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Community Safety and Transport Management
North West Provincial Government
REPUBLIC OF SOUTH AFRICA

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NEW BOARD TO ADJUDICATE TAXI PERMITS



- 'NOT IN MY NAME' CAMPAIGN SCORES THOUSANDS OF MEN
- NW FARMERS CRY FOUL OVER STOCKTHAFT SYNDICATE
- AARTO IMPLEMENTATION 1ST DECEMBER 2025



G20 SOUTH AFRICA 2025

A NATION THAT WORKS FOR ALL

EDITORIAL COMMENT



Mr OA Konyaditse
Editor in Chief

As this edition was being put together, the Constitutional Court ruled that henceforth the husbands could take their wives' surnames. Let me not delve into the merits and background of the case but rather focus on the reactions by various sections of the society and the rational for it to find an expression here.

First of all, in this edition, there is an article about the Men's march against gender-based violence which was led by MEC Morweng. A lot has been said about how this stems in part from parricidal society and the believe that basically is making other human beings subservient simply because they are of different gender.

Majority of people who reacted to the court ruling on various platforms blamed unthinking judiciary to colonialism and brainwashing and not for a moment appear to have thought how this may help with mindset shift.

From time immemorial societies have been formulating laws to deal with whatever challenges could be an affliction at a particular time. Patriarchal thinking aside, allowing husbands to take their wives' surnames can shift mindsets by promoting gender equality and reflecting modern societal values like identity fluidity and choice. This may also help to dismantle an attitudinal belief that marriage equates to a man's ownership of his wife. This may give birth to a new thought process that surname is reframed from being a sign of patriarchal dominance to one of shared partnership and individual choice for both men and women.

Somewhere down the line in future, young men will know that being head of family does not mean a 'redefined masculinity' but a shared responsibility by two people who came into a relationship as equal partners. This will most certainly promote equality by granting men the choice women already have, it moves closer to true gender equality by removing a legal and social restriction previously applied only to men.

This will also help to dismantle stereotypes that women are subservient and that only women must be subsumption to men's family. The debate will go on for some time and I can imagine that already there are those who would want to challenge my way of thinking. That is fine, that's the essence of democracy, but all I am saying is how can we use this ruling to change mindset.

Editorial Team

Editor :Yvonne Maqoboza
Assistant Editor: Rebaone Moeng

Design and Layout:

Godfrey Refiloe Modibedi

Contributors:

Lemogang Pule
Omphile Maleka
Bokamoso Shame
Didintle Mokgoma
Thuto Sehularo
Refilwe Kwamongwe



NEW PROVINCIAL REGULATORY ENTITY (PRE) BOARD MEMBERS



The new era the North West Provincial Regulatory Entity (PRE) which is responsible for the adjudication of public transport operator license has begun. This as MEC Wessels Morweng appointed the new Board following the expiration of the erstwhile board tenure.

The PRE Board is established in accordance with the National Land Transport Act (NLTA) No. 5 of 2009. The Act mandates the Board to manage the licensing and regulation of public transport operations that include busses and taxis across the North West Province. One of the PRE Board's core responsibilities is the arbitration of operator license applications, renewals, transfers, amendments, and tracking illegal operations within the public transport space. Introducing the new Board members, MEC Morweng expressed confidence in their diverse backgrounds and professional expertise. "We are incredibly fortunate that the members we are introducing today bring a wide range of skills and experience that will be critical as we work to reposition the PRE and elevate its competency," said MEC Morweng.

The incoming board has mammoth task of addressing application backlog as well "reconfiguration of the Provincial Regulatory Entity into a more responsive and efficient entity" as espoused by MEC Morweng. Strategic priorities include the realignment of taxi routes and operating license conditions, eliminating abuse of temporary permits and eradicating illegal operations including unregistered door-to-door services, improving turnaround times for operator license applications, establish satellite regional offices to improve access to services in far-flung areas.

Other matter of immediate is to improve systems of information technology for easy connectivity.

