

X HUMANISA

connecting delegates



APCR 2003 PIARC Durban • Connecting the World
XXII WORLD ROAD CONGRESS
XXII^e Congrès mondial de la Route

Weather  Fine Minimum 17°C / 63°F Maximum 30°C/ 86°F Sunrise @ 05:09 Sunset @ 18:11

Exchange Rates US\$ R7.13; £ = R11.94; Euro= R8.32; CAD\$ = R5.42; MX Peso = R0.64; Yen= R0.07

ENGINEERS OF THE FUTURE

More than a thousand schoolchildren poured into the Durban Exhibition Centre yesterday to visit the displays associated with the PIARC World Roads Congress – in particular the TRAC stand where videos introduced them to transport and engineering as career choices.

The children were bussed from schools in and around Durban by the South African National Roads Agency Ltd (SANRAL) which sponsors the Stellenbosch-based TRAC programme.

The early arrivals were high-spirited and noisy as police at the gates allowed the children to climb into their patrol vehicles and switch on the flashing lights and sirens. However, a line was drawn when one over-excited youngster actually started the engine.

TRAC (Transport and Civil Engineering) is a national non-profit programme which seeks to support science, mathematics and technology education in secondary schools through contact between TRAC regional offices and teaching staff. Some of the children at the Exhibition Centre yesterday had already been exposed to TRAC, others were seeing it for the first time.

The programme uses computer technology and specifically designed syllabus material to bring the school syllabus alive, using real life examples to show learners how science and mathematics are used to solve real world problems.

The aim is to stimulate high school learners' interest in, and understanding of, applied science, enabling them to enter technological careers, including transport engineering.

TRAC originated in the United States transportation industry and uses transportation-based examples when possible, but encourages an interest in all fields of science and technology. Vocational guidance is offered in civil engineering, mechanical engineering, chemical engineering, industrial engineering and electrical and electronic engineering.

The children swarmed about the TRAC exhibit, showed a fascination with the scarlet-jacketed Mounties (Royal Canadian Mounted Police) at the Canada stand and were given lunch packs before leaving.



Essential Contact Numbers

EMERGENCY - URGENCES - EMERGÊNCIA - EMERGENCIA: 10111



TRAC SA – A HANDS-ON EXPERIENCE FOR LEARNERS AT THE ICC

During open day at the World Road Congress, learners from local schools were able to visit the TRAC PAC laboratory at the exhibition centre to gain firsthand experience of this innovative, interactive learning programme.

The key objective of the TRAC programme is to stimulate, encourage and enable school leavers to enter careers in science, engineering and technology. The TRAC laboratory takes learners out of the classroom and into a virtual working environment where they are able to work with realistically simulated problems instead of mere theory.

Each TRAC PAC provides syllabus-relevant support to physical science learners and teachers in the form of both electronic laboratory equipment and structured learning worksheets geared towards involving the learner and bringing the syllabus to life, making the learners' experience a vital and stimulating one.

Mfanuzile Jabaluni, 18, Siphon Magayi, 18, and Sihlangu Dongo, 17, from Lakehaven Secondary School in Sea Cow Lake were enthusiastic about the experiments on the TRAC stand. They said that they had covered many of the concepts in school and that their visit would be of great help in revising for exams.

TRAC Regional Centre Manager Sunitha Amaralall said that the school visits had been a great success and that enthusiastic learners had benefited from their experience and enjoyed themselves.

SOWING THE SEEDS OF INTERNATIONAL BEST PRACTICE

In welcoming delegates to last night's Congress Dinner, South African Transport Minister Abdulah Omar said that this 22nd gathering of industry stakeholders was an excellent opportunity to network on issues of global concern.

He added that the Congress theme, 'Connecting the World', was a fitting description and summed up what congresses of this nature seek to achieve.

South Africa, he was proud to say, has come a long way in respect of management and maintenance of its national road network. In the last two years his department has achieved excellence particularly regarding engineering, the development of entrepreneurs, innovative financing methods and pushing back the frontiers of poverty.

"Our skills have been sought by other countries, road authorities and the private sector," he said.

Although technology is a driving force, it does not compromise the Department of Transport's national initiatives in respect of socio-economic upliftment. The Department is committed to sustainable development and growth. Road projects, Dr Omar said, have addressed the needs of local communities in terms of job creation, skills transfer and procurement practice. Most pressing, he stressed, is the need to develop infrastructure in rural areas.

