

THE PRETORIA ATTORNEYS
ASSOCIATION

ROAD ACCIDENT FUND SUB-COMMITTEE REPORT 2017

10 October 2017

REPORT ON ROAD ACCIDENT FUND AND RELATED MATTERS

ROAD ACCIDENT FUND

The Road Accident Fund is a juristic person established by an Act of Parliament namely, the Road Accident Fund Act 1996 (Act 56 of 1996) as amended (“RAF Act”). It commenced operations on 1 May 1997, assuming at the time, all the rights, obligations, assets and liabilities of the Multi-lateral Motor Vehicle Accident’s Fund.

The RAF is responsible for providing appropriate cover to all road users within the borders of South Africa, rehabilitating and compensating persons injured as a result of motor vehicle accidents in a timely and caring manner, and actively promoting the safe use of vehicles on all South African roads.

Section 3 of the Road Accident Fund Act stipulates that *“the object of the Fund shall be the payment of compensation in accordance with this Act for loss or damage wrongfully caused by the driving of a motor vehicle”*. The client base of the RAF therefore not only comprises of the South African public, but all foreigners within the borders of the country. The RAF provides two types of cover, namely personal insurance cover to accident victims and their families, and indemnity cover to wrongdoers.

ROAD ACCIDENT BENEFIT SCHEME (“RABS”)

Over the past years, it has been widely announced and much publicised that the current RAF model is no longer sustainable as it is not succeeding in the execution of its mandate nor fulfilling the functions which it was created for, in terms of the current legislation.

A variety of reasons and excuses have been put forward for this failure in service delivery, ranging from an inherent flawed model, being a “fault based system”, to financial constraints, as well as a lack of proper administration and management.

In an effort to eradicate the current problems, the Bill, namely the “Road Accident Benefit Scheme” (RABS), provides for a new no-fault benefit scheme and a new administrator called the Road Accident Fund Benefit Administrator, which will replace the current RAF and compensation administered by it.

In terms of the fundamental overhaul, the legislation proposes that the RAF be replaced by RABSA and that the current system be replaced with a scheme which is based on the principles of social security and social solidarity.

The key change proposed by the draft legislation is a move away from the insurance based system of compensation, to a system of defined and structured benefits.

This proposed shift to a new model, is ridden with numerous problems and concerns, specifically with regards to the limitation and exclusion of benefits and compensation which a victim would naturally be entitled to in terms of the common law. Other problems include a strong reliance on the public health sector especially the proposed National Health Insurance Act, as well as numerous extensive and cumbersome procedures and requirements, which would make it extremely difficult for many victims to comply with, specifically considering that they may not rely on the assistance of legal or other assistance to lodge and finalize a claim.

RABS PROGRESS 2017

I am pleased to report that due to strong opposition from organizations such as the Association for Protection of Road Accident Victims (“APRAV”), the proposed and dreaded RABS legislation has not yet seen the light of day!

In terms of a Government Gazette published on 18 April 2017, it was announced that RABSA would again be presented to Parliament in 2017.

Following this publication there was renewed panic among RAF practitioners and certain prominent attorneys strongly urged their colleagues to get involved in an organized fashion, to collectively oppose RABS.

Sometime during May 2017 APRAV sent out a mail, attaching the legislative program for the National Assembly for the remainder of 2017. From the list of Bills on the agenda to be considered, RABS did not appear to be on the list for 2017.

However it seems as if the information obtained regarding the tabling of Bills at Parliament was not accurate, as the Bill was indeed tabled on 8 June 2017, with the aim of circulating the Draft Bill on RABS amongst its members for the purpose of allowing them to prepare for a workshop.

Subsequently the parliamentary Portfolio Committee meeting on Transport was held 20 June 2017. It was supposed to be in the form of a Workshop, to discuss RABS more intensively, but the necessary discussion packs were not distributed timeously, and the needed preparations could thus not be done. The “Workshop” however continued, although it was not a workshop in the normal sense, but rather presentations by a few officials from the Department. Following the presentations there were an opportunity for the committee members to ask questions and raise issues.

Members of the Committee then had opportunity to ask questions and made comments.

What follows are some of the key issues raised:

- That a detailed analysis be done comparing all Satchwell Commission

recommendations be aligned with RABS Bill Sections, with clarification where recommendations were not included in the RABS Bill.

- That a further workshop be arranged to deal with the various scenarios separately.
- That the late circulation of information did not allow for proper preparation nor engagement, and that the 'day' must be regarded as a "briefing" and not a workshop.
- That the RABS Bill must and will be interrogated thoroughly by the Committee.
- That a few Attorneys misusing the "system" a generalisation cannot be made "to all attorneys".
- That various Sections in the Bill will not withstand legal scrutiny.
- That the Minister of Transport should withdraw the recent Government Gazette publication on the RABS Bill.
- That a medical schedule of tariff be agreed first with the medical service fraternity and then only likely RABS costing can be done. Until then any claim that RABS will be "cheaper" is simply speculation.
- That amendments to the current RAF Act will "not make sense".
- That all detail on costing the RABS Bill must be shared with the Committee

for scrutiny.

- That many Sections in the RABS Bill will not benefit “the poor”.
- That a lot more homework is needed on the Bill.
- That proper public consultations be done (redone!).
- That a record of all public consultations be provided to the Committee (attendance registers).
- That several more meetings will be required to progress this matter.
- That there are “good and bad elements” in the current RAF Act as well as The RABS Bill, and should be debated by the Committee.
- That the Committee must apply their minds properly and not be embarrassed by possible legal action against some of their decisions.
- There are a lot of “grey areas and contradictions” that “must be removed”.

