new CEO, as the case may be; and
- (b) forthwith commence the process contemplated in section 22(1).

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(6) An acting CEO may exercise all the powers and must perform all the duties of the CEO, subject to any limitation the board or the Minister may in writing determine.

(7) The CEO may delegate any of his or her functions subject to any conditions imposed by the board, to any staff member of the Regulator, but such delegation does not—

- (a) prevent the CEO from exercising the function or power or performing the duty in question himself or herself; or
- (b) absolve the CEO from responsibility or accountability for anything done in terms of or under the delegation.

Staff of Regulator

24. (1) The CEO may, subject to subsection (2) and general directions of the board, if any, appoint such staff of the Regulator as are necessary to perform the work arising from, or connected with, the Regulator's functions.

(2) The board must—

- (a) determine the terms and conditions of appointment of such staff members of the Regulator; and
- (b) approve an organogram of the Regulator.

(3) The Minister must, with the concurrence of the Minister of Finance, approve any annual increases in the remuneration of staff members contemplated in subsection (1).

(4) The board may, with the approval of the Minister in consultation with the Minister of Finance, establish, manage and administer any pension or

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provident fund or medical scheme for the benefit of the staff of the Regulator, and such a fund or scheme may be managed or administered by a person approved by the board.

Limitation of liability

25. The State, the board or employees of the Regulator, is not liable for any damage or loss caused in good faith by the exercise or failure to exercise any power or the performance of any duty in terms of this Act.

Documents

26. (1) Any document issued in good faith by the Regulator is valid unless evidence to the contrary proves otherwise.

(2) Any document issued incorrectly or without authority may be subsequently ratified if such ratification does not unduly prejudice any person.

(3) For the avoidance of doubt, any notice, directive, report, application, other document or other record to be served or submitted in terms of or under this Act, must be served or submitted in accordance with applicable law.

Funds of Regulator

- 27.** (1) The funds of the Regulator consist of—
- (a) money appropriated by Parliament;
 - (b) fees paid to the Regulator as determined by the Minister in terms of or under

section 65;

- (c) levies, penalties and interest paid to the Regulator in accordance with any legislation providing for the imposition of levies; and
- (d) any other fees or sources of income provided for in this Act or in other legislation.

(2) The Regulator must utilise the funds contemplated in subsection (1) to defray expenses incurred by it in the performance of its functions.

(3) The CEO must—

- (a) open an account in the name of the Regulator with an institution registered as a bank in terms of the Banks Act, 1990 (Act No. 94 of 1990); and
- (b) deposit therein all money received in terms of subsection (1).

(4) The CEO may, with the approval of the Minister and the board, invest any money received in terms of subsection (1) which is not required for immediate use—

- (a) with the Public Investment Corporation Limited established by section 2 of the Public Investment Corporation Act, 2004 (Act No. 23 of 2004); or
- (b) with such other institution approved for that purpose by the National Treasury.

(5) The Regulator may use interest derived from the investment referred to in subsection (4) to defray expenses in connection with the performance of its functions.

Financial year of Regulator

28. The Regulator's financial year is from 1 April in any year to 31 March of the following year, and the first financial year commences on 1 April following the

date of commencement of this Act.

Reporting to Minister and Parliament

29. (1) The Regulator must annually by 31 August submit to the Minister a report on—

- (a) its performance during the financial period under review;
- (b) the impact of railway operations on the safety of employees, the public and the environment associated with railway operations; and
- (c) any other matters that may be required by any other law.

(2) The Minister must table the annual report submitted to him or her in terms of subsection (1) in Parliament within 14 days—

- (a) of receipt thereof, if Parliament is then in ordinary session; or
- (b) after the commencement of its next ordinary session, if Parliament is not then in session.

CHAPTER 3

RAILWAY SAFETY PERMITS

Safety permit

30. (1) Any person who wants to undertake a railway or railway operation may apply to the Regulator in the prescribed manner for a safety permit in one or more of the following categories:

- (a) Network operator safety permit;
- (b) train operator safety permit;
- (c) station operator safety permit;
- (d) construction train safety permit;
- (e) rolling stock test safety permit;
- (f) railway infrastructure test safety permit; or
- (g) a safety permit designated by the Minister by notice in the *Gazette* in respect of any other type of railway operation.

(2) A safety permit fee determined by the Minister in accordance with section 65(1) is annually payable in respect of every safety permit.

(3) The Regulator may not unreasonably withhold its approval of any application contemplated in subsection (1).

(4) The Regulator must, upon receipt of any application contemplated in subsection (1), publish a notice of that application for public comment on its website, and may then prior to taking a final decision—

- (a) require the applicant—
 - (i) to submit additional information relating to railway safety as specified

by the Regulator;

- (ii) subject to section 38(2), cause an independent review of the information or evaluation of the samples or objects supplied by a person acceptable to the Regulator;
- (iii) to make representations in support of the application, including on whether the interests of any other person will be adversely affected should the application be approved;
- (iv) to take such steps as the Regulator may direct to bring the application to the attention of relevant organs of state and interested persons.

(5) The Regulator must, after considering an application contemplated in subsection (1), notify the applicant in writing of the outcome of his or her application, and if the application—

- (a) is approved, the Regulator must in that notice specify—
 - (i) the period of validity of the permit, which in the case of a permit contemplated in subsection (1)(a), (b) and (c) may not be less than three years or longer than five years;
 - (ii) the conditions subject to which the safety permit is granted; and
 - (iii) if applicable, the date by when the fee determined in accordance with subsection (2) or a levy contemplated in any legislation providing for the imposition of levies, is to be paid by the applicant in respect of that specific safety permit; or
- (b) is not approved, the Regulator must provide full reasons for not approving the application and draw the applicant's attention to sections 53 and 54, but if the Regulator has not, within 30 days of a receipt of an application or re-application which was submitted timeously, informed the applicant of the outcome

thereof, the provisions of subsection (10) do not apply.

(6) The Regulator may only issue a safety permit to the applicant, if the applicant—

- (a) has paid the safety permit fee determined in accordance with subsection (2) for the first year of its validity; and
- (b) if applicable, has paid any applicable levy provided for in any legislation providing for the imposition of levies.

(7) The following information must be included in every safety permit issued by the Regulator:

- (a) The period of validity of the safety permit; and
- (b) the conditions contemplated in section 31(2).

(8) A permit holder may, in the prescribed manner, apply for the renewal of a safety permit to the Regulator at least three months prior to the expiry of his or her existing safety permit.

(9) A safety permit issued under this Act is not transferable.

(10) Any person who undertakes a railway or railway operation without a valid safety permit is guilty of an offence.

Conditions of safety permit

31. (1) The Minister may, after consultation with the board, prescribe standard conditions applicable to any category of safety permits contemplated in section 30 (1).

(2) The Regulator may, in justifiable circumstances, impose additional conditions to the safety permit conditions relating to—

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- (a) the form, manner, timing and submission of any review of a safety management system report;
- (b) considerations in respect of the topography of the terrain where the railway operations will be conducted;
- (c) the transport of passengers, general freight or dangerous goods;
- (d) speed;
- (e) traction;
- (f) notice to be given to the Regulator, in writing, of any change in control of the holder of the safety permit; or
- (g) any other technical or other matter necessary to—
 - (i) ensure the safety or protection of persons with disabilities, other persons, property and the environment; or
 - (ii) ensure compliance with the safety management system.

Amendment of conditions of safety permit

32. (1) The Regulator may in justifiable circumstances amend any condition imposed on a specific safety permit in terms of section 31(2).

(2) The Regulator must prior to amending the conditions of a safety permit—

- (a) in writing, inform the safety permit holder of its intention to do so and of the reasons for considering an amendment to the conditions;
- (b) in writing, invite the safety permit holder and any relevant stakeholder to make submissions on the proposed amendment within a reasonable time; and

(c) consider such submissions as may have been received.

(3) The Regulator must, in writing, inform a safety permit holder of an amendment by the Regulator of a condition to his or her safety permit, specifying—

(a) the extent of the amendment; and

(b) the date upon which the amendment comes into operation, which must be at least 30 days after the safety permit holder has received this notification.

(4) If a safety permit holder is aggrieved by the amendment made in terms of subsection (3), that safety permit holder may, in the prescribed form, lodge an appeal to the CEO.

(5) This section must not be interpreted so as to prevent a safety permit holder from applying for an amendment to the conditions of the relevant safety permit.

Surrender, suspension and revocation of safety permit

33. (1) The holder of a safety permit may surrender his or her safety permit.

