



CHIEF OPERATING OFFICER appointed

The CGA board appointed Paul Hardman as COO on 1 July. The role was created to strengthen the top management tier of the CGA. By Tanya Ungerer

In his new role, Paul will take over all operational aspects of the CGA, allowing CEO Justin Chadwick to focus on the strategic priorities of the industry, particularly those related to Vision 260. Paul serves as the CGA representative on various boards, committees, and work groups, including the Citrus Improvement Scheme, Food Safety Forum, the Global Gap National Technical Work Group, FSA IT Steering Committee, and the SHAFTE Sustainability Task Force. In 2003 he was appointed as CGA Industry Affairs Manager, focusing on consumer assurance matters. This position will be filled in due course. Paul was born and raised on a dairy farm in Creighton, located in the KwaZulu-Natal Midlands. In 2002 he obtained a master's degree in agriculture (MScAgric) from the University of Natal, now known as UKZN, and in 2013 he completed a post-graduate diploma in pesticide risk management at the University of Cape Town. He is married to Naomi and they have three children. In his free time, Paul enjoys running and playing squash. The CGA wishes Paul all the best in this new role and assures him of all the support he will need.



Government to fast-track repairs on SA ROADS



Mitchell Brooke

The Department of Transport has reportedly declared war on potholes on South African roads. By Mitchell Brooke



On Tuesday 31 July, the Department of Transport (DoT) opened a "war room" at the South African National Roads Agency (Sanral) headquarters in Centurion, as part of Operation "Vala Zonke". The DoT launched the national "Vala Zonke" campaign on 8 August 2022, with a call for joint efforts by all nine provinces and 278 municipalities to take action against the national infrastructure crisis. The war room will serve as a central point for the collection of information on potholes across all provinces, which Transport Minister

Sindisiwe Chikunga admitted were "not up to scratch". Three employees will be allocated per province, comprising a supervisor and two operators. They will communicate with road authorities in the various regions regarding the location and magnitude of reported potholes, as well as their repair status. Road users are the main channel through which the various road agencies find potholes, as they are able to report the hazards to the authorities via the free "Vala Zonke" app for iOS and Android, as well as receive updates on rehabilitation work. The app allows users to take a picture of the pothole, while the system automatically records the GPS location. It then sends the information to the relevant authority. Sanral aims to

have all potholes repaired within 14 days of receipt of a motorist's report. The "war room" initiative will also allow the Roads Agency to easily determine the reason. At the end of 2022 SA was estimated to have 25 million potholes across its vast road network, reflecting 67% increase in five years. The related repair cost estimate ranges between R37.5 billion – R675 billion (Source: Albert du Toit, journalist). To learn more about this progressive initiative, view the Operation "Vala Zonke" website <https://valazonke.co.za/>. The app can also be downloaded to a smart mobile device for Apple and Android. According to our understanding, Operation "Vala Zonke" will focus primarily on localised potholes on national, provincial,

and municipal roads. To gain a better understanding of the initiative, Mitchell Brooke from the CGA plans to visit the operations centre to monitor progress on certain key national logistics routes. The CGA will also align with SANRAL on routes covering citrus areas that require extensive upgrades or maintenance. Table 1 illustrates the major routes that are used to transport citrus for export from production regions to ports. These routes require extensive maintenance.

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All citrus supply chain stakeholders, from production regions to ports, are encouraged to download the app and to report any potholes identified along the citrus logistics road networks. A preliminary indication from the Vision 260 project shows that the weekly demand for road transport during the peak season will increase from approximately 4 300 to 5 850 truck trips along national roads. Hence the importance of well-maintained national, provincial and municipal road networks.

Table 1: Citrus export - road transport route from Durban to the port

Province	Region	Port	Routing	Condition
KwaZulu-Natal	Eshowe	Durban	R66 / N2	R66 requires localised pothole repairs (Eshowe to Richards Bay)
	Ixopo	Durban	R612 / N2	
	Pongola	Durban	N2	
Mpumalanga	Malelane/Komatipoort	Durban	N4 / R38 / R36 / N11 / N3	R36 under pressure, requires urgent upgrade (Lydenburg to Ermelo)
	Nelspruit/White River	Durban	N4 / R38 / R36 / N11 / N3	R36 under pressure, requires urgent upgrade (Lydenburg to ermelo)
Limpopo	Groblersdal / Marble Hall	Durban	N11 / N3	
	Orichstad	Durban	R37 / R36 / N11 / N3	R37, R36 under pressure, require urgent upgrade (Burgersfort to Lydenburg)
	Letsitele/Hoedspruit	Durban	R36 / N11 / N3	R36 under pressure, requires urgent upgrade (Lydenburg to ermelo)
	Musina/Weipe	Durban	R525 / R527 / N1 / N3	
	Vivo	Durban	R521 / N1 / N3	R521 under pressure, requires urgent upgrade (Polokwane to Pont Drift)
Zimbabwe	Beite Bridge	Durban	N1 / N3	
Eswatini	Ngonini/Big Bend	Durban	MR8 / N2	MR8 potholes: Eswatini local traffic authority
Eastern Cape	Fort Beaufort	Coega	R67 / N2	R67 requires additional lanes and upgrade (Fort Beaufort to N2)
	Kirkwood/Addo	Coega	R75 / R336 / R335 / N2	R75. R336, R335 require additional lanes and upgrade (Kirkwood to N2)
	Patensie/Hankie	Coega	R331 / N2	R331 requires additional lanes and upgrade (Patensie to N2)
Western Cape	Ashton/Robertson	Cape Town	R60 / N1	
	Citrusdal	Cape Town	N7 / N1	R303 damaged on Olifants River bridge (Citrusdal)
Northern Cape	Kakamas	Cape Town	N14 / N7 / N1	