From the above it is clear that in June 2017 there were still too many questions, and not sufficient answers pertaining to the cost effectiveness, practicality and sustainability of the proposed RABS legislation.

The Committee accordingly decided that:

- More preparation should be done by the Department and be sent to the Committee in advance, to allow proper preparation by the Committee members;
- That all questions raised be recorded, and that the Department respond in writing;
- That several further meetings be held to properly ventilate all the issues in detail.

On 29 September 2017 APRAV attended a session with the Portfolio Committee on Transport.

During this session APRAV had an opportunity to make a presentation highlighting all the defects and shortcomings with the current proposed RABS legislation in its current form and providing detailed reasons why the legislation in its current form should not be introduced into law.

As a result of the strong opposition, proposed implementation of RABS have (for now) been pushed back to April 2019.

In this respect, credit has to go to APRAV which over the past years managed the following:

- Attended almost every Portfolio Committee on Transport, relevant to the RAF or RABS Bill;

- They ensured that all Portfolio Committee Members are fully briefed on the key issues on agendas pertaining to the RAF or RABS;
- They exposed numerous untruths presented to MP's regarding the RAF or RABS Bill;
- They enabled MP's to become knowledgeable on the key issues, i.e funding model requirements, current versus future public rights, cost of no-fault, the true impact on the public etc.;
- They exposed the public participation process to have been utterly superficial and totally inadequate and will have to be repeated;
- They exposed a total lack of industry consultation;
- They ensured that NEDLAC raised 47 key issues in the RABS Bill;
- They exposed significant wrongdoing within the RAF and ensured that the authorities are informed;
- They ensured that two RABS related tenders were withdrawn;
- They ensured that the latest Amendments to the RAF Act (moving towards no- fault basis), be halted;
- They ensured that the Department of Transport is now forced to provide detailed information relating to their future RABS plans, including a proper analysis of the Satchwell Commission recommendations;
- They established a positive working relationship with all the Portfolio Committee on Transport members.
- They will continue to meet with industry bodies and associations, to contribute to coordination and alignment within the industry;
- They are conducting analysis and research;

- They are in the process of creating a solutions Task Team in every Province etc.

In addition to strong opposition by APRAV, the LSNP's media campaign, should also hopefully in the near future start running TV adverts to bring awareness of the impact which RABS will have on anyone involved in a MVA.

In essence this means that although we all got startled by the fact that RABS made an appearance in Parliament much sooner than expected, there is still an opportunity to oppose RABS in an organised manner, and it is not yet the end of the road. It is however a wakeup call that something constructive needs to be done to fight RABS.

All RAF practitioners are therefore urged to join forces and provide support to LSNP and/ or APRAV.

Mr. Gert Nel, who is the Chair of the Road Accident Fund Committee at the LSNP, advised the PAA that financial support is required by APRAV.

Members who are able to pledge financial support are welcome to make use of the following bank details:

APRAV

ABSA CURRENT

ACCOUNT NUMBER: 408 467 8221

BRANCH CODE: 632 005

Alternatively members can liaise with:

Mr. Pieter Du Bruyn (APRAV Chairperson)

APRAV@outlook.com

Mr. Gert Nel (LSNP, RAF COMMITTEE Chairperson):

gepnel@gertnelattorneys.co.za.

The Road Accident Fund at present:

Throughout the 2017 the RAF's financial woes continued.

Early in the year on 27 January 2017, the RAF's bank account was attached by the sheriff, which resulted in thousands of claims which would have been preloaded onto their payment management system, to be interrupted. This brought about that approximately R550 million, in preloaded payments could not go through to claimants, attorneys, service providers and care givers. Fortunately the RAF reported on 7 February that the attachment has been lifted and payments continued as normal thereafter.

This was not the first time the RAF's bank accounts have been attached, and in fact it happened twice in 2016, despite pleas from many practitioners, pleading with their colleagues not to resort to these drastic measures, in a fear that the system could collapse.

On the 26th May 2017, the RAF transmitted a Financial Status update to its stakeholders. From the report it is clear that:

- Approximately R7.8 billion in payments are overdue;
- There has been an approximate increase of 25% in total payments this financial year, compared to the previous financial year.
- The cash flow forecast for June 2017, is 22% less than the highest receipt in the past 12 months due to a fluctuation in the fuel levy and diesel rebate. It would therefore appear as if the RAF's cash flow would be under more severe pressure in the coming months and will certainly affect the payments to claimants and service providers.
- RAF at present also endeavors to pay claims no later than 180 days after the payments was requested for payment. This sees a further delay from the previous payment management period of 150 days.
- In conclusion the report again name and shame certain law firms which continue with aggressively attempting to recover monies due to their firms through involving the sheriff's offices, and in particular by attaching the RAF's bank accounts.

Although the payment management system is not ideal, it is common knowledge that the RAF is experiencing financial difficulty, as the amount of money they

receive from the fuel levy, is not sufficient to cover their operational costs as well as their commitments to their service providers and claimants. The days are long gone, when the RAF honoured Court orders and effected capital payments within the time period specified in Court orders.