His Department, he continued, is equally committed to the goals of the African Union's socio-economic programme, the New Partnership for Africa's Development (NEPAD).

Working together, he encouraged delegates, would benefit not just the African continent but also the world. In wishing delegates continued success in their final deliberations, he said that he was confident that the benefits they would reap from attending the Congress would be ploughed back into their respective communities.

LEARNING FROM EACH OTHER

"It has been a pleasure to observe the type of interaction that a Congress of this nature evokes," commented Mr Khehla Shubane, Chairman of the South African National Roads Agency Ltd (SANRAL), in his speech at the Congress Dinner.

He expressed the hope that delegates had gleaned much from partaking in yesterday's Technical Tours, which showcased the best of what the KwaZulu-Natal province has to offer. Those, he said, were indicative of what is happening in South Africa as a whole and were a reflection of the success of SANRAL initiatives.

He noted that South Africa's national roads are of world-class standard – as reflected on the tours which looked at development on the N2 and N3 routes - not to mention harbour developments at Durban and Richards Bay.

South Africa's infrastructure development could not, however, be viewed in isolation, he insisted. He said that SANRAL has identified a number of spatial development initiatives in southern Africa as a solution to integrating transport with broader socio-economic development. He pointed out cross-border initiatives with Mozambique, Namibia and Swaziland. These include the Maputo Development Corridor linking South Africa and Mozambique; the Coast to Coast SDI linking Namibia's Walvis Bay on the west coast to Maputo on the east; and the Lubombo SDI, a partnership between South Africa, Swaziland and Mozambique.

Although these projects may seem a humble start, Mr Khehla said they would lay the foundation for SANRAL's ultimate vision of a 'Cape to Cairo' route, linking the whole of the African continent.

The Chairman wished delegates well for the remainder of the Congress, trusting that the friendships they had forged would last well into future congresses.

CONGRESS DINNER HIGHLIGHTS



Above: Decor at the Congress Dinner reflected Africa in its true splendour.

Left: Johnny Clegg, well-known South African entertainer, wowed his audience last night.

SOUTH AFRICAN TALENT IN THE LIMELIGHT

When it comes to the spectacular entertainment and dynamic talent showcased throughout the course of the conference, you will have glimpsed an aspect of SANRAL's corporate social investment policy in action. SANRAL's focus is broader than upliftment and training in assisting local communities to become self-supporting and sustainable; it also focuses on preserving, fostering and promoting indigenous history, values and culture.

From the rising stars of penny whistlers Kwela Tebza, singing star Pinkie Mtshali, to superstar Johnny Clegg, every artist connecting delegates with our rich, multifaceted cultural heritage, is homegrown and based in and around KwaZulu-Natal. The World Road Congress has given these professional and amateur artists, as well as many cultural groups, the opportunity to open a window on their world.

Producers Lopang Manama, Isaac Mabhekwa, Lisa Loeb and Daryl Howes have devised an ingenious programme to showcase the diverse faces of our rainbow nation, while director Warren Batchelor and musical director Shaluzo Max have woven them into a rich and colourful tapestry.

Midway through the Congress, the delegates took a welcome break and the entertainment reached a peak last night when they were invited to 'party on down' KwaZulu-Natal style.

With internationally renowned Johnny Clegg leading festivities, and a choice of themed parties to choose from, the ICC was abuzz with the sounds of jazz, kwaito, umasikandi, disco and drumming till the early hours. A great KwaZulu-Natal evening was had by all! BEKUBUSWA!



DURBAN PUBLIC TRANSPORT HISTORICAL HIGHLIGHTS

Durban's first form of public transport was a coach service between Durban and Pietermaritzburg which was started by John Dare and ran for the first time on 15th March 1860. The coach was aptly named Perseverance because the journey used to take the whole day - one way.

Trams powered by electricity were introduced on 1 May 1902 and, although the first ones were imported, the municipal workshops in Durban began building their own tram bodies in 1910 and fitting them with imported motors. The trams built in Durban had the distinction of being the largest in the world. They were equipped with a driving position at both ends and passenger seat backs which could be flipped to allow the passengers to face forwards no matter which way the tram was travelling.