(2) The Regulator may revoke or suspend a safety permit if the holder thereof repeatedly fails to substantially comply with any condition of the safety permit.

(3) The Regulator must prior to revoking or suspending a safety permit—

(a) in writing, inform the holder thereof of its intention to do so and of the reasons for considering a suspension or revocation;

- (b) in writing, invite the safety permit holder and any relevant stakeholder to make submissions on the proposed revocation or suspension within a reasonable time; and
- (c) consider such submissions as may have been received.

(4) The Regulator must, when suspending or revoking a safety permit, inform the safety permit holder thereof, specifying—

- (a) the reasons for the suspension or revocation, as the case may be;
- (b) the date upon which the suspension or revocation comes into operation, which must be at least 30 days after the safety permit holder has received this notification; and
- (c) in the case of a suspension, the conditions of the suspension and the date by when it will be withdrawn.

(5) If a safety permit holder is aggrieved with such suspension or revocation, that safety permit holder may in the prescribed form, lodge an appeal to the CEO.

(6) Except on good cause shown, a safety permit is by operation of law suspended if the safety permit holder fails to timeously pay any fee or levy in respect of that specific safety permit as contemplated in section 30(5)(a)(iii), but upon receipt of payment thereof, such suspension is withdrawn.

(7) If a safety permit holder has surrendered a safety permit in terms of subsection (1), the safety permit holder is not liable to pay a fee for the safety permit in respect of the subsequent years in respect of which the safety permit would have been valid, nor is the safety permit holder entitled to a refund in respect of any fee paid up to the date of surrender of that safety permit.

(8) The holder of a safety permit which has been suspended,

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either by the Regulator or by operation of law, may not undertake any railway operation or a component of a railway operation or any action in relation to a railway operation permitted under that safety permit until the suspension has been withdrawn.

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CHAPTER 4**RAILWAY CRITICAL SAFETY CRITICAL GRADES, STANDARDS AND SAFETY
MANAGEMENT SYSTEM****Safety critical grade framework**

34. (1) The Regulator oversees the management and execution of the prescribed framework for safety critical grade positions, by—

- (a) registering training institutions as contemplated in subsection (2);
- (b) collaborating with relevant institutions on the development of appropriate curricula for the training, evaluation and licensing of the relevant safety critical grade positions; and
- (c) establishing, managing and maintaining a database on all matters relevant to the framework for safety critical grade positions, including—
 - (i) the names and identity numbers of persons who have been issued with a safety critical grade licence by a registered training institution;
 - (ii) the type and period of validity of the safety critical grade licence held by such persons; and
 - (iii) the frequency of refresher courses or additional training to be undergone by holders of a safety critical grade licence.

(2) The Regulator must evaluate prospective training institutions who in the prescribed form have applied for registration, and must subject to any conditions the Regulator deems necessary, register an appropriate number of training institutions for a period not exceeding five years to—

- (a) provide training and refresher courses for safety critical grade positions;

- (b) assess and evaluate persons applying for a safety critical grade licence; and
- (c) issue safety critical grade licences to persons meeting the required railway safety standards.

(3) The board must determine a policy for the registration of training institutions, taking into account all relevant factors, including—

- (a) the nature and level of training required for individual safety critical grades;
- (b) qualifications already recognised within the national qualification framework or similar systems applicable to individual safety critical grades;
- (c) the nature of assessment and evaluation;
- (d) the need for on-going training and re-training;
- (e) the availability of potential service providers in a specific geographical area to provide the required services;
- (f) the impact on the availability of human resources if requirements are excessive;
- (g) the financial implications for employees and employers;
- (h) the business processes required for a potential applicant to successfully and sustainably render all services required over the full period of registration;
- (i) reporting requirements by a registered service provider;
- (j) circumstances under which a registration may be suspended or revoked; and
- (k) the Regulator's capacity and requirements to continuously and effectively monitor and evaluate a registered service provider.

(4) The Regulator must publish the policy for the registration of training institutions on its website.

(5) An applicant for registration must, when submitting its application, pay the application fee determined by the Minister in accordance with

section 69(a).

(6) The Regulator must, when considering an application by a potential training institution for registration, take all relevant factors into account, including—

- (a) the applicant's experience in providing training and assessment;
- (b) the applicant's ability to render all services required over the full period of registration;
- (c) whether the training to be offered by the applicant is recognised under a national qualification framework or similar system;
- (d) the extent to which the applicant can separate its training and assessment services from its operational divisions; and
- (e) the applicant's ability to report and respond to queries of the Regulator for all training and assessment services.

(7) An operator who has been registered as a training institution may offer services to its own employees, but those employees may not receive any benefit, privilege or advantage that is not available to participants who are not employees of that training institution.

(8) No person may perform work in a safety critical grade position unless he or she is in possession of a relevant safety critical grade licence issued by a registered training institution.

(9) No person may be appointed or required to perform work in a safety critical grade position, unless such person is in possession of a relevant safety critical grade licence issued by a registered training institution.

(10) Any person, including a holder of a safety permit, who willfully contravenes subsection (8) or (9), is guilty of an offence.

Railway safety standards

35. (1) Despite any other law, the Minister may, by notice in the *Gazette*, prescribe railway safety standards applicable to any railway operation, specifying—

- (a) the contents of the railway safety standards;
- (b) the category of safety permit holders or category of persons to which the railway standards apply;
- (c) the circumstances under which such safety permit holder or persons may apply for deviation or exemption from the railway safety standards;
- (d) the sanctions in respect of non-compliance with such railway safety standards, including the suspension or revocation of any safety permit issued or the withdrawal of any exemption granted in terms of section 4.

(2) The Regulator or an operator may propose railway safety standards for safe railway operations to the Minister, but only if—

- (a) such railway safety standards have been developed, published, specified or determined by any other organ of state;
- (b) such railway safety standards are applicable to the railway environment;
- (c) such railway safety standards are not in conflict with or incompatible with any standards made by the Minister in terms of subsection (1);
- (d) the procedure in subsection (3) has been complied with; and
- (e) such railway safety standards meet the requirements of the legislation governing that other organ of state.

(3) Prior to proposing any railway safety standards contemplated in subsection (2), the Regulator or the operator must—

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- (a) by notice in the *Gazette*, cause the draft railway safety standards to be published for public comment, together with an explanatory memorandum in respect thereof;
- (b) consult the Department, any relevant organ of state and other key stakeholder directly affected on the proposed railway safety standards; and
- (c) consider any submissions received.

(4) Notwithstanding any sanction provided for in this Act, any person, including a safety permit holder, who conducts railway operations without complying with the railway safety standards made in terms of this section, is guilty of an offence.

(5) In the event of a conflict between a railway safety standard or railway safety standard specification made or issued in terms of a regulation or notice under this Act, and a standard or specification made in terms, of or under, any other Act, the regulation or notice made in terms of this Act prevails to the extent of that conflict.

Safety management system

36. (1) The board must determine—

- (a) the form and content of the safety management system that is required for the different categories of safety permits;
- (b) the form, content and manner of submission of the safety management system report; and
- (c) the circumstances under which the Regulator may require the holder of a safety permit to revise or amend a safety management system or safety

management system report.

(2) The board must from time to time evaluate the efficacy of the safety management systems and safety management systems reports.

(3) The Regulator must publish any determination made in terms of subsection (1) on its website.

Consultative Forum

37. (1) The Regulator may establish a consultative forum as contemplated in section 7(2)(a).

(2) The Consultative Forum subject to subsection (3) determines its own agenda, rules and procedures, and elects its own functionaries.

(3) The Consultative Forum must deal with any matter placed on the agenda by the Regulator or any party.

(4) Membership of, and participation in, the Consultative Forum is voluntary.

(5) The CEO must designate an employee of the Regulator to serve as permanent secretary of the Consultative Forum.

(6) The Consultative Forum may, with the concurrence of the Regulator, establish forums at local level.

(7) The Regulator provides the facilities and administrative support for the Consultative Forum.

(8) The permanent secretary referred to in subsection (5) must annually submit a report on the activities of the Consultative Forum to the board.

CHAPTER 5**RAILWAY SAFETY INFORMATION AND MONITORING SYSTEM****National railway safety information and monitoring system**

38. (1) The Regulator must establish and maintain a national information and monitoring system regarding safe railway operations within the Republic.

(2) The system must include—

- (a)** a register of safety permit holders;
- (b)** a register of railway occurrences;
- (c)** information on actions, arrangements, processes and procedures implemented by every safety permit holders to ensure safety within its area of operations;
- (d)** penalty management information;
- (e)** audit and inspection management information;
- (f)** compliance and enforcement details;
- (g)** a register recording the Regulator's monitoring operations and the results thereof;
- (h)** a railway safety-related infrastructure asset register; and
- (i)** any other matter demonstrably necessary to promote safety.