With the implementation of the payment management system, payments are delayed with 150 days as from the date when the payment is requested for payment by the RAF.

The issue with this is, that although the majority of attorneys have made peace with these delayed payments, the problem arises when the RAF employee does not request/ load the payment shortly after a matter has become settled.

It would have been one thing if the RAF indicated that they will pay all capital on or before 150 days from date of Court order, but this is not the case.

The frustration comes in when an RAF employee in an administrative role, creates a significant delay in requesting/ loading the payment. For example if a matter is in Court in January, but the RAF only loads the payment in June, then the 150 day period commences from the day it was loaded.

Essentially this will bring about that a client will have to wait approximately 1 year to receive his/her money. As for the attorney he/she needs to carry the very expensive costs for a further year, despite the fact that the attorney carried all the costs for a number of year (sometime up to 5 years), from the first day he consulted with the client.

This creates a lot of frustration and an unbearable situation. The monthly overheads, and specifically the expert costs of a RAF practice is immense, and

attorneys are finding themselves in a position where it becomes almost impossible to keep the doors open.

Attorneys are getting the blame on a regular basis, for the fact that the current RAF dispensation is unaffordable and unsustainable. However it is clearly due to poor management that the RAF is in this situation.

As the RAF's monthly liability becomes more and more, compared to their revenue, which causes a snow ball effect, I believe we will shortly see the goal posts being shifted whereby payments are drawn-out even longer.

Although it was announced during the annual Budget Speech in February 2017 that the RAF would see a 9c/l increase in the fuel levy for the 2017 financial year, it did not bring the desired relief, although it did ensure that the current system continued, albeit with difficulty and constrain.

Going forward practitioners can likely expect more of the same, in the sense that the RAF will continue to struggle administratively and financially.

This year has also seen the CEO Dr. Eugene Watson as well as CFO Ms. Yolanda Van Biljon Depart, making way for new officers.

We can only be hopeful that the new candidates will steady the ship to some extent.

In the meanwhile organizations such as APRAV will surely continue with the sterling job they are doing in taking the fight to RABS! As mentioned above the time is now for everyone with a vested interest to also join the fight and contribute where possible.

INTERESTING/ IMPORTANT CASE LAW

See hereunder a list of the more interesting and relevant judgements, which were handed down. Attached find copies of the complete judgements.

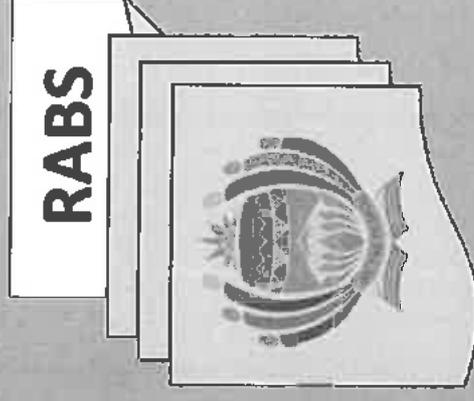
1. S J Tshabalala / RAF
2. Manukha / RAF
3. RAF/ K P Mphirime

Members are invited to address and concerns/ queries/ problems or interesting developments to me directly on ruan.steenkamp@ppv.co.za

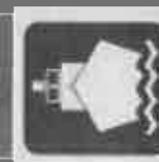
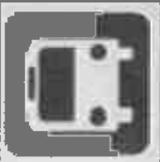
PREPARED BY: RUAN STEENKAMP

DATE: 10 OCTOBER 2017

**Overview: SA Transport Legislation
& its possible evolution
PCoT update: RABS**



APRAV: Road Accident Compensation Consultative Summit
Chris Hunsinger MP
26 September 2017