In addition to the normal passenger trams the Durban Municipal Transport Department operated a number of specialised trams including watering trams, which sprayed unpaved streets to keep the dust down, observation trams which were used to check the state of the tram lines, and stone trucks which were used to transport stone from the quarry near the Umgeni River for use in road building.

The department also operated two funeral trams which are believed to be unique in the world and which provided space for a coffin and twelve mourners to sit. The funeral tram service first ran in 1907 and caused a huge outcry among the town's funeral directors who were still using horse-drawn carriages. The service for the white population of Durban was suspended after the second trip although that for non-whites continued until 1931.

The last electric tram (no. 7015), affectionately known as Old Faithful, ran in Durban on 2nd August 1949. Mrs. Aileen Gordon-Huntley, had the unique distinction of riding on both the first and the last electric trams.

July 1919 saw the introduction by Indian entrepreneurs of truck busses which were trucks converted to carry passengers. The truck busses were the forerunners of the more than 250 bus lines and more than 450 busses which, in 2003, are still providing a valuable service to the community.

Durban Transport received its first three single-decker Thornycroft petrol-engined busses on 15 June 1925, on 24 Nov 1934, its first Dennis diesel single decker bus and, on 20 August 1938, its first diesel-powered Daimler double-decker bus. The last diesel double-decker bus ran on 30 April 1967.

The Transport Department decided that its trams were getting old and electric trolley busses seemed a very modern and flexible alternative to the trams so a number were ordered. The first one ran on the Marine Parade Number 1 Route on 24 February 1935. Locals named the new busses Silent Death because they moved so silently that people couldn't hear them coming, unlike the clanging trams, and they had to be extra careful not to step out into the road in front of them.

On 5th March 1941 the Transport Department achieved a world record when it became the only trolley bus operator ever to overturn one. The event happened on the corner of West Street and Farewell Street injuring 37 passengers and experts including the manufacturers were amazed because they had believed such a feat was impossible.

A feature of Durban's trolley busses which made them unique in the world was that they were all equipped with fishing rod racks at the back.

The Trolley busses were operated by a driver and a conductor who would whistle to let the driver know when he could proceed. Several passengers were injured after a parrot living at the Waverly Hotel learned to imitate the conductor's whistle and the busses would start moving while passengers were still getting on and off. A system of hand signals was developed and used outside the Waverly and a couple of other places around town where parrots had learned the same trick.

At least one famous person died on the top deck of one of Durban's trolley busses. This was local sports legend Bill Payn on Saturday, 31 October 1959.

Durban eventually had 116 trolley busses and the last trolley bus, a Sunbeam [NDC 2040], left the streets on 11 April 1968.

The busses and trams belonging to Durban Transport had always been racially segregated with the front seats being reserved for whites and blacks only being allowed to use the ones in the rear.

The first municipal bus service serving a black area [Chesterville] was introduced on 1 August 1943 and, on 1 May 1955, Durban Transport inaugurated a Green Line service which served mainly black residential areas to complement the Blue Line service which operated mostly in the white areas. The Green Line busses became affectionately known as Green Mambas.

On 14 April 1968 Durban Transport was forced by government legislation to institute total racial segregation on its busses and so blacks were confined to the Green Line service and whites to their Blue Line busses. There were exceptions to this rule to permit domestic servants, for example, to accompany their employers on shopping trips or to escort children in their care to school.

All apartheid on Durban's busses was abolished on 12 November 1986 and, although the Green and Blue Line busses did keep running, people could ride on whichever bus they chose. The two services combined into the present Aqualine Service on 1 July 1994.

Mini-bus taxis were introduced to Durban on 1 June 1987 and by 1999 there were approximately 8000 of them.

On 28 November 1987 Durban Transport introduced its Mynah Bus service with 72 Mercedes Benz 21-seater busses. The Mynah Busses have been ubiquitous in Durban since then in much the same way that their avian namesake, the Indian Mynah [Acridotheres tristis] has been since being introduced to South Africa through Durban.

In terms of the size of its bus fleet Durban Transport was the largest municipal operator in South Africa. On 1 August 2003 it would have been 104 years old had it not been sold to the Remant (Pty) Ltd and Alton Coach Africa Consortium on 1 June 2003 for R70-million.

"There is a lovely road that runs from Ixopo into the hills. These hills are grass-covered and rolling, and they are lovely beyond any singing of it. The road climbs seven miles into them, to Carisbrooke; and from there, if there is no mist, you look down on one of the fairest valleys of Africa."