(3) The Regulator may, in writing, require a safety permit holder to, within a specified time or on a regular basis, provide the Regulator with relevant data, information, documents, samples or materials in respect of the matters contemplated in subsection (2) specified by the Regulator, and the Regulator may

monitor the use, application, execution or operation of the data, information, documents, samples or materials so submitted for purposes of ensuring compliance with the Act and safety standards.

(4) The Regulator may, in addition to the function of information capturing, develop the system to provide for additional functions and uses contemplated in this Act, or for furthering the efficient performance of its functions.

Protection of information

39. (1) The Regulator must protect all information submitted to it by an applicant for a safety permit or contemplated in section 38(3), and keep such information confidential unless—

- (a) such information is already in the public domain;
- (b) it is ordered by a court of law or an investigator contemplated in section 50(1) to disclose such information;
- (c) authorised or mandated by this Act or any other legislation to disclose such information; or
- (d) the disclosure complies with the Promotion of Access to Information Act, 2000 (Act No. 2 of 2000), and the Protection of Personal Information Act, 2013 (Act No. 4 of 2013).

(2) Subsection (1) applies with the necessary changes to a person conducting an independent review of the information supplied by an applicant to the Regulator for purposes of a safety permit under section 30.

CHAPTER 6**ENFORCEMENT****Railway safety inspector**

40. (1) The CEO may appoint a person meeting the requirements in respect of suitability and training approved by the board, as a railway safety inspector to perform the functions contemplated in section 41.

(2) The Regulator must, prior to a railway safety inspector exercising any power or performing any function in terms of this Act, provide that inspector with a certificate of appointment signed by the CEO.

(3) The railway safety inspector, in conducting any inspection or investigation in terms of this Act—

(a) must show his or her certificate of appointment to any person who—

(i) is likely to be affected by the inspector's actions; or

(ii) requests to see that certificate;

(b) may exercise the powers conferred on a peace officer by the Criminal Procedure Act, 1977 (Act No. 51 of 1977).

(4) Any person who willfully hinders the railway safety inspector in the exercise of his or her powers or the performance of his or her duties in terms of this Act, is guilty of an offence.

Powers and duties of railway safety inspector

41. (1) The railway safety inspector may, subject to sections 42, 43 and 44, conduct an inspection at any place or premises in order to determine whether the provisions of this Act have been complied with through—

- (a) a routine compliance inspection in accordance with section 42; or
- (b) an enforcement inspection in accordance with section 43.

(2) The Regulator may agree on a protocol in order for an inspector to conduct inspections in accordance with section 42 with any operator, in order to facilitate the expeditious and orderly execution of an inspection.

Routine compliance inspection

42. (1) For the purposes of section 41(1)(a), the railway safety inspector may at any reasonable time and without prior notice, enter and inspect any premises of the railway safety permit holder other than a private residence, having regard to the protocol contemplated in section 41(2), if any.

(2) Upon entry to such premises in terms of subsection (1), an inspector may, after having identified himself or herself to the person in control of such premises—

- (a) require any person at the premises to—
 - (i) identify, point out or demonstrate any object or combination of objects, or system, related to the safety permit or standard applicable to such premises;
 - (ii) produce to him or her any book, record or other document relevant to

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the inspection in the possession of, or under the control of, that safety permit holder, its employee or its agent;

(iii) furnish him or her with such information in respect of that safety permit at such premises and in such a manner as the inspector may determine;

(b) prohibit the removal or destruction of any object, system, digital data, book, record or other document relevant to the inspection in the possession of or under the control of that safety permit holder, employee or agent;

(c) photograph or otherwise record the attributes of any object or system, or examine or make extracts from or copies of any such data, book, record or other document relevant to the inspection;

(d) seize and retain any such data, book, record or other document in the premises to which any charge of non-compliance or contravention of this Act or a standard may relate, but the person from whose possession any object, system, data, book, record or other document was taken, must at his or her request and at his or her expense, forthwith be allowed to photograph or otherwise record the attributes of any object or system or to make copies thereof or extracts therefrom under the supervision of the inspector concerned.

(3) Any person who willfully removes or destroys any object, system, digital data, book, record or other document in respect of which an inspector has issued a prohibition contemplated in subsection (2) (b), is guilty of an offence.

(4) An inspection contemplated in subsection (1) may be conducted by an inspector without a warrant.

Enforcement inspection

43. (1) An inspector may, on the authority of a warrant, enter and inspect any premises if he or she suspects that an offence is or has been committed in terms this Act.

(2) An inspector must before commencing with an inspection contemplated in subsection (1)—

- (a)** if the owner, or person in control, of the premises to be searched is present—
 - (i)** provide identification to that person and explain to that person the authority by which the warrant is being executed; and
 - (ii)** hand an exact copy of the warrant and of this section to that person or to the person named in it; or
- (b)** if no person is present, affix an exact copy of the warrant at the entrance to the premises in a prominent and visible place.

(3) An inspector may, for purposes of subsection (1) and subject to subsection (2)—

- (a)** enter and search any premises;
- (b)** search any person on those premises if there are reasonable grounds for believing that the person has personal possession of an object, a system, data, book, document or record that has a bearing on the inspection;
- (c)** examine any object, system, data, book, document or record that is on or in those premises that has a bearing on the inspection;
- (d)** request any person to unlock or otherwise provide unhindered access to any safe, storage facility or other receptacle, or to point out any other person on

the premises who can do so;

- (e) request information about any object, system, data, book, document or record;
- (f) photograph or otherwise record the attributes of any object or system, or take extracts from, or making copies of, any book, document or record, that is on or in the premises and that has a bearing on the inspection;
- (g) use any computer system on the premises that has a bearing on the inspection, or require assistance from any person on the premises to use that computer system, to—
 - (i) search any data contained in that system; or
 - (ii) reproduce any record from that data;
- (h) seize any output from that computer for examination and copying; and
- (i) attach and if necessary, remove from the premises for examination and safe-keeping anything that has a bearing on the inspection: Provided that the person from whose possession any object, system, data, book, record or other document was taken, must at his or her request and at his or her expense, forthwith be allowed to record or make copies thereof or extracts therefrom under the supervision of the inspector concerned.

(4) The warrant contemplated in subsection (1) may only be issued by a judge or a magistrate if it appears from the information given by the inspector under oath or affirmation that—

- (a) there are reasonable grounds for suspecting that a contravention of the Act has occurred or is occurring;
- (b) a search of the premises is likely to yield information pertaining to the alleged contravention; and

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(c) the search is reasonably necessary for the purposes of enforcing the Act.

(5) The warrant must—

(a) identify the premises that may be entered and searched; and

(b) specify the parameters within which the inspector may perform an entry, search or seizure.

(6) The warrant may be executed only during the hours of 08h00 and 17h00 of a day other than a Saturday, Sunday or public holiday, unless the judge or the magistrate who issued it authorises that it may be executed at any other time that is reasonable in the circumstances.

(7) The warrant is valid only until—

(a) the warrant is executed;

(b) the warrant is cancelled by the person who issued it or, in that person's absence, by a person with similar authority;

(c) the purpose of issuing it has elapsed; or

(d) the expiry of one month after the date it was issued, whichever occurs first.

(8) An inspector who conducts an inspection in terms of this section may be accompanied and assisted by one or more police officers.

(9) An inspector and any police officer accompanying him or her must, when entering and searching any premises in terms of this section, conduct that entry and search with strict regard to decency and every person's right to dignity, freedom, security and privacy.

(10) A police officer who is assisting an inspector in terms of subsection (4) may use necessary force to overcome resistance by any person to the entry, search or seizure, including—

(a) breaking a door or window of the premises; or

(b) breaking any lock or other barrier which prevents the search of any safe, storage facility or other receptacle on the premises.

(11) Before using force in terms of subsection (10), a police officer must audibly demand admission or access and must announce the purpose of entry, unless it is reasonable to believe that doing so may induce someone to destroy, dispose of or conceal an article, document or record that forms part of the search or is otherwise relevant to the search.

(12) A person may refuse to permit the removal of an article, document or record on the grounds that it contains privileged or protected information, but that person may not cause such article, document or record to be amended, altered or destroyed until the inspector has been afforded a reasonable time to act under subsection (13), but any person who wilfully does so, is guilty of an offence.

(13) If the owner or person in control of an object, system, document or record refuses to give that object, system, document or record to the inspector conducting the search, that inspector may request the registrar or sheriff of the High Court that has jurisdiction, to attach and remove that object, system, document or record for safe custody until a court determines whether or not the information contained in it is privileged or protected.

