



April 2009

Bi-monthly AAWDC Newsletter

ORGANIZED FOUR
WHEEL DRIVE
CLUBS
CONCERNED
ABOUT FAUNA AND
FLORA, NATURAL
RESOURCES AND
RECREATION IN
SOUTHERN AFRICA

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THE AAWDC VIEW ON THE STRATEGY AND IMPLEMENTATION FRAMEWORK TOWARDS CO- REGULATION OF THE NATIONAL OFF-ROAD SECTOR IN SOUTH AFRICA BACKGROUND

There was a time in the past when the government had the view that the only way to get the 4x4 hooligans out of the system, was to punish everybody – hence the unilateral decision by government to implement the beach ban. Imminent to that was an inland ban to achieve the same effect.

The best thing that could ever happen to the Off-Road industry was to be given a fair chance to prove that we stand united, that we are equally concerned about the environment and that we are responsible enough to regulate ourselves, or for that matter the hooligans amongst us. The ultimate measure of success of this would be if we could take hands with the government and collectively work on a framework towards a co-regulated strategy to solve these issues at hand. AND THAT IS EXACTLY WHAT WE GOT!! Since Oct 2005 NOW worked on such a strategy and on

Monday 16 March 2009 the Minister of Environmental Affairs and Tourism (DEAT) signed the “Strategy and Implementation Framework towards Co-Regulation of the National Off-Road Sector in South Africa” and thereby gave his blessing to the industry to continue with the implementation thereof. At this stage it is worthwhile to note that the focus and title of the strategy has changed from Self-Regulation to Co-Regulation.

STRATEGY

The strategy, in a nutshell, states that access to an **eco sensitive** area is forbidden unless the vehicle travels on a **registered track** and the driver is **competently qualified** or led by a **registered four wheel drive guide**. The strategy applies to inland areas only. So let’s have a look at each of these highlighted issues.

ECO-SENSITIVE AREAS

The strategy applies only to areas that will be identified and listed as eco sensitive and therefore excludes unlisted areas. The responsibility to identify the criteria and attributes that would classify an area as eco sensitive lies with DEAT. They would

furthermore list and map national eco sensitive areas. This process is far down the line and the first proposals in this regard could be ready by the end of the third quarter this year. The criteria and attributes used to identify eco sensitive areas could furthermore be forwarded to the provinces which in turn could identify and list eco sensitive areas that are geographically specific.

REGISTERED TRAILS

The current process of establishing a track that would trigger a listed activity requires that an Environmental Impact Assessment (EIA) is done. It is a formal and lengthy process and could cost a track owner tens of thousands of rand before such a track is established. In the Strategy it is suggested that norms and standards are developed by the industry in such a way that if a track owner complies with these norms and standards then the compliance could replace the formal EIA processes. These norms and standards will be submitted to DEAT for approval and if the most important



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elements of the EIA are covered, it could replace the formal, lengthy and expensive process of a formal EIA.

DRIVER COMPETENCY

In order to comply with the legislative requirement to be a competent driver, a formal qualification within a legally acceptable qualification framework or authority namely the South African Qualifications Authority (SAQA), will be required. The driver competency unit standard, which is the standard against which competency will be measured, is registered and it lies with the Transport SETA, THETA. Any person that has been trained and qualified as a generic assessor can now qualify as an Off-Road Driver Trainer at THETA against this driver competency unit standard. Such a trainer can now train and assess a driver's competency against the unit standard within a Service Provider structure and if the person passes he/she will be issued with a formal

certificate of competency within the SAQA framework. That would be the formal qualification needed that would allow access to an eco sensitive area.

To obtain this formal qualification could be an expensive exercise for the average 4x4 driver and the AAWDC is very well aware of it. We are in the process of developing a strategy that could drastically reduce the cost of obtaining such a qualification for a 4x4 owner that is a member of a club that is affiliated to the AAWDC. The plan is to get the AAWDC, via some of its member clubs, registered as a Service Provider, to train and register moderators, assessors and trainers within the club structures against the unit standard. The NOW budget has an allocation to assist the AAWDC to cover some of these costs. At the end of the day the AAWDC and its affiliated clubs should be in a position to assist their members to obtain the Driver Competency Certificate (DCC) within club structures, trained by registered club trainers in such a way that it could be a substantial cost benefit to those members. More about that in the last paragraph.