- Alan Paton, *Cry, The Beloved Country*

SANRAL PROJECTS THRILL DELEGATES

The South African National Roads Agency Ltd (SANRAL) had the opportunity to show off some of its flagship projects during the course of yesterday's technical tours.

Delegates had the choice of five tours, themed 'South Africa, a Land of Contrasts: Developed versus the Developing'.

Tour 1 looked at aspects of road infrastructure provision and law enforcement on the N3, the main economic arterial connecting Durban to Johannesburg.

Tour 2 travelled up the coastline along the N2 towards Richards Bay harbour, where delegates heard presentations on heavy mineral mining operations, a proposed toll road project and harbour development.

Tour 3's community access road programme covered various aspects of urban road development. Delegates visited previously inaccessible areas as well as a new commercial development project.

Tour 4 looked at Durban port upgrades, as well as waterfront tourist facilities, urban renewal and rural access roads.

Tour 5 included waterfront development - stopping off to view construction of a Marine Park - and the redevelopment of Durban's oldest area.



Street Pic: This view of West Street looking towards the Berea from Field Street was taken on Christmas Eve, 1898. It shows a pretty good cross section of the transport available at the time including rickshaws and single and double-decker horse-drawn trams.



Old Faithful: This picture of Old Faithful, Durban's last electric tram, was taken on 2 August 1948 in Musgrave Road outside Jameson Park.

.... CONNECTING

AT THE CONGRESS DINNER BASH



IMPORTANT ANNOUNCEMENTS

PLEASE ATTEND NEW SESSION!

The World Road Association has instituted a new initiative in the form of Main Session 25 called 'Roads and international collaboration – how can they assist development?'

Strategic Theme 5 is running the session and the chairman, the first Delegate of Malaysia, the Director General of Public Works, invites delegates to take part. The session will be held today in the Rhino Room between 13h30 and 17h00.

LUGGAGE

Please note that the ICC will not be a luggage-holding facility on the final day of the Congress. Since transport to Durban Airport will leave from hotels, delegates should therefore request their respective hotels to hold their luggage until departure.

NETWORK OPERATIONS SESSION

Be sure not to miss the Network Operations Session, presented tomorrow by the Japanese delegation between 8h30 and 12h00.

TOMORROW'S HIGHLIGHTS

8:30 – 12:30

- C2 Community Consultation
- C16 Network Operations
- C3 Technology Exchange Development
- Transportation's Role in Shaping Successful Communities
- C9 Economic and Financial Evaluation

13:30 - 17:00

- C10 Urban Areas and Integrated Urban Transport
- Automotive Industry Review and Update
- C18 Risk Management for Roads
- Managing Roads for the Customer
- C20 Appropriate Development
- C9 Economic and Financial Evaluation

INNOVATIVE TRANSLATION TOOLS IN THE ROAD INDUSTRY

L'idée d'une machine à traduire surmontant instantanément tous les problèmes de communication linguistique entre les peuples de la terre fait partie des vieux rêves de l'humanité au même titre que le rêve d'Icare.

The notion of a translation machine capable of overcoming in an instant all language communication problems between the world's populations is a dream that is almost as old as time itself.

The PIARC Technical Committee on Terminology has been tasked with facilitating communication between members of the road community across the language barriers. Although PIARC has been active in the field of terminology since the 1930s, there has never been a session on terminology at a World Congress till now.

The developments in computer science and the internet have enabled the rapid sharing of information and the evolution of language packages and translation software.

Live demonstrations of the PIARC electronic multi-lingual dictionaries, lexicons as well as automatic computer assisted translation software, have been arranged at the PIARC Pavilion:

Live Demonstrations - Piarc Pavilion
 Thursday 23 10h15 – 11h15 Friday 24 10H15 – 11h15

All are welcome! Tous sont bienvenus!

ISIZULU GREETINGS



Where are you from?
Uvelaphi

I am from (Canada)
Ngivela (e-Canada)

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Visit Vodashop Rentafone to take advantage of the premium rates which have been negotiated for delegates of the XIIInd PIARC World Road Congress 2003. In addition to the best service, support and coverage in southern Africa, you'll also receive all the accessories you might require to make your visit an absolute pleasure.

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XHUMANISA IS ONLINE!

Simply log on to the SANRAL website:
www.nra.co.za and follow the pop-up window.

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