Formalities of inspections

44. (1) During any search, only a female inspector or female police officer may search a female person and only a male inspector or male police officer may search a male person.

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(2) An inspector who removes anything from premises being searched must—

- (a) issue a written receipt for it to the owner of, or person in control of, the premises in sufficient detail to identify each specific item so removed; and
- (b) return it as soon as practicable after achieving the purpose for which it was removed to the person from whose control it was taken, unless it is to be used as evidence in any subsequent proceedings, in which case the inspector must forthwith, in writing, inform the person from whose control it was taken of that fact.

(3) A person who submits any information to an inspector or makes any statement to him or her, may do so orally, and he or she may—

- (a) indicate to the inspector that he or she claims confidentiality in respect of any information or statement so provided; and
- (b) provide the inspector with an explanation why the information or statement is confidential.

(4) An inspector must consider any claim contemplated in subsection 3(a) and notify the claimant whether or not that information or statement will be treated as being confidential, and if such information is confidential, keep such information confidential unless—

- (a) such information is already in the public domain;
- (b) the inspector is ordered by a court of law to disclose such information; or
- (c) the disclosure complies with the Promotion of Access to Information Act, 2000, or the Protection of Personal Information Act, 2013.

Duty to assist railway safety inspector

45. (1) When an inspector enters any property contemplated in sections 42 and 43, the operator, owner or manager and each employee working there must, subject to subsections (2), (3) and (4) assist the inspector by furnishing him or her with answers to questions and also by providing him or her with any facility that the inspector may reasonably require.

(2) A person who enters and searches premises under sections 42 and 43, must before questioning anyone—

- (a) advise the person to be questioned of the right to be assisted at the time by a legal practitioner as well as of his or her rights contemplated in subsection (3); and
- (b) allow that person a reasonable opportunity to exercise those rights.

(3) A person questioned by an inspector must answer each question to the best of his or her ability but such person is not required to answer any question if the answer may be self-incriminating.

(4) An inspector must prior to questioning a person in terms of subsection (1), in the presence of that person, in writing, record the date, time and place, and the name of that person, who has so been advised in accordance with subsection (2)(a).

Powers of railway safety inspector to deal with unsafe conditions

46. (1) Subject to subsection (3), if the railway safety inspector has good reason to believe that a condition or activity is a threat or might be a threat to safe railway operations, the railway safety inspector may submit a written report to the affected operator stating the railway safety inspector's reasons for believing that

the condition or activity is a threat or might be a threat to safe railway operations, and allow the operator a reasonable opportunity to respond to the report.

(2) If the railway safety inspector is not satisfied with the response from the operator or if the operator fails to respond to the report, the railway safety inspector may, in writing, issue a directive—

- (a) restricting or suspending that condition or activity, or the railway operation itself;
- (b) placing a condition on the continuation of that activity; or
- (c) specifying what action must be taken within a specified time by that person to remove the threat.

(3) If there is a threat to safe railway operations that poses an immediate or imminent risk of serious danger to persons, property or the environment, the railway safety inspector may despite subsections (1) and (2), after engaging orally with the operator or a person who ostensibly is in charge of the relevant premises or rolling stock, issue a written directive contemplated in subsection (2).

(4) Subject to section 56(3), any person who fails or refuses to comply with a directive within the specified period, is guilty of an offence, unless an appeal has been lodged in terms of subsection (5) which has not yet been finalised.

(5) Any person who is aggrieved by a directive issued in terms of subsection (3), may lodge an appeal contemplated in section 53.

(6) The right contemplated in subsection (5) does not prevent a person from obtaining urgent relief from a competent court of law.

(7) The railway safety inspector may issue compliance notices and penalties contemplated in section 66.

CHAPTER 7

RAILWAY OCCURRENCE REPORTING AND INVESTIGATIONS

Railway occurrence

- 47. (1)** An operator must as soon as practicable after a railway occurrence—
- (a) secure the scene of the railway occurrence;
 - (b) prevent the movement or removal of rolling stock or infrastructure which has a direct or indirect bearing on the railway occurrence, unless—
 - (i) such rolling stock or infrastructure needs to be moved in order to provide medical help to any injured person; or
 - (ii) a full and accurate record of all salient facts relating directly or indirectly to the railway occurrence has been made and any evidence or other relevant material has been secured for later inspection, analysis or investigation; and
 - (c) record the names and contact details of all persons who may provide evidence or information having a direct or indirect bearing on the railway occurrence.
- (2)** A person who moves or removes rolling stock or infrastructure at the scene of a railway occurrence in contravention of subsection (1)(b), is guilty of an offence.
- (3)** A person in control of the scene of a railway occurrence which is the subject of an investigation must—
- (a) allow the person conducting an investigation in terms of this Act to remove

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any articles or objects pointed out by an investigator contemplated in section 50, 51 and 52;

- (b) allow the inspection of the documents requested by that investigator, including the making of copies thereof; and
- (c) furnish that investigator with any information which is under that person's control.

Reporting of railway occurrence

48. (1) An operator must report a railway occurrence to the Regulator in the time, manner and form prescribed by the Minister.

(2) An operator who fails to report an occurrence contemplated in subsection (1), is guilty of an offence.

Categories of railway occurrence investigations

49. (1) For purposes of this Chapter, the Minister must prescribe the following categories of investigations—

- (a) a major investigation, to be conducted by an independent investigator; and
- (b) a standard investigation, to be conducted by the relevant operator.

(2) For purposes of categorisation, the Minister must take into account all relevant matters, including—

- (a) loss of life or potentially life-threatening injuries to persons;
- (b) minor injuries to persons;
- (c) the extent of the disruption of the normal flow of railway transport;
- (d) the frequency of railway occurrences reported by the same operator;

- (e) the frequency of railway occurrences involving the same rolling stock, infrastructure or station;
- (f) the extent of ancillary damage caused to property belonging to persons other than the operator, as a result of the railway occurrence;
- (g) the extent of damage to rolling stock, infrastructure or a station owned by the operator; and
- (h) any other matter relevant to the investigation of railway occurrences.

Major investigation

50. (1) The Minister must, in the event of a railway occurrence requiring a major investigation contemplated in section 49(1)(a), by notice in the *Gazette*, appoint an independent institution or panel of persons (in this section referred to as "the investigator") who have no direct or indirect connection with, or interest in, any person or operator involved in the railway occurrence, to conduct an investigation on that particular railway occurrence.

(2) The notice contemplated in subsection (1) must contain—

- (a) the name of the institution or the names of the persons serving on the panel referred to in that subsection;
- (b) the terms of reference of the investigation;
- (c) the date by when the investigator's findings on the causes and circumstances of the railway occurrence and recommendations relating thereto must be submitted to the Minister;
- (d) which, if any, of the provisions of the Commissions Act, 1947 (Act No. 8 of 1947) apply to the investigator with the necessary changes, subject to such

modifications and exemptions as may be specified in the notice;

- (e) measures for the protection of personal information of any person directly or indirectly involved with the railway occurrence; and
- (f) any other matter which the Minister may deem necessary for the expeditious and effective finalisation of the investigation.

(3) The Department must provide all necessary financial, administrative, logistical and legal support to the investigator.

(4) The investigator may submit interim reports to the Minister.

(5) The mandate of the investigator ends upon submission of the final report to the Minister and the investigator's duties and authority have then come to an end.

(6) The investigator may not publish any report or disclose any information to the public, without the authorisation of the Minister, unless it is demonstrably in the interests of justice or of the public necessary to do so.

(7) The Minister must, after receipt and consideration of the investigator's final report, without undue delay—

- (a) publish the report in any manner the Minister deems fit;
- (b) as far as may be practicable, give effect to the recommendations by the investigator; and
- (c) if recommended by the investigator, refer the report to any regulatory or prosecutorial entity.

(8) Subject to subsection (9), this section does not prevent an operator or the Regulator from conducting its own internal investigation into a railway occurrence, but—

- (a) the investigation contemplated in subsection (1) and the investigator at all

times and in all respects, takes precedence over an internal investigation, including in respect of access to eye witnesses and evidence;

- (b) such an internal investigation may in no way interfere, hinder or impact on the investigation contemplated in subsection (1);
- (c) the investigator may instruct the operator to provide full and unfettered access to any records produced by, or other evidence in the possession of, the operator relating directly or indirectly to the occurrence;
- (d) the person conducting the internal investigation may not conceal, alter or destroy any records produced by, or other evidence in the possession of, the operator relating directly or indirectly to the occurrence;
- (e) the person conducting the internal investigation must confidentially inform the investigator of any information or records he or she comes into possession of or of which he or she becomes aware, if that person suspects or knows that the investigator is not aware of such information or record;
- (f) the findings, conclusions, recommendations or results relating to the investigation may not be released into the public domain until the report by the investigator has been published as contemplated in subsection (7)(a).