FOUR WHEEL DRIVE GUIDES

The strategy suggests that access to an eco sensitive area could also be obtained if a vehicle is led by a registered Four Wheel Drive Guide (4WDG). That should overcome the access problem for overseas visitors and others that might not see or could not obtain the benefit of the DCC. The 4WDG will have to have a DCC and will also have to be trained and registered against a 4WDG unit standard. If there are any people that are interested in becoming a 4WDG, visit www.4wdga.com for more information. The strategy has no intention of bringing about any new legislation whatsoever. At most there could be a change in wording of existing legislation to accommodate the conditions of access.

FUTURE

The only thing on the agenda right now is to implement the proposed strategy inland. During the signing ceremony in the offices of the Minister he made it very clear, that if the industry would make a success thereof, other sensitive areas, like beaches, could be incorporated in the Co-Regulation Framework in the future. Although it is always been a future dream to get the

beaches incorporated, I would like to confirm that it is not on the agenda right now and it is not the focus right now either. Let's focus on inland first, make it a success story and then we could start to dream on!!

CALL FOR INVOLVEMENT

The DCC is that part of the Strategy that has the biggest impact on the AAWDC and its members. We need to get the Service Provider and training infrastructure in place ASAP. In order to do that we need to get a DCC focus group going within the AAWDC ASAP. I therefore call on all the club committees to discuss this at your next meeting and to identify a club member that you would like to nominate to serve on the DCC focus group. If the clubs could forward those names to the Association Administrator, Isla Blasa, at admin@aawdc.org.za, by the end of April we will then get the focus group going early in May.

Thanks for your patience and keep the wheels rolling!!
Regards
Jakob Jordaan
Chairman: AAWDC



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Amatola Off Road Club - East London

On the 16th of December 2008 our club held a very successful 4x4 Expo at De Kraal. De Kraal is situated about 28 km outside East London and has 4x4 trails with a difficulty rating that ranges from a 2 to a 5. It also has conference facilities, with a fully licensed bar with catering facilities. De Kraal is the venue for our monthly meetings.



The reason for the 4x4 Expo was to bring all 4x4 owners together for a fun day. New owners could experience off road trails for the first time, while more experienced drivers could put their vehicles and driving

skills to the test. Vehicles from different dealerships were on display and were available for test drives. There were also various other stalls displaying 4x4 and camping accessories. Light meals and refreshment were available throughout the day.

We had a fantastic turnout and there were over 150 vehicles during the course of the day. The club members accompanied the visitors on the different trails and were available to show the correct lines and guide them through the different obstacles. The weather played along and it was great to make new friends and see the newer vehicles perform. The 4x4 Expo should definitely become an annual event.

AAWDC POSITIONS

We have a very exciting position available in the AAWDC. We are looking for a person that could identify an Environmental project on a national basis and then to get all member clubs over Southern Africa to

participate. Interested parties can forward their detail to Isla at admin@aawdc.org.za if anybody needs more info they can contact Jakob at 082-808-1422. Environmental Project Chairman –

- Identify and promote a national 4x4 Environmental project amongst AAWDC members.
- Promote interclub relations by accommodating representatives from the AAWDC membership base in organising the event.

DATES FOR THE McCARTHY 4x4 CLUB CALENDAR - 2009

10 to 13 Apr.

Loskop 4x4 Breakaway

18Apr.

Basic 4x4 Training

19Apr.
Club Day(McCarthy Toyota Edenvale will be the hosts for the day)

24 to 26 April
(1) Swaziland Regularity Raid

(2) Rust de Winter Jamboree - Challenge

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1 to 3 May
Limpopo 4x4 Breakaway

9May

Bridgestone Fundi Challenge - Rhino Park

NOTICE:

4x4 NISSAN OFF-ROAD CLUB –

Name was changed to:

NISSAN 4x4 CLUB

**Nissan 4x4 Club
Botswana Outreach
1 – 7 March -
500 Bibles to Seronga**

Four of us , Mac McMenamin, Tony Page, Leon du Toit and Kobus Pienaar, left Pretoria around 11h00 on Sunday the 1st of March on the way to Seronga to deliver 500 Tswana Bibles to Delta Cross Ministries.