prasa
PASSENGER RAIL AGENCY
OF SOUTH AFRICA



CROSS-BORDER
ROAD TRANSPORT AGENCY



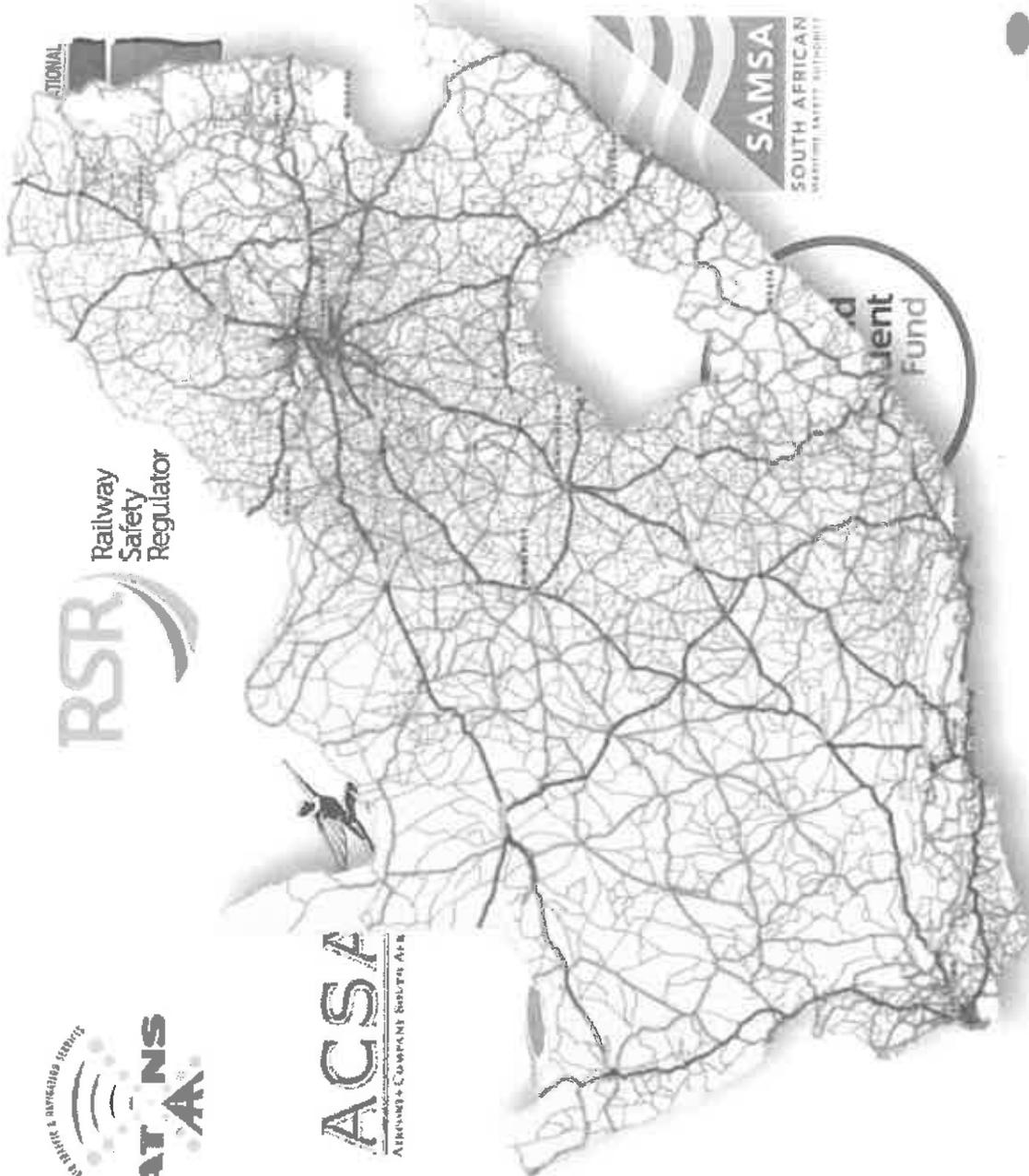
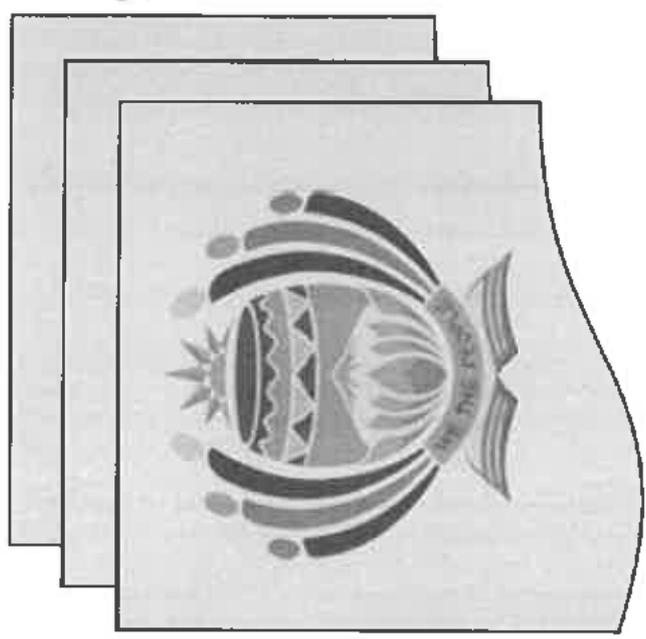
ATNS



**Railway
Safety
Regulator**



ACSA
AIR CARRIAGE COMPANY SOUTH AFRICA



Overview of SA Transport legislation & its possible evolution: Chris Hunsinger MP
Road Accident Compensation Consultative Summit: September 2017

2017/10/02



DoT 2016/17 Legislative “Pipeline”

- Draft implementation programme for NATMAP 2050
- White Paper on National Transport Policy – submitted to **Cabinet** (March 2017)
- Green Transport Strategy – submitted to **Cabinet** (March 2017)
- National Railway Bill – submitted to **Cabinet** (March 2018)
- Road Tariff Determination Framework Development – submitted to **Cabinet** (March 2018)
- Draft Economic Regulations for the Rail Sector – submitted to **Cabinet** (March 2017)
- Draft National Railway Safety Regulator Amendment Bill – submitted to **Cabinet** (March 2017)
- Draft White Paper on the Roads Policy – Submitted to **Cabinet** (March 2018)
- Draft Access Road Development Plan (ARDP) – Consultations Conducted in NC & WC – (March 2018)
- Road Accident Benefit Scheme Bill – Submitted to **Cabinet** (March 2017)
- Road Safety Strategy for SA submitted to **Cabinet** (September 2016)
- Report on Review of Founding Legislation of Road Entities (CBRTA, RAF, RTIA, RTMC, SANRAL)
- ATNS & ACSA Amendment Bills submitted to **Cabinet** (March 2017)
- National Civil Aviation Policy submitted to **Cabinet** (December 2016)
- National Airports Development Plan submitted to **Cabinet** (December 2016)
- Amendment Bill on the Rationalization of Air Services Licencing Act submitted to **Cabinet** (March 2019)
- International Air Services Act submitted to **Cabinet** (March 2019)
- Civil Aviation Amendment Bill submitted to **Cabinet** (March 2017)
- Maritime Transport Policy submitted to **Cabinet** (March 2017)
- Merchant Shipping Bill submitted to **Cabinet** (March 2018)
- Inland Waterway Strategy submitted to **Cabinet** (March 2017)
- Integrated Public Transport Turnaround Plan submitted to **Cabinet** (March 2017)
- National Road Traffic Amendment Bill, 2015 (Published for Comment: January 2015)

AARTO: to NCOP

Q4: BRRR

NLTA: after AARTO

Ports Tariff regulation = ?