(9) The Minister, if he or she deems it necessary, may, in writing, prohibit an operator or the regulator from conducting an internal investigation contemplated in subsection (8).

(10) Any person who wilfully interrupts the proceedings of an institution or panel appointed in terms of subsection (1) or who wilfully hinders or obstructs any such institution, panel or an investigator in the performance of its, his or her functions, is guilty of an offence.

(11) Any person who wilfully fails to comply with subsection (8) (b),

(c), (d), (e) or (f), is guilty of an offence.

Standard investigation

51. (1) In the event of a railway occurrence requiring a standard investigation contemplated in section 49(1)(b) and subject to subsection (4), an operator must conduct an investigation in respect of that railway occurrence.

(2) The operator must furnish an occurrence investigation report to the Regulator in the prescribed time frame, manner and form.

(3) The Regulator may, after consideration of the occurrence investigation report, require the operator to assess and report on the impact of the implementation of the recommendations made by the operator.

(4) In the event of a railway occurrence requiring a standard investigation as contemplated in section 49(1)(b) and involving more than one operator, all operators involved must conduct an individual investigation in accordance with subsection (5) and (6).

(5) The operators contemplated in subsection (4), must within a reasonable period of time, separately conduct their respective investigations, and every operator must, upon completion of its individual investigations, furnish an occurrence investigation report to the Regulator in the prescribed time frame, manner and form.

(6) If after consideration of the separate reports—

(a) it seems that the operators have colluded in conducting their respective investigations and in submitting their reports or have not submitted reports which accurately reflect the details of the railway occurrence or which

sufficiently address the issues impacting on railway safety, the Regulation must request the Minister to exercise his or her powers contemplated in subsection (7); or

(b) the Regulator is satisfied that the reports accurately reflect the details of the railway occurrence and sufficiently address the issues impacting on railway safety, the Regulator must decide whether further action needs to be taken, and if so, the Regulator may—

- (i) release the reports received to all operators concerned in order for them to provide the Regulator with comments, but only if the Regulator allows the operator or operator's concerned to submit replies to those comments;
- (ii) request the Minister to exercise his or her powers contemplated in subsection (7); or
- (iii) take any steps provided for in law it deems necessary.

(7) The Minister may in his or her discretion instruct an operator not to conduct a standard investigation, if the Minister deems it appropriate to order an investigation contemplated in sections 50 or 52, or if the Minister regards a minor investigation to have been inadequate.

Commission of Inquiry

52. Despite anything to the contrary in this Chapter, the Minister may in his or her sole discretion request the President of the Republic to appoint a commission of inquiry in terms of the Commissions Act, 1947 (Act No. 8 of 1947), and in the event that any other investigation has already begun in terms of this Part,

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such other investigation must immediately upon publication of a proclamation in the *Gazette* by the President establishing a commission of inquiry, terminate its investigation and submit all evidence or other relevant information in its possession to that commission.

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CHAPTER 8**APPEALS****Appeal to CEO**

53. (1) Any person, other than an employee of the Regulator or a supplier of goods or services to the Regulator, whose rights or legitimate expectations are adversely affected by a decision or directive of a railway safety inspector or any other employee of the Regulator, taken on behalf of the Regulator in the exercise of any power or performance of any duty in terms of this Act, may subject to subsection (7) appeal against that decision to the CEO.

(2) Such an appeal must—

- (a) be lodged within 30 days from the date on which that decision was made known or of the directive issued by the railway safety inspector or employee, as the case may be, or such later date as the CEO permits; and
- (b) set out the grounds of the appeal.

(3) After considering the grounds of appeal and the railway safety inspector's or the employee's reasons for the decision, the CEO must within the prescribed time—

- (a) confirm, set aside or vary the decision; or
- (b) substitute the decision of the railway safety inspector with the decision of the CEO.

(4) The CEO may not delegate his or her duties or powers in terms of this section to an employee of the Regulator below the rank of head of a division.

(5) The CEO must keep a record of an appeal lodged in terms of

this section, and must—

- (a) on request and at no charge, provide a party to the appeal with a copy of the record; and
- (b) submit the record to the Transport Appeal Tribunal if the matter is appealed to that Tribunal in terms of section 55.

(6) In instances where —

- (a) it is unclear whether a decision was taken by the CEO or an employee of the Regulator;
- (b) the CEO or any person to whom he or she has delegated this function has a conflict of interest or is for any other reason not able to hear an appeal in terms of this section; or

- (c) a hearing of the appeal is urgent,

an appeal may be lodged directly with the board appeals committee for purposes of a hearing contemplated in section 54.

(7) The right contemplated in subsection (1) does not prevent a person from obtaining urgent relief from a competent court of law.

Appeal to board appeals committee

54. (1) A person other than an employee of the Regulator or a supplier of goods or services to the Regulator, whose rights are adversely affected by a decision of the CEO, in the exercise of any power or performance of any duty in terms of this Act, or in respect of an appeal contemplated in section 53, may appeal against that decision to the board.

(2) Such person must lodge the appeal and set out the grounds of

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appeal within 30 days from the date on which that decision was made known or such later date as the chairperson of the board permits.

(3) After considering the grounds of appeal and the reasons for the decision of the CEO, the board must within the prescribed time—

- (a) confirm, set aside or vary the decision; or
- (b) substitute the decision of the CEO with the decision of the board.

(4) The board may delegate its duties or powers in terms of this section only to a board committee, and if an employee of the Regulator serves on such a committee, he or she must recuse him or herself from the committee for any appeal hearing.

(5) The board must keep a record of an appeal lodged in terms of this section, and must—

- (a) on request and at no charge, provide a party to the appeal with a copy of the record; and

(6) submit the record to the Transport Appeal Tribunal if the matter is appealed to that Tribunal in terms of section 55. The board may for purposes of this section appoint a standing board appeals committee chaired by a member of the board, together with two persons who are not members of the board or employees of the Regulator, of whom at least one must be a legal practitioner, and the decision of board appeals committee is deemed to be the decision of the board.

(7) In instances where –

- (a) a member of the board appeals committee has a conflict of interest or is for any other reason not able to hear an appeal in terms of this section; or
- (b) a hearing of the appeal is urgent,

an appeal may be lodged directly with the Transport Appeal Tribunal for purposes

of a hearing contemplated in section 55.

(8) The right contemplated in subsection (1) does not prevent a person from obtaining urgent relief from a competent court of law.

Appeal to Transport Appeal Tribunal

55. (1) A person who is aggrieved by a decision regarding an appeal in terms of section 54 may lodge an appeal against that decision in terms of section 12 of the Transport Appeal Tribunal Act, 1998, to the Transport Appeal Tribunal established by section 3 of that Act.

(2) Any appeal lodged in terms of subsection (1) must comply with the Transport Appeal Tribunal Act, 1998, and any regulations promulgated thereunder.

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CHAPTER 8**GENERAL AND MISCELLANEOUS*****Part A******Offences and penalties*****Offences and penalties**

56. (1) A person who commits an offence in terms of sections 30(10), 35(4), 42(3), 43(12), 46(4) or 47(2), is liable on conviction, to a fine or imprisonment for a period not exceeding 15 years, or to both a fine and such imprisonment.

(2) A person who commits an offence in terms of sections 34(10), 40(4), 48(2), 50(10) or 50(11), is liable on conviction to a fine or imprisonment for a period not exceeding five years, or to both a fine and such imprisonment.

(3) No person may be prosecuted in respect of an offence contemplated in subsections (1) or (2) if the Regulator has given notice that it is going to issue a compliance notice or a penalty provided for in section 70 or has done so, and in the event that a prosecution is nevertheless instituted, such person may raise a plea that he or she was already convicted in respect of that charge.

Offences in relation to employer or principal

57. An employer or principal is liable to conviction for an offence in terms of this Act if an employee or agent of that employer or principal commits such an

offence with the express or implied permission of that employer or principal, irrespective of whether that employee or agent has been convicted in respect of that offence.

Liability of director, trustee or member of juristic person

58. A person who is or was a director, trustee or member of a juristic person at the time of the commission by that juristic person of an offence in terms of this Act, is guilty of the said offence, and is liable, on conviction, to the penalty specified if the offence in question resulted from the failure of the director, trustee or member to take all steps that were necessary under the circumstances to prevent the commission of the offence.