We stopped just before the Skilpadshok border post for a late lunch and proceeded through the border post into



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Botswana with no problems. Mac arranged accommodation for us in Kang and we reached Kang just after dark on Sunday.

After a good night's rest we left Kang early and reached the ferry at Shakawe around 15h00. We waited about 35 minutes for the ferry to arrive as it had just left when we got there. While we were waiting Mac and Kobus tried some of the local "mielies" while Leon spoke to some of the people and gave out some pamphlets.



We arrived at Delta Cross Ministries just before sunset and was met by Willie Booyse and his family. After unpacking the vehicles and watching the sunset over the delta we had a nice braai. Willie informed us his work, the history of Seronga and Delta Cross Ministries and we got

to bed just after midnight!



Tuesday Willie took us into town to show us around and also took us to the Pre-school that they started. The pre-school still needs a lot of work to be done like the floor, some insulation for the roof, another room and a new fence. They are still waiting for the electricity and water connections to be done.



We were planning for Tuesday evening to go to Tobera to show the Jesus Film but it started to rain in

the afternoon and did not stop until the next morning. Wednesday we did a mokoro trip to Xau Island and on the way back we visited the Umvuvu campsite on one of the islands.



Back at Delta Cross Ministries we started to get everything ready for the evening's outreach to Mogotho. It started to rain again but after a phone call to Helen, Willie informed us that the rain stopped in Mogotho and we left straight away. At Mogotho we did all the preparations for the Jesus Film and everything went well even though we had some light rain on and off.



Thursday we did some maintenance to the vehicles and started to get everything packed so that we can leave early on Friday morning. We were going to visit

Tsodilo Hills but they had over 100mm of rain since Wednesday and thus we decided to give the hills a miss and stay over again at Kang.

We left Seronga around 08h00 and when we reached the ferry, we had to wait an hour and 30 minutes for the ferry to come back because they had a "meeting". After filling up in Shakawe, we left for Kang. Before we reached Ghanzi we got a call from Willie that there is no diesel in Ghanzi. Fortunately we were able to fill two jerry cans with diesel before we got to Ghanzi. After putting the diesel into the Terrano we continued to Kang and arrived in Kang at 18h45.

We left Kang at 05h10 on Saturday morning and had a good drive back to Pretoria where we arrived just before 14h00.

Requirements needed by Delta Cross Ministries:

The Family house: The solar power system uses four deep cycle batteries of which at least two needs to be replaced.



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There is a big problem with termites and the house and thatch roof need to be treated – which will be the best?

The Bible school:
One classroom of 6mx5m.
Accommodation for the students – Two 5mx10m Army tents?
A Water tank.

Pre-school:
4x15m floor.
4x6m room.
Fence – 204m of diamond mesh.
Paint-powder, glue, old printer paper – one clean side.
Insulation for the tin roof – 4x15m
Sponsors needed for orphaned kids - costs (70pula/kid/month)

Churches:
There are four villages that need a structure that can be used as a church.

For more info or help e-mail:
okavangoreached@gmail.com



OFF-ROAD RESCUE UNIT

ORRU has a permanent team of volunteers, who are all members of the 4x4 club and who utilize their own time and equipment to assist in the event of disaster or search and rescue. They have built up an outstanding track record over the years and have played a vital role in saving lives. The objective of the club, is to assist when and where possible. The prime objective is to provide efficient, logistical support, either by means of off road transport or communications. As all the vehicles are equipped with VHF radios, they are able to assist with the relaying of radio communications in difficult areas and between different organizations on land, sea and air. The ORRU works closely with organizations like The Mountain Club of South Africa, National Sea Rescue, Metro Rescue Services, The South