PRASA / Transnet = ?



Enabling Economic Environment



GLOBAL & National Influence

Contribute > Economic Policy Agenda

INTEGRATED DEVELOPMENT

NDP: 2013

NGP: 2010

ASGISA: 2005

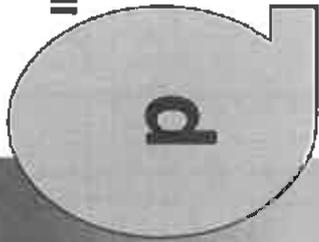
GEAR: 1996

RDP: 1994

Acts & Legislation

Manifesto

INFORM



TRANSPORT SECTOR

Policy Development

Mandate Generation

- Redress
- Growth

- Services
- Infrastructure

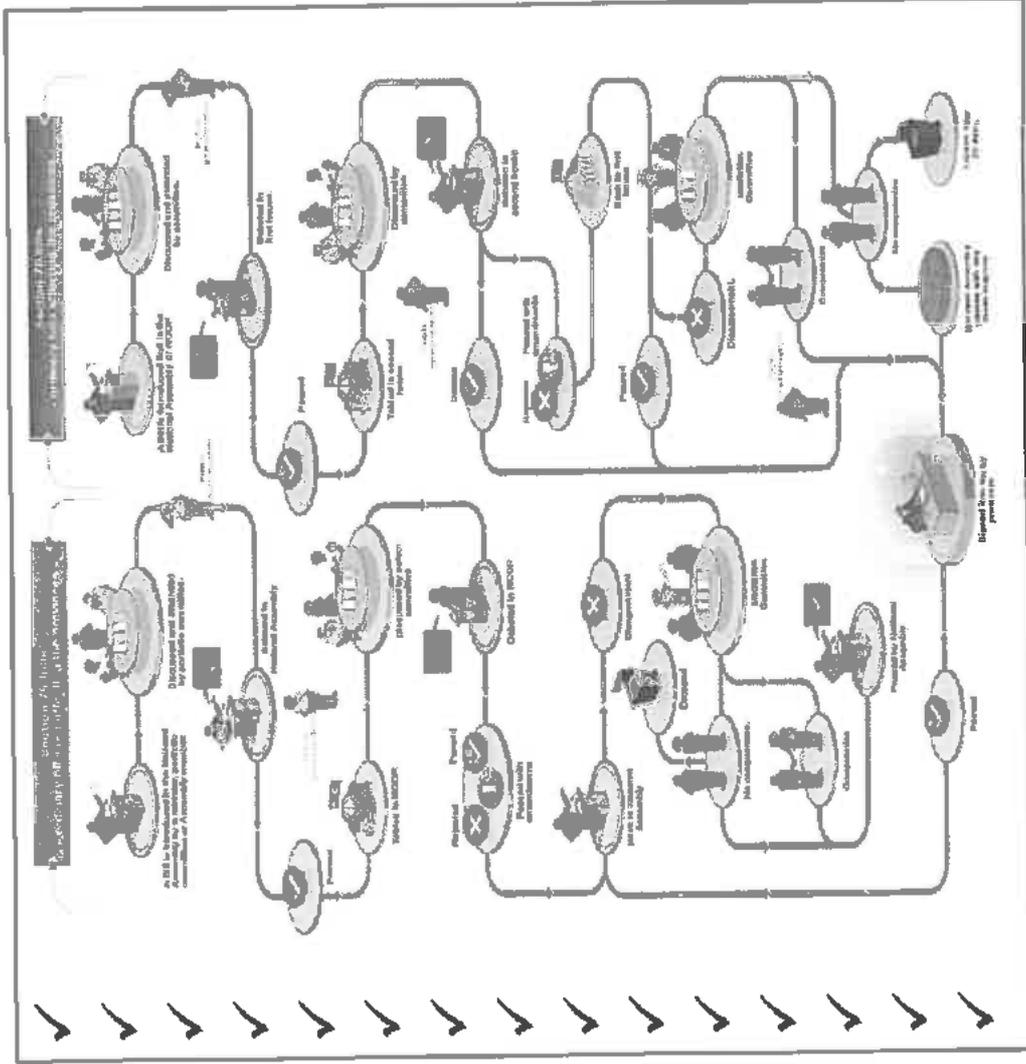
- Assets
- Capacity

Benefit Value Cycle

2017/10/02

'Overview of SA Transport legislation & its possible evolution': Chris Hunsinger MP
Road Accident Compensation Consultative Summit: September 2017

From Mandate to Act: 'Process & Steps'



TRANSPORT Agenda
NDP 2030 & NATMAP 2050

Overview of SA Transport legislation & its possible evolution: Chris Hunsinger MP
Road Accident Compensation Consultative Summit: September 2017