Enquiry in respect of compensation and award of damages

59. (1) Where a person is convicted of an offence in terms of this Act and—

- (a) another person has suffered harm or loss as a result of the act or omission constituting the offence; or
- (b) damage has been caused to property or to the environment, a Court may in the presence of the convicted person enquire, without pleadings, into the harm, loss or damage and determine the extent thereof, in the same proceedings—
 - (i) at the written request of the person who suffered the harm or loss; or
 - (ii) at the written request of the Minister or the Regulator in respect of the

damage caused to property or the environment.

(2) After making a determination in terms of subsection (1), the Court may—

- (a) award damages for the loss or harm suffered by the person referred to in subsection (1)(a) against the convicted person;
- (b) order the convicted person to pay for the cost of any remedial measures to be taken; or
- (c) order that the convicted person implement remedial measures.

Part B

Regulations

Ministerial power to make regulations and issue notices

60. (1) The Minister may, subject to subsections (2) and (3) make regulations by notice in the *Gazette* as to any matter required or permitted to be prescribed in terms of this Act including—

- (a) matters provided for in sections 61 to 67; or
- (b) generally all matters that are necessary to prescribe for the effective administration of this Act.

(2) Any regulation or notice made in terms of this Part may provide that—

- (a) the contravention thereof, or failure to comply therewith, is an offence; and
- (b) a person convicted of that offence is punishable with a prescribed fine or a term of imprisonment not longer than the period so prescribed, but the prescribed

fine may not at the time of publication of that notice, exceed the amount prescribed in respect of one year of imprisonment determined in accordance with the Adjustment of Fines Act, 1991 (Act No. 101 of 1991).

(3) The Minister may request the Regulator to propose draft regulations for his or her consideration, and any stakeholder may submit representations to the Minister on such proposed regulations.

(4) The Minister must, before making any regulations in terms of this Act or issuing a notice in terms of section 66—

- (a) publish a notice in the *Gazette*—
 - (i) setting out the draft regulations or draft notice, as the case may be; and
 - (ii) inviting written comments to be submitted on the proposed regulations or notice, specifying an address to which, and a date before which, the comments may be submitted, which date may not be earlier than 30 days after publication of the notice;
- (b) implement further steps, if any, which may in his or her opinion be appropriate to bring the contents of the proposed regulations or notice to the attention of interested persons; and
- (c) consider all comments received on or before the date specified in paragraph (a)(ii).

(5) When making regulations or issuing a notice, the Minister must take into account—

- (a) the impact of such regulations or notice on railway safety and operations;
- (b) the financial burden created on operators and if applicable, persons in safety critical grade positions, in respect of compliance costs;
- (c) the balance between the need for safe railway operations and the economic

viability of new measures to achieve safe railway operations; and

- (d) whether the measures must apply both to traditional railway operations as well as rapid rail operations.

Regulations regarding design, construction, alteration and new operations

61. The Minister may make the following regulations relating to the design, construction, alteration and new operations of railway or railway operations that have an impact on safe railways or railway operations:

- (a) The types of new or proposed construction or operation which require the Regulator's approval;
- (b) the criteria or requirements to be met for obtaining the Regulator's approval;
- (c) the procedure for obtaining the Regulator's approval, including the noting of objections;
- (d) the design, construction, manufacture, alteration, commissioning, maintenance and operation of rolling stock, infrastructure and stations;
- (e) the safety of persons, including persons with disabilities, on board stationary or moving rolling stock, infrastructure or at a station;
- (f) the provision of closed circuit cameras or other monitoring devices on board a train;
- (g) the conveyance of dangerous goods by rail;
- (h) new works and operations;
- (i) testing and commissioning; and
- (j) technologies.

Regulations regarding infrastructure or activity affecting safe railway operations

62. The Minister may, after consultation with the members of the Executive Council responsible for transport in the various provinces, make regulations on the following matters to the extent that they affect safe railways and railway operations and relate to property owned by safety permit holders, and is not inconsistent with an Act of Parliament, namely—

- (a) mines and any other excavations, to the extent that the Mine Health and Safety Act, 1996, and the Mineral and Petroleum Resources Development Act, 2002, do not apply;
- (b) drainage under or alongside tracks;
- (c) any construction above, below or adjacent to a railway track within the area used by or reserved for railway activities;
- (d) storage of materials adjacent to a railway track;
- (e) road level-crossings, to the extent that road safety legislation does not apply; and
- (f) the unlawful occupation of property owned by safety permit holders which renders railway operations unsafe or has the potential to render them unsafe, subject to any other law governing unlawful occupation or eviction from property unlawfully occupied.

Regulations regarding assessment and information

63. (1) The Minister may make regulations in respect of the contents, class, type, time period and format of data to be submitted to the Regulator for assessment of the compliance of an operator with the provisions of this Act.

(2) The Minister may make regulations in respect of the information which the Regulator must publish for public information or public consultation.

Regulations regarding railway occurrence

64. The Minister may make regulations in respect of railway occurrences, in addition to those contemplated in section 48(1), 49(1) and 51(2), including—

- (a) other activities which constitute railway occurrences, and the offences and penalties in respect thereof;
- (b) steps to be taken by an operator after a railway occurrence in addition to those contemplated in section 47(1); and
- (c) procedures, processes and other matters relating to major investigations.

Notice regarding fees

65. (1) The Minister must annually, by notice in the *Gazette*, determine the fees payable in respect of the safety permits contemplated in section 30(1).

(2) The Minister may, in consultation with the Minister of Finance, by notice in the *Gazette*, determine fees in respect of any prescribed

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service rendered by the Regulator in respect of—

- (a) new works and operations;
- (b) technologies;
- (c) testing.

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Regulations regarding compliance notices and penalties

66. (1) The Minister may, by notice in the *Gazette*, make regulations to provide that the Regulator may, in respect of a person who fails to comply with any provision of this Act, including any railway safety standard or condition of a safety permit imposed in terms of section 31—

- (a) issue a compliance notice to the person so failing to comply; and
- (b) determine a penalty in respect of non-compliance with a notice under paragraph (a).

(2) Penalties imposed in terms of the regulations made under subsection (1) may differ between operators according to criteria prescribed by the Minister, and may include provisions providing for the reduction of penalties in certain circumstances.

(3) The proceeds of penalties paid in terms of or under this section do not form part of the funds of the Regulator, and the Regulator must pay such proceeds into the National Revenue Fund contemplated in section 213 of the Constitution, 1996.

(4) The Regulator may recover penalties imposed in terms of regulations made under subsection (1) by civil action for disposition as contemplated in subsection (3).

(5) Any person aggrieved by a decision of the Regulator to impose such a penalty may appeal against that decision as provided for in Chapter 8.

Regulations regarding safety critical grades

67. The Minister may, by notice in the *Gazette*, make regulations to provide for the licensing of persons employed in safety critical grade positions, including provisions on—

- (a) railway safety standards to be met for obtaining safety critical grade licences;
- (b) the posts or job descriptions of persons who need to be licensed;
- (c) the registration of training institutions;
- (d) criteria to be taken into account by the Regulator when considering an application for registration of training institution; and
- (e) information to be supplied in respect of the database contemplated in section 34(1)(c).

Part C***Transitional, repeal and commencement provisions*****Transitional provisions and savings**

68. (1) The Minister must, within one year of commencement of this Act, review all regulations or notices contemplated in subsection (2) and, unless the Minister within that one year period confirms, by notice in the *Gazette*, that the regulations or notices remain in force, such regulations or notices must cease to be of force or effect at the end of that one year period.

(2) Subject to subsection (1), all regulations or notices properly made or issued in terms of or under the National Railway Safety Regulator Act, 2002, remain in force as if they had been made in terms of or under this Act.

(3) Any co-operative agreement or arrangement concluded by the Regulator in terms of section 6(2) of the National Railway Safety Regulator Act, 2002, upon the commencement of this Act, continues to be valid as if it had been concluded in terms of section 7(2)(c).

(4) Upon the commencement of this Act—

- (a) every person permanently employed by the Regulator immediately prior to the commencement of this Act, is regarded as having been appointed in terms of section 24 of this Act, without interruption of service and on the terms and conditions applying to that person immediately prior to the commencement of this Act;
- (b) every person contemplated in paragraph (a) remains subject to any decisions, proceedings, rulings and directions applicable to that person immediately before the commencement of this Act;
- (c) any proceedings against a person which were pending in terms of, or under the National Railway Safety Regulator Act, 2002, immediately before the commencement of this Act, must be disposed of as if that Act had not been repealed; and
- (d) the board of directors referred to in section 8 of the National Railway Safety Regulator Act, 2002, must continue to operate until the appointment of a new board in terms of this Act.

