

South Africa

Part two

▶▶▶ VITAL TRANSPORTATION LINKS ARE WHAT CONNECT SOUTH AFRICA TO THE REST OF THE CONTINENT. AS A REGIONAL LEADER, THE NATION IS WORKING NOT ONLY TO IMPROVE INFRASTRUCTURE, BUT ALSO TO INCREASE AWARENESS ABOUT SAFETY ON THE NATION'S HIGHWAYS, IN ITS AIRPORTS AND BEYOND

Educating, insuring and protecting travelers on South Africa's roads

The Road Accident Fund is a valuable safety net for travelers on South Africa's road network



JACOB MODISE, CEO of the Road Accident Fund

AS THE FIFA 2010 World Cup quickly approaches, the country is mobilizing to provide the best transportation and road safety available for visitors eager to explore the country's vast beaches, vineyards and cities, government officials say.

The government's Road Accident Fund (RAF) is set to protect motorists as they venture throughout the country, which has one of the most advanced transportation sectors and road networks on the African continent. However, accidents do happen.

"Road accidents are a worldwide phenomenon; I call them a negative consequence of economic development," says RAF CEO Jacob Modise, who has been a crucial player in solidifying the agency's new and improved financial strategy.

More than 50 years old, the RAF has gone through numerous changes as it sought to provide comprehensive cov-

erage while staying economically sound. Initially, the insurer was set up to provide protection to pedestrians along government roadways, but now it includes liability protection for anyone hurt while using the roads. If someone is injured on South African roads and is unable to continue to work due to the injury, the RAF will reimburse that person's income. The agency also helps integrate victims of motor vehicle accidents back into society so that they do not become a social burden. Finally, the RAF supports families of those who pass away due to accidents on the roads.

In the beginning, the compulsory insurance system was funded by statutory annual premiums, but in 1986 that was replaced with a fuel levy added to the amount payable every time a vehicle's gas tank is filled.

"It's important to point out that while the system is financed only by motorized vehicle users, each and every road user – whether they be a pedestrian or bicycle rider or motor-vehicle driver or passenger – is covered," says Mr. Modise.

The price for such uniform insurance coverage is a worthwhile expense in the name of safety, according to Mr. Modise. In 2008, the RAF paid out liabilities of about ZAR 25 billion (\$3.1 billion). The government's treasury agreed to pass a fuel levy increase for 2008-2010 to sustain the agency, but a new payment plan is expected to be put in place by 2010-2011, as higher payment demand is expected.

The higher demand is due in great part to South Africa's steady economic growth since the 1970s – reaching approximately 5% GDP growth from 2004-2007. As more people became

economically active, they bought more cars and created more traffic and more accidents.

"I stand by my conviction that South African road safety is key to all the stakeholders," says Mr. Modise. "Compared to other developing economies, such as India or China, we are well positioned in terms of safety. However, relative to some of the first world economies, we have much to improve. It is important to point out that our roads are generally well maintained and well regulated, which naturally has a positive effect on safety."

Most of the claims received by RAF are submitted by pedestrians. This can

be attributed to the fact that a large percentage of the population is still poor, and people who travel to larger cities from rural areas know very little about road safety and road usage.

"The FIFA 2010 World Cup will provide a major economic boost to our country and is especially welcomed given the global financial crisis," says Mr. Modise. "An additional benefit of hosting the event is that the government's planned infrastructure investments will now be sped up and prioritized."

One of those priorities is upgrading the country's public transportation system, including buses and trains, which will reduce traffic in congested urban ar-

reas and improve safety conditions. The government hopes that these projects will also address some lingering after-effects from the apartheid era by upgrading transport in predominantly black neighborhoods and introducing public transport solutions in historically white neighborhoods.

"To develop a world-class public transport infrastructure, we will have to redesign and re-engineer most of the major existing solutions," Mr. Modise says. "The integration of all transport systems will be a lengthy and effort-intensive process, but with hard work, we will eventually develop a transportation system that will be unique, innovative and adaptable."

AIR TRAFFIC NAVIGATION SERVICES

Keeping the South African skies safe for all

Responsible for 10% of the world's airspace, ATNS is preparing for increased traffic in 2010

AIR TRAFFIC NAVIGATION SERVICES (ATNS) is the sole provider of air traffic, navigation, training and associated services within South Africa. ATNS is internationally recognized as one of the top Air Navigation Service Providers (ANSP) worldwide. An independent, private company, it is the sole provider of its service in South Africa, and operates at 21 airports throughout the country.

ATNS Chief Executive Officer Patrick Dlamini believes that the company plays a pivotal role in the aviation industry. Without it, "there would be no navigation for aircraft within our airspace. We not only play a crucial role in the country, but we also aspire to play a leading role on the continent," says Mr. Dlamini.

ATNS strives to provide high-quality,



PATRICK DLAMINI
CEO of ATNS

cost-effective service. ATNS is also principally involved in industry matters, and continues to work with many international counterparts on air traffic management.

The services ATNS provides include: supply of aeronautical information services, technical maintenance and airport services; alert, search and rescue coordination services; management of the flexible use of airspace through the Central Airspace Unit; support for special events and special requirements such as test flights and demonstration flights; implementation and maintenance of a ground-based navigational system; and training licensed air traffic controllers and technical staff.

"The transport sector is the heartbeat of any country. In South Africa, it has played an important role in increasing

business efficiency and providing South Africans access to international markets, and vice versa. I am extremely proud when I look at our transport system, as it is on par with the rest of the world," says Mr. Dlamini.

"Our services extend further than the familiar air traffic control service, into the provision of vitally important aeronautical information used for all flight planning purposes, rescue activities and the maintenance of navigation infrastructure," says Mr. Dlamini.

"We have installed an SADC communication system, a satellite system that allows information interchange between aircraft within the same region. In Northeast Africa, we have installed a system called NAFISAT, which is also a satellite communication service. It allows all air traffic controllers within our region to be in direct contact with each other," says Mr. Dlamini. "On the whole, flying in Africa and in its surrounding airspace has become much safer."

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Air Traffic Navigation Services of South Africa is ranked among the top five air traffic and navigation providers in the world.

Together with other stakeholders, ATNS has made progress in its preparations for the increase in flights that the FIFA 2010 World Cup will bring to South Africa. The first phase of the Atlantic Ocean Random Routing Area (AORRA) has been completed, as have the installation and commissioning of the radar systems at East London, Port Elizabeth and Bloemfontein airports.



Providing you with peace of mind on South African roads.

The Road Accident Fund provides personal injury and indemnity insurance cover to persons involved in motor vehicle accidents on South African roads.

For more information visit www.raf.co.za



Cover. Compensation. Rehabilitation.