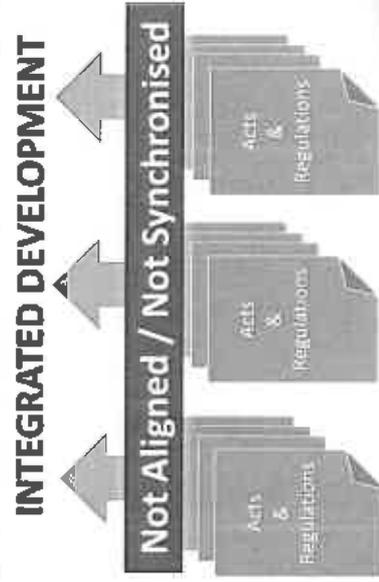
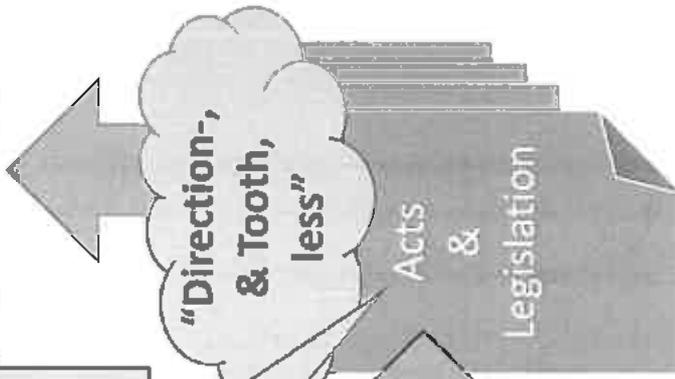
2017/10/02

Enabling Economic Environment: 'disappearing'

GLOBAL & National Influence

Contribute > Economic Policy Agenda

Q3 = 31 Bills in NA PC's, only 2 on the Order Paper, of these; 16 date back to 2016 or 2015 & 2014 (09)



NDP: 2013
 NGP: 2010
 ASGISA: 2005
 GEAR: 1997
 RDP: 2004

Benefit Value Cycle

- Redress
- Growth

- Assets
- Capacity

- Services
- Infrastructure

TRANSPORT Sector
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... RABS in PCoT ...

- **2013:** Published for Public Comment
- **09 May 2014:** GG No. 37612 “Enhanced” & Re-Published for Public Comment
- **Sept 2014:** DoT “RABS Information Sessions”
- **March 2015:** DoT Presentation with Ex Transport Min. Mlin Peters
 - Conclusion: “The Committee can still tear the RABS Bill apart and consult as they see fit”
 - Recommendation: Workshop on RABS (Accepted)

During 2016

- Consulted with State Law Advisors,
- Tabled at NEDLAC
- SEIAS (Socio-Economic Impact Assessment System) Report completed
- Presented and Supported by;
 - (SPCHD) Social Protection Community & Human Development Cluster,
 - (ESEID) Economic Sectors, Employment & Infrastructure Development Cluster

2017/10/02

‘Overview of SA Transport legislation & its possible evolution’: Chris Hunsinger MP
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... RABS in PCoT ...

- **07 February 2017:** RAF Amendment Bill – (postponed)
- **28 February 2017:** Dr. E. Watson (3 hours)
 - dire financial situation of RAF
 - what financial difficulties they currently experience and
 - why change is needed.
- **(28 March 2017:** “Approved” by Cabinet)
- **30 May 2017:** Briefing by DoT: RAF Amendment Bill
- **20 June 2017:** “Ready-to-Roll” Briefing by DoT

RAF Amendment Bill: (1 & 2 = RABS elements)

1. Introduction of a single medical tariff
2. 30 day “no-fault” period



... RABS in PCoT ...

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- **Consulted with State Law Advisors,**
- **Tabled at NEDLAC (“approved”): 28 March 2017)**
- **SEIAS (Socio-Economic Impact Assessment System) Report Completed**
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RABS

20 June 2017: Briefing

- RAF Amendment Bill – (stemmed)
- RABS Scenarios (workshop)

50+

Scenario's



RABS Bill Cabinet January 2017 Final.pptm

451 KB

Key Principles

RABS

Process and

Process and

Consultation cont.

Cabinet.

- The Draft Bill was approved by Cabinet on the 29th

5. Financial Implications for the State

The Department is of the view that the implementation of the Bill, if passed, will have no financial implications for the state.^{3]}

PCoT: Progress in Decision-Making on Legislation (2013 to 2017)

2013	2014	2015	2016	2017
9	7	5	3	2

- 21 Feb 2017 Administrative Adjudication of Road Traffic Offences Amendment Bill [B 38-2015]
- 10 Feb 2017 Ballast Water Management Draft Bill
- 05 Oct 2016 Civil Aviation Amendment Draft Bill, 2016
- 01 Jun 2016 National Land Transport Amendment Bill [B 7-2016]
- 30 May 2016 Administrative Adjudication of Road Traffic Offences Amendment Bill [B 38-2015]
- 09 Dec 2015 Administrative Adjudication of Road Traffic Offences Regulations
- 14 Sep 2015 White Paper on National Civil Aviation Policy: Draft
- 01 Sep 2015 Draft Regulations on E-Toll Exemptions
- 26 May 2015 Merchant Shipping Amendment Bill [B12-2015]
- 21 May 2015 National Road Traffic Regulations: Draft