(5) Upon the commencement of this Act—

- (a) all movable, immovable and intellectual property of the Railway Safety Regulator, including all financial, administrative and other records of the Railway Safety Regulator and all documents in the possession of the Railway Safety Regulator, remain that of the Regulator;

- (b) the rights, duties, liabilities and obligations relating to the Railway Safety Regulator remain that of the Regulator;
- (c) the Regulator remains as a litigant in all pending litigation or proceedings;
- (d) all valid and binding agreements entered into by the Railway Safety Regulator remain binding on the Regulator; and
- (e) all funds of the Railway Safety Regulator, immediately before the commencement of this Act, remain that of the Regulator.

(6) All permits issued in terms of, or under, the National Railway Safety Regulator Act, 2002, remain valid as if they had been issued in terms of this Act.

(7) All fees and penalties due or charged in terms of, or under, the National Railway Safety Regulator Act, 2002, are payable to the Regulator on the date when they become due, as if that Act had not been repealed.

(8) The Minister must, not later than the date of commencement of section 34, by notice in the *Gazette*, publish a timetable in respect of persons already appointed to, or performing work in, a safety critical grade position at the time of commencement of that section, specifying the date by which such persons must comply with that section, but such a timetable may not extend beyond two years of the commencement of that section.

(9) Despite section 34 (8) and (9) any person appointed to, or performing working in, a safety critical grade position immediately prior to the commencement of section 34 may, until the date specified in terms of subsection (8), perform work in a safety critical grade position, and be appointed as such, without holding a safety critical grade licence.

(10) Section 38 of the National Railway Safety Regulator Act, 2002,

remains in force despite section 69, as if it had not been repealed, until the date of the commencement of Chapter 8 is fixed in terms of section 70(2).

Repeal and amendment of law

69. The laws mentioned in the Schedule are hereby repealed or amended to the extent indicated in column 3 of that Schedule.

Short title and commencement

70. (1) This Act is called the Railway Safety Act, 2017, and comes into operation on a date fixed by the President by proclamation in the *Gazette*.

(2) Despite subsection (1), the President may fix different dates in respect of different sections of the Act.

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SCHEDULE

(Section 69)

No. and year of law	Title	Extent of amendment
Act No. 16 of 2002	National Railway Safety Regulator Act, 2002	Whole
Act No. 39 of 1998	Transport Appeal Tribunal Act, 1998	<p>Section 1 of the Transport Appeal Tribunal Act, 1998 (Act No. 39 of 1998) (herein referred to as the principal Act), is hereby amended by the insertion after the definition of "board" of the following definition:</p> <p><u>" 'chief executive officer' means the person appointed in terms of section 22(1) of the Railway Safety Act, 2017;".</u></p>
		<p>Section 11 of the principal Act is hereby amended by the substitution for the section of the following section:</p> <p><u>"Fees in respect of Appeals</u></p> <p>11. The Tribunal may not deal with any appeal noted under national land transport legislation, [or] under the Cross-Border Road Transport Act, 1998, <u>or the Railway Safety Act, 2017</u>, unless any such appeal is accompanied by the fees referred to in section 17(1)(a)."</p>
		<p>Section 12 of the principal Act is hereby amended by the substitution for subsections (1), (2) and (3) of the following subsections:</p> <p>"(1) Subject to the provisions of this Act, the Tribunal must consider an appeal noted with the Tribunal in accordance with the provisions of national land transport legislation, [or] the Cross-Border Road Transport Act, 1998, <u>or the Railway Safety Act, 2017</u>, whereupon the Tribunal may—</p> <p>(a) reject the appeal and confirm the act, direction or decision appealed against; or</p> <p>(b) uphold the appeal, set aside the act, direction or decision appealed against, and—</p> <p>(i) substitute therefor any other act, direction or decision which the board, chief executive officer or the Regulatory Committee, as the case may be, could have performed or given; or</p> <p>(ii) refer the matter which gave rise to the appeal to the board or the Regulatory Committee, as the case may be, for reconsideration; or</p> <p>(c) uphold the appeal partially and vary the act, direction or decision appealed against.</p> <p>(2) No decision taken by the Tribunal under this section may be inconsistent with national land transport legislation, [or] the</p>

No. and year of law	Title	Extent of amendment
		<p>Cross-Border Road Transport Act, 1998, or the Railway Safety Act, 2017, as the case may be.</p> <p>(3) Any act, direction or decision of the Tribunal under subsection (1) (b) (i) or (c) will, except for the purposes of subsection (1), be deemed to be an act, direction or decision of the board, chief executive officer or Regulatory Committee against whose act, direction or decision the appeal was brought."</p>
		<p>Section 13 of the principal Act is hereby amended by the substitution for paragraph (a) of subsection (1) of the following paragraph:</p> <p>"(a) grant an application for condonation of the late filing of an appeal against the act, direction or decision of the board, the chief executive officer or the Regulatory Committee, as the case may be, provided the appeal is noted in the prescribed manner and within the prescribed period, or refuse such an application; or".</p>

BOARD NOTICES • RAADSKENNISGEWINGS

BOARD NOTICE 34 OF 2018



THE FEES PAYABLE TO THE IRBA WITH EFFECT FROM 1 APRIL 2018

1.	<p>Registration as an auditor:</p> <p>1.1 Individual registration, payable on application for registration</p> <p>1.2 Proficiency interviews, payable on notification of interview (Application of the "Three-Year Rule")</p> <p>1.3 Administration fee for cancellation or withdrawal from 1.1 and 1.2 above (Recovery of cost)</p> <p>Note: No firm registration fees are payable and the registration fee includes the first-year annual fee.</p>	<p>R9 450.00</p> <p>R1 600.00</p> <p>15% of the above fee</p>
2.	<p>The annual renewal of registration fees payable by any individual registered as an auditor shall become due and payable on 1 April of every calendar year.</p> <p>2.1 Annual renewal of registration payable by any person as long as he/she remains registered as an auditor and has not reached the age of 65 years.</p> <p>2.2 Annual renewal of registration payable by any person as long as he/she remains registered as an auditor and is over the age of 65 years.</p> <p>2.3 Administration fee for reinstatements (not limited to reinstatements after lapsing).</p>	<p>R6 000.00</p> <p>R3 000.00</p> <p>R2 720.00</p>
3.	<p>Once-off fees payable in respect of registration of training contracts:</p> <p>3.1 Training contract</p>	<p>R2 480.00</p>
4.	<p>Once-off fees payable in respect of registration of an Audit Development Programme contract:</p> <p>4.1 Audit Development Programme (ADP)</p> <p>4.2 Administration fee for cancellation or withdrawal from 4.1 above (Recovery of cost):</p> <ul style="list-style-type: none"> Registered candidate auditor resigns within six (6) months. The IRBA has not conducted an introductory visit and an inspection visit. Registered candidate auditor resigns within six (6) months. The IRBA has conducted an introductory visit, but not an inspection visit. Registered candidate auditor resigns within six (6) months. The IRBA has conducted an introductory visit and an inspection visit. 	<p>R5 750.00</p> <p>15% of the above fee</p> <p>50% of the above fee</p> <p>100% of the above fee</p>

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BOARD NOTICE 35 OF 2018

HEALTH PROFESSIONS COUNCIL OF SOUTH AFRICA

HEALTH PROFESSIONS ACT, 1974 (ACT NO. 56 OF 1974)

NOMINATIONS OF MEMBERS OF THE PROFESSIONAL BOARDS: LIST OF NAMES OF PERSONS VALIDLY NOMINATED FOR APPOINTMENT TO THE PROFESSIONAL BOARDS

NOTICE is hereby given in terms of regulation 4(4) of the Regulations relating to the nominations and appointments of members of a Professional Board published under Government Notice R1257 in *Government Gazette* 31633 of 28 November 2008 that the following persons have been validly nominated as candidates for possible appointment by the Minister of Health as members of the respective Professional Boards under which their names appear:-