To establish the Board as guided by NLTA, the MEC called for a public nomination, through the Government Gazette. The rigorous appointment process included interviewing the nominated candidates. Former MEC for the Department who had previously chaired Public Transport Intervention Team Mr Star Vilakazi is Chairperson of the Board. Other members of Pre are Mr L Modibane, Mr P Lekone, Ms M Matuba, Mr K Moiloa, Mr T Metswamere and Mr S Lekhu.

MEC Wessels Morweng, the HOD Dr Hans Kekana as well as all PRE Board members signed a formal pledge which commits them to be ethical, efficient and service oriented.

MEC Morweng also raised concerns about unregulated public transport operators that include some e-hailing services, noting that such individuals operate outside of the rules and regulations of the Province. Addressing the issue of corruption which is often raised in hush tones, MEC Morweng stressed the importance of ethical conduct and transparency. "There have been numerous complaints from the public and the transport industry about corruption in the operator licensing value chain. These allegations cannot be ignored. PRE members are expected to serve with integrity and accountability," concluded MEC Morweng.

MEC MORWENG ENGAGES RURAL FARMERS ON LIVESTOCK THEFT



A wave of frustration is currently engulfing rural communities across the Province as farmers request for an urgent investigation into livestock theft. Some of the stolen stock is allegedly sold in KZN, Gauteng and some at some auctions in the province.

MEC Wessels Morweng had recently been engaging communal farmers in the Dr Ruth Segomotsi Mompati and Ngaka Modiri Molema Districts. According to crime statistics, stock theft is one of the leading crime patterns especially in rural areas.

For many small-scale farmers, losing a few herds of cattle is like losing lifelong savings. To these farmers, the cattle is more than just domestic bovine – it is their investments, dowries and even their family legacies.

North West is among the provinces flagged by the South African Police Service (SAPS) for high incidents of stock theft, alongside Free State, KwaZulu-Natal. Cattle can be herded for many kilometres overnight using various means of transportation.

This subsequently makes evidence, if any, hard to trace. Cattle branding and tagging provide assistance but only if all parties play their part. Furthermore, not all farmers have the means for this.

During the engagement with MEC Morweng, the farmers said that organised criminal syndicates are collaborating with auctioneers. The collaboration allegedly includes some in law enforcement to establish a profitable market for stolen livestock.

"There is a syndicate because all these thieves have a market waiting once livestock is stolen. They sell them to livestock pound and auctioneers," pointed out one of the frustrated farmers in Taung when MEC Morweng was engaging them.

According to farmers, once stolen, animals are either promptly slaughtered and sold to informal meat markets, or they are transported across provincial boundaries sometimes even the neighbouring countries like Botswana with which the Province shares the border.

In places like Khunwana, where police resources are stretched thin, the community members say they find themselves having to step up and close the gap. They have formed patrol groups and social media group networks. Some work with Non-Governmental Organisations (NGOs) that provide cattle tagging and branding services, while those with more means, employ surveillance technology, and installing GPS trackers on their herds.

Still, the risk remains high. Confronting thieves can turn deadly. Farmers and their family homes are reported to have been attacked, while trying to protect their livestock. "They are no longer stealing, they are simply just taking them – they are brazen. And they don't get arrested. They even attack us with guns," said another farmer when MEC Morweng engaged farmers in Kraaipan.

MEC said though he understands community fractiousness, he implores on them to trust law enforcement. He warned perpetrators that police will never tire from pursuing them for terrorising communities.

"There is no place for those who continuously conduct criminal activities, especially those related to stock theft, because you are not just stealing cattle – you are robbing our parents and forefathers of their wealth. We will therefore continue to strengthen our efforts in ensuring these criminals, and their accomplices are put behind bars and dealt with decisively", said MEC Morweng.

The Department will continue working with farmers across the province to fight against livestock theft, and ensure that communities are and feel safe. He dissuaded communities from taking the law into themselves as they shall also be in convention of the law whatever the rationale.