National Executives & Administration: (Personnel Turnover Rates)

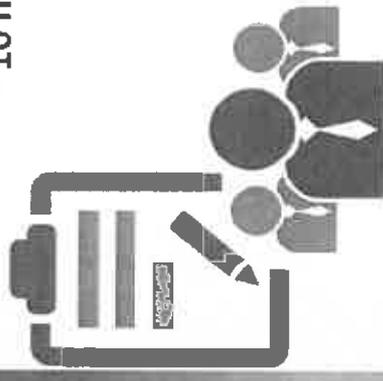
DG & Min in Pres. Jacob Zuma's National administration, May 2009 to July 2017 (100 months)

Pres. Jacob Zuma is currently overseeing his 11th different cabinet & national executive

- 13 months • 1st Executive: 26 changes
- 12 months • 2nd Executive: 9 changes
- 8 months • 3rd Executive: 8 changes
- 5 months • 4th Executive: 2 changes
- 10 months • 5th Executive: 9 changes
- 11 months • 6th Executive: 47 changes
- 18 months • 7th Executive: 2 changes (2014)
- 2 months • 8th Executive: 1 change
- 5 days • 9th Executive: 2 changes (Nene)
- 16 months • 10th Executive: 20 changes

126 changes to the national executive:

- 62 changes to ministerial positions
- 63 changes to deputy ministerial positions
- 01 change to the deputy presidency



Ave length (of Zuma Cabinet) before reshuffle = < 8.6 months

Retention Rate < 20% = 80% reshuffle - [Thabo Mbeki = 60% RR]

National Executives & Administration: (Staff Turnover Rates)

DG & Min in Pres. Jacob Zuma's National administration, May 2009 to July 2017 (100 months)

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134 changes to 172 DG held positions in 38 dept's.

- Ave of 4,5 DGs per Dept. or,
- Ave 22 months per DG
- **Transport = 5 DG's**

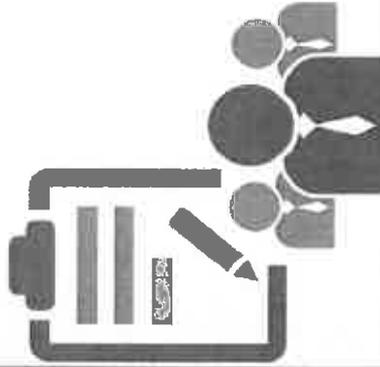
215 Different relationships between Min/DG Ave 6.7 relationships per Min/Dept.: Transport 8

7 mnths = Ave amount of time a Minister & DG stay together between the Dept./Min.y

Cabinet Reshuffle: every 9 months

New DG: every 22 months

Working Together: < 14 months



In Conclusion...

- With constraints, like,
 - High-level of resistance to consider ideas & contributions outside of ANC
 - Decrease in quality legislation
 - Tick-box approach towards Public Participation & Specialist Consultation
- Combined with
 - Inability to conclude and reach final decision-making stages (Cabinet (19 Transport))
 - General decreasing levels of trust & credibility (status of NEDLAC vs public)
 - Revelations of under -, & -wasteful expenditure/greed & misbehaviour

All of which, contribute to a **distorted balance between Influence & Leadership**

Closer to RABS, on the how? What? and when? questions



RAF/RABS BILL

WHAT DOES THE FUTURE HOLD?

- **WC briefing session –**

Cape Town, 29 September 2017



PROGRAMME

- 16:30 – 17:00 Arrival
- 17:00 – 17:45 APRAV update on the latest on the RABS
Bill & the roadmap ahead
- 17:45 – 18:15 Questions & answer session
- 18:15 – 19:00 Informal discussion over snack & drinks

WHAT ARE THE FACTS!?

RABS version versus the reality



KEY THEMES

1. Current status
2. Last portfolio Committee meeting held on 20/6/2017
3. Latest Department of Transport comment
4. Worst case scenario planning
5. Solutions going forward
6. Questions

CURRENT STATUS OF THE RABS BILL – time line

1. Political pressure
2. Research (sometimes)
3. Cabinet approval (in principle – little detail)
4. Green/White Papers/Draft Bill
5. Portfolio Committee
6. Consultations (very limited & superficial)
7. NEDLAC (no open to non-members)
8. ANC Study Group (closed)
9. ANC Sub-Committee on Economic Transformation (closed)
10. State Law Advisor (sometimes)
11. Government Gazette
12. MP vote
13. Sign into law