1. MEDICAL AND DENTAL PROFESSIONS BOARD

SURNAME	NAME	REGISTRATION NO.	GENDER
Msomi	Roy Thulasizwe	MP 0475033	Male
Thokoane	Meriting Gladys	DP 0067717	Male
Moodley Naidoo	Roshini	MP 0450332	Female
Chauke	Hlengani Lawrence	MP 0499390	Male
Kommal	Terrence Omdutt	MP 0713309	Male
Makwakwa	Nokukhanya	DP 0075353	Female
Govender	Indiran	MP 0417106	Male
Benn	Carol-Ann	MP 0388203	Female
Kabaale	Moses Henry	MP 0422525	Male
Maart	Ronel Deidre	DP 0059137	Female
Abayomi	Emmanuel Akinola	MP 0460079	Male
Nematswerani	Noluthando	MP 0485705	Female
Mokumo	Daniel Seakga	MP 0787094	Male
Chetty	Sean	MP 0535532	Male
Muambadzi	Ntanganedzeni	MP 0660647	Female

Buthelezi	Bonginkosi Thomas	MP 0537489	Male
Ndlovu	Nonhlanhla	MP 0476935	Female
Peer	Moosa	MP 0209023	Male
Mpuntsha	Loyiso Faith	MP 0299286	Female
Aina	Ayodele Olubukola Adetokunbo	MP 0492582	Female
Ngobese	Arletta Clementina Ntombizodwa	MP 0337463	Female

2. PROFESSIONAL BOARD FOR PSYCHOLOGY

SURNAME	NAME	REGISTRATION NO.	GENDER
Gaydon	Vanessa Paula	PS 0027014	Female
Pillay	Jace	PS 0037915	Male
Matthews	Elizabetha J L	PS 0095966	Female
Berkowitz	Gillian H	PS 0037869	Female
Human-Vogel	Salome'	PS 0061441	Female
Bantjes	Jason	PS 0097349	Male

3. PROFESSIONAL BOARD FOR ENVIRONMENTAL HEALTH PRACTITIONERS

SURNAME	NAME	REGISTRATION NO.	GENDER
Thopola	Thamaga Hilda	HI 0042803	Female
Mukwevho	Nngodiseni Michael	HI 0030180	Male

4. PROFESSIONAL BOARD FOR MEDICAL TECHNOLOGY

SURNAME	NAME	REGISTRATION NO.	GENDER
Sheldon	Andrea	MT 0100684	Female

**5. PROFESSIONAL BOARD FOR PHYSIOTHERAPY, PODIATRY AND
BIOKINETICS**

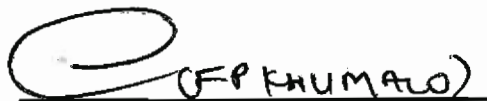
SURNAME	NAME	REGISTRATION NO.	GENDER
Mothousti	Masilo Jeffery	PT 0084824	Male

6. PROFESSIONAL BOARD FOR RADIOGRAPHY AND CLINICAL TECHNOLOGY

SURNAME	NAME	REGISTRATION NO.	GENDER
Clark	Chevon	KTG 0000370	Female
Qutywa	Ndilekile Sphiwo	DR 0045535	Male
Naidoo	Elizabeth Laura	KTG 0002976	Female
Swindon	Lynda Dawn	DR 0013323	Female
Mahlaola	Tintswalo Brenda	DR 0074322	Female

**7. PROFESSIONAL BOARD FOR SPEECH, LANGUAGE, AND HEARING
PROFESSIONS**

SURNAME	NAME	REGISTRATION NO.	GENDER
Moroe	Nomfundo	STA 0030252	Female



ADV. PHELELANI F KHUMALO

ACTING REGISTRAR

DATE: 28 SEPTEMBER 2017

BOARD NOTICE 36 OF 2018**CALL FOR NOMINATIONS OF PERSON TO SERVE ON THE COUNCIL OF
THE SOCIAL HOUSING REGULATORY AUTHORITY**

In terms of section 9(2)(a) of the Social Housing Act, 2008 (No. 16 of 2008), the Minister of Human Settlements hereby invites interested parties to nominate persons to be considered for appointment to serve as non-executive members on the Council of the Social Housing Regulatory Authority.

The Social Housing Regulatory Authority is a public entity established in terms of the Social Housing Act, 2008 (Act No.16 of 2008). The mandate of the SHRA is to regulate the social housing industry and provide support to the social housing institutions.

The Council consist of at least Seven (7) but not more than twelve (12) members. Each member of the Council is appointed for a period determined by the Minister, but not exceeding three (3) years at a time.

The Council member of the SHRA must be a fit and proper person with knowledge, experience or qualifications in the field of social and rental housing or other applicable competencies for the proper governance of the Regulatory Authority. The skills in the following areas will have an added advantage in the attempt to strengthen the Council:

Financial Management; Infrastructural Development; Investment Management; Risk Management; Governance Compliance; Legal; Policy Development; Information Technology System; and Knowledge of the South African Policy; Legislature and Regulatory environment related to housing and human settlements.



In addition, the Department encourages nominations to nominate persons with disability in this regard.

No person shall be appointed as a member of the Council if he/she-

- a) Is an unrehabilitated insolvent;
- b) Has failed or is unable to comply in full with a judgment or order, including an order of costs, given against him or her by a court of law in civil proceedings;
- c) Has been convicted of an offence involving an element of dishonesty;
- d) Is not permanently a resident of the Republic of South Africa;
- e) Has been, or is, removed from an office of trust on account of misconduct in respect of fraud or the misappropriation of money;
- f) Is otherwise disqualified from serving as a member of a Board in terms of the Companies Act, 2008 (Act No. 71 of 2008); or
- g) Has or acquires an interest in a business or enterprise, which may conflict or interfere with the proper performance of the duties of a member of the Council.

Nominations must be submitted in writing and with the following details:

1. Full names and address of the persons or organisation nominating the candidate;
2. A curriculum vitae of the candidate which must include:
 - candidate's full names, identity number, gender and race;
 - contact address, telephone, fax and email address;
 - certified copies of all qualifications;
 - designation, responsibilities and areas of expertise;
 - previous and current boards experience;
 - and at least two names and contact details of references; and
3. A signed Acceptance of Nomination Letter from a candidate.

Strict compliance with the nomination requirements is essential. All correspondence will be limited to short-listed candidates only.



Nominations must be posted to Mr Neville Chainee, Acting Chief Operations Officer, Department of Human Settlements, Private Bag X644, Pretoria, 0001 or hand delivered to Govan Mbeki House, 240 Justice Mahomed Street, Sunnyside, Pretoria, on . Enquiries may be directed to Ms Tsepiso Moloi at 012 421 1472.

NB: Communication will be restricted to short-listed candidates only.

BOARD NOTICE 37 OF 2018

SOUTH AFRICAN DENTAL TECHNICIANS COUNCIL

REQUEST FOR NOMINATIONS

ELECTIONS OF MEMBERS OF THE SOUTH AFRICAN DENTAL TECHNICIANS COUNCIL

Notice is hereby given in terms of the provisions of the Regulations relating to an election of **two (2) Dental Technician Employees and two (2) Dental Technician Contactors and one (1) Dentist** member/members of the Council to serve during the period ending 31st August 2023, is to be held.

Nominations of eligible dental technician contactors, dental technician employees and dentists are awaited. A person nominated shall (a) not be an unrehabilitated insolvent, (b) not be disqualified, in terms of the Act or the medical, Dental and Health Professions Act, 1974 (Act 56 of 1974), from practicing his profession, (c) not be the patient or a President's patient as defined in section 1 of the mental Health Act, 1973 (Act 18 of 1973), and (d) be a South African citizen and permanently resident in the Republic.

Each candidate shall be nominated on a separate nomination form, but any person entitled to vote in the election may sign the nomination forms of any number of candidates not exceeding the number to be elected.

Each nomination form shall state the first names and the surnames of the candidate nominated and shall be signed by **two registered dental technicians/contractors/dentists**. The person nominated shall also sign the form, confirming that he consents to his nomination. The registered address of each one so signing shall be appended to his signature. If the person nominated is unable to sign the nomination form, he may inform the returning officer by letter or telegram that he/she consents to his nomination.

Every nomination form shall reach the undersigned (from whom nomination forms can be obtained on application) at the address given below, not later than **20 April 2018, 16H00**.

A deposit of R50 shall accompany the nomination form. Every nomination form in respect of which any of these provisions has not been complied with or which is not received by the aforesaid date at the address given below shall be invalid.

Physical address

The Returning Officer
954 Corner Arcadia & Hill Streets
Arcadia
Pretoria
0083

Website: www.sadtc.org.za

Inquiries may be directed to the Registrar
by email or telephone at info@sadtc.org.za

Postal address

The Returning Officer
P. O BOX 14617
Hatfield
0028

Tel: (012) 342 4134/4230

Fax: (012) 342 4469

**Returning Officer**

Mrs P.T Nkuna
Registrar/CEO
South African Dental Technicians Council

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