African Airforce, as well as the South African Police. The unit also likes to work closely with the Conservation unit and to assist them when necessary. The ORRU is actively recruiting new members. Why should I volunteer?
- 4x4 Owners have a poor public image. This is a chance to prove otherwise.
- Your support can and will make a difference. Safely and quickly, people and equipment can be moved from command or staging areas, closer to where it is required. Food and drinks can be taken to where the action is. Tired and hungry people can be brought back for food and rest.
- You get to drive your vehicle to places you might not normally be allowed to go.
- You are part of the action and really helping. What do I need?
· An off-road vehicle.
· An ability to drive it skillfully.
· A radio and a cellphone.
· A basic first-aid kit.
· Suitable clothing for cold and wet weather.
How do I sign up?
Contact Ivor Rimmer: ivoir@bateleur.co.za



OFF-ROAD RADIO LICENCES

It is an offence for anyone to operate a two-way radio without the necessary license, and in fact, also for anyone to sell such an apparatus without establishing whether the purchaser is licensed. ORRA is aware that the authorities are clamping down on unlicensed radios, and we strongly suggest that you ensure that you have the correct license. The fines are prohibitive. ORRA holds some licenses from the Independent Communications Authority of South Africa (ICASA), and provides these licenses to members on behalf of ICASA. Through ORRA the application for licenses is made much easier while ORRA abides in all respects with the regulations as set down



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in the Radio Act. Members of 4x4 Clubs will find that it is easier to obtain a license through ORRA than through the offices of ICASA, although a small administration fee needs to be paid. ORRA expects that all license holders will use proper procedures, and to remember that rudeness and bad language is an offense under the Radio Act. The 29 MHz band is a shared band, and users should always afford anyone using the channel the same courtesy as they would expect. On extended trips, in convoy, the correct use of radios ensure that all in the convoy can keep in contact with one another. In spite of this, radios do sometimes develop faults, and it is recommended that in convoys, the front vehicle always keeps the following vehicle in sight. Any queries that you may have with regard to radios should be addressed to the ORRA Administrator, Kim Carmichael, on 0861 393 272 or email: fwdcsa@icon.co.za.

AAWDC Strategy

VISION

The Vision of the Association of All Wheel Drive Clubs of Southern Africa is to promote and support the activities and interests of "all wheel drive clubs" in Southern Africa who are members of the association.

OBJECTIVES

1. LIAISON AND COMPLIANCE WITH GOVERNMENT AND OTHER REGULATORY BODIES

- 1.1. To support the Strategy for Self Regulation for the Off-Road Sector through the National Off-Road Workgroup (NOW).
 - 1.2. To comply with local and cross-border radio license legislation through the Off-Road Radio Association (ORRA).
 - 1.3. To support Government and Emergency Management Service (EMS) rescue events through the Off-Road Rescue Unit (ORRU).
 - 1.4. To support local and cross border disaster relief events through the Disaster Management Unit (DMU).
- ##### **2. PROMOTION OF STANDARDS IN THE OFF-ROAD SECTOR**
- 2.1. To promote 4x4 driver training standards through

the Driver Training Manual (DTM).

- 2.2. To promote 4x4 overland travel standards through the Overland Travel Manual (OTM).
- 2.3. To promote the Driver Competency Qualification (DCC) that would enable access to Eco-Sensitive Areas.

3. PROMOTION OF INTERCLUB RELATIONS

- 3.1. To promote the Annual Interclub Fun day.
- 3.2. To organise a National 4x4 Environmental support project.
- 3.3. To maintain the 4- Words newsletter to member clubs.
- 3.4. To maintain an informative website.

4. GROWING THE AAWDC MEMBERSHIP BASE

- 4.1. To increase the AAWDC club- and associate membership base.
- 4.2. To assist member clubs to grow their membership base.

How to order Driver Training Manuals: Driver Training Manuals cost R50 each (excl. postage / courier fees.) Please send your request with the quantity

required, delivery requirements, as well as delivery address to: admin@aawdc.org.za Or fax it to: 08611AAWDC. An invoice will be generated and on proof of payment the manuals will be posted or couriered, as per your request.