The BABS Bill is primarily, still 'stuck' here, after 03 years

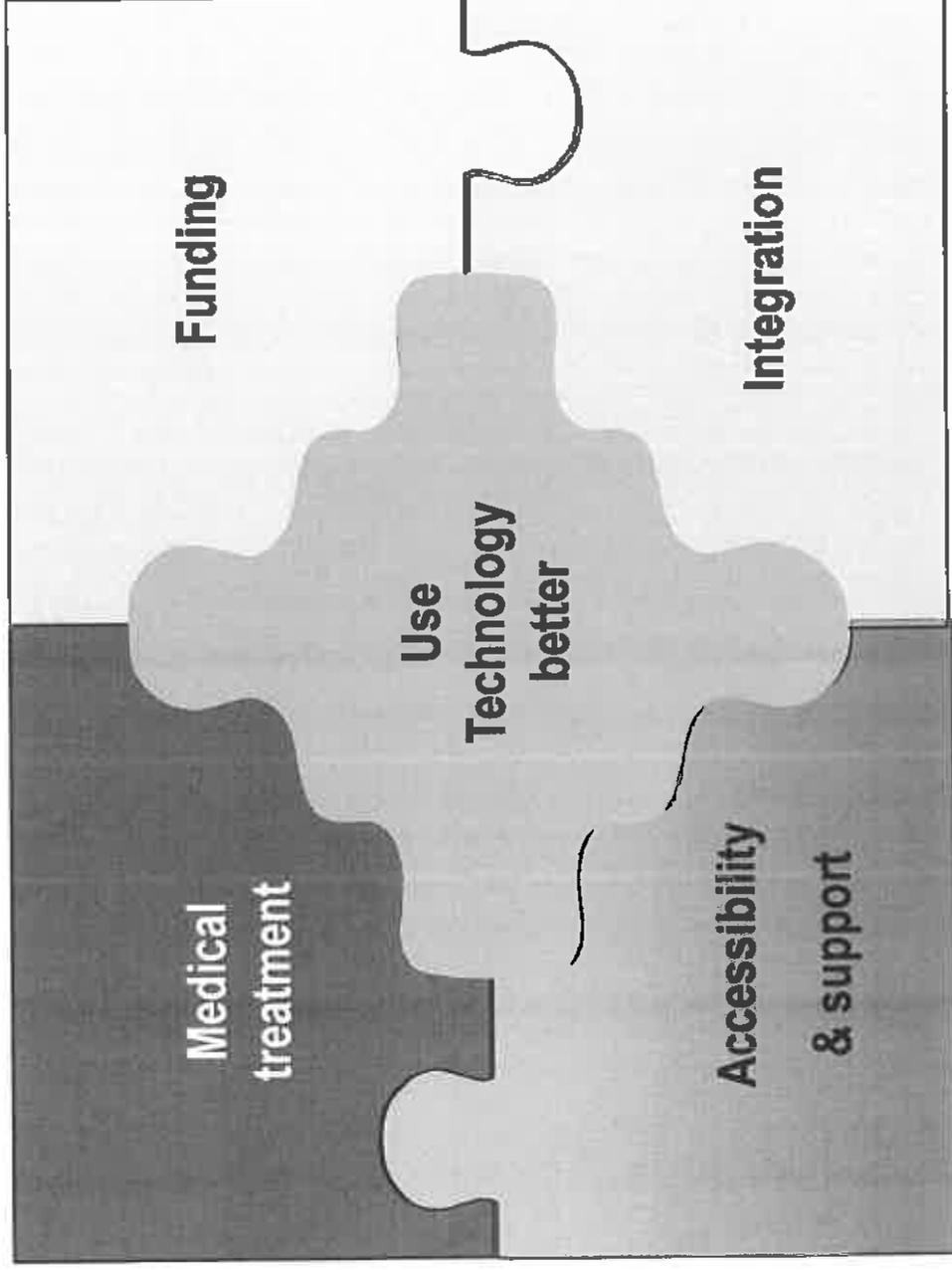
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5. We exposed the public participation process to have been utterly superficial and totally inadequate; and ensured a commitment that it be "redone".
6. We exposed the total lack of industry consultation; and ensured a commitment that it be "redone".
7. We ensured that NEDLACK raised 47 key issues in the RABS Bill (& not 'blindly' approved it).
8. We exposed significant wrongdoing within the RAF and ensured the authorities are informed.
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10. We ensured that the latest indented amendments to the RAF Act ('moving' towards no-fault...RABS) be halted.
11. We ensured that the Department of Transport is now forced to provide detail information relating to their 'RABS' plans, including a proper analyse of all the Satchwell Commission recommendations, etc.
12. We have established a positive working relationship with all the Portfolio Committee on Transport Members.
13. We will continue to meet with industry bodies and associations, to contribute to coordination and alignment within the industry.
14. We are conducting analyses and research.
15. We are busy creating Solutions Task Teams in every Province – WC formed 29/9/17.
16. GP APRAV Provincial Session scheduled for 02/11/17 (details to follow).
17. Etc.

WHY CHANGE IS NEEDED?

- 1. Cost is too high**
- 2. The time it takes is too long**
- 3. The system was designed with far less vehicle accidents & claims in mind**
- 4. Expectations are high**
- 5. Needs from the accident victims are high**
- 6. Better alignment with SA's realities in 2017 are needed**
- 7. Etc.**

KEY POINTS FOR THE FUTURE



The next 3 years...

1. Intended implementation date for the RABS Bill is now 1 April 2019!
2. **BUT**, unless the Department of Transport starts to consult with the industry & the public, ensures alignment with the constitution & becomes more open and realistic, APRAV will remain a hurdle towards their intended implementation date.
3. We will facilitate the creation of Provincial Solutions Task Teams, to focus on different areas, some addressing 'current RAF problems' and others to work on the 'system' for a sustainable future.
4. We will continue to work with private partners to explore the applications of technology and data management in a system for the future.
5. We will continue to expose corruption and misuse of the system.
6. We will continue to engage the Portfolio Committee and will continue to attempt to forge a constructive joint working relationship with the RAF and the Department of Transport (RAF representative attended the WC APRAV briefing).
7. We will continue to try and contribute to positive and sustainable changes to the industry.
8. We will continue to plan for 'worst case scenario'.
9. Etc.