15TH TKCJLEO RUBBER STAMPS INITIATIVES TO ENHANCE SEAMLESS TRADE ALONG THE CORRIDOR



The Trans Kalahari Corridor cuts through three countries sharing a road network covering an estimated 1900 kilometers. Ensuring seamless trade also means optimizing safety efforts to reduce road incidents.

One of the obstacles experienced along the corridor is accidents, especially in peri-urban areas as a result of stray animals particularly at night. It was for this that the Road Safety officials from the three member states embarked on a series of educational campaigns targeting farmers in Ghanzi. District Director responsible for Bojanala, Ms Lesego Motsatsi says community involvement is a significant preventative measure against the dangers of stray animals and can also present lucrative economic opportunities.

The Department of Community Safety and Transport Management recently formed part of the South African delegation at the 15th Trans Kalahari Corridor Joint Law Enforcement Operation (TKCJLEO) held in Ghanzi, Botswana.

The TKCJLEO is a strategic alignment between Botswana, Namibia and South Africa to facilitate and enhance the movement of goods and people along the Trans Kalahari corridor.

The Memorandum of Understanding (MOU) that established the TKC was signed by the three member states in 2003.

The 15th installment of the operation was celebrated under the theme: Seamless Borders, Seamless Trade: Securing the Trans-Kalahari Corridor for Enhanced Economic Growth. In essence, this was in tandem with the endeavors to strengthen intertrade across the Continent to stimulate local economies.

The Executive Director of the Trans Kalahari Corridor Secretariat, Leslie Mlungisi says the concept of linking Africa is a significant currency. This, to bargain with traders on a global scale, prompting the urgency to close gaps on all barriers for seamless trade. "For Africa to have a chance of bargaining meaningfully at the level of global value chains, we need to earnestly think about our economic prospects beyond the confines of the borders imposed on us by colonizers", says Mr Mpofu. "Linking Africa is essentially concerned with trade and transport regulatory frameworks that result in deeper regional integration. Enhancing intra Africa trade will allow us to remove the burden of poverty that is always associated with our continent," said Mr Mpofu.

By actively addressing road safety concerns as well as providing training on animal management and control, farmers can benefit by contributing to the overall safety and well-being of their communities.

In addition, it puts them in a better position to organize themselves and explore profitable business opportunities. These could be producing animal tracking devices, manufacturing reflective belts and ear tags as well mending fences to prevent animals from roaming on the roads", said Ms Motsatsi.



SCHOLAR PATROL AMBASSADOR PROGRAMME DRIVES YOUTH EMPLOYMENT WHILE SAVING LIVES



The Department of Community Safety and Transport Management is taking proactive steps to address two critical national challenges: youth unemployment and child pedestrian safety. These priorities converge in the rollout of the Road Safety Scholar Patrol Ambassador Programme implemented throughout the province.

This game changer initiative for road safety near schools is a vital employment opportunity for young people who are often the most affected by a high unemployment rate. The Director for Road Safety Management, Ms Motshabi Tshukudu highlights the core purpose for the programme. Ms Mahlangu, who works at Charon Primary School and was previously unemployed found it difficult to provide for her two children while only relying on government social grant.

"The bigger objective we want to achieve through this initiative is to combat the alarming rise in pedestrian-related injuries and fatalities among children aged from 5 to 14, currently the second leading cause of death in this age group. With trained people now managing school crossings, the department is taking a firm step toward reducing tragedies amongst young road users", said Ms Tshukudu.

"We now have realised that young people are also taking advantage of this opportunity and using it as a foundation to change their circumstances. Initially, they were volunteers who were just assisting learners and in partnership with our stakeholders, we saw it fit to at least provide them with a stipend. They continue to assist learners and close gaps especially in the rural areas where we previously experienced many incidents that put our learners at risk," said Ms Tshukudu.



Empowerment in action among the newly inducted ambassadors are Ms Meisie Mahlangu (32) and Ms Evelyn Makodi (30), both from Schweizer-Reneke's Ipelegeng township in Mamusa Local Municipality.



Continues from pg6

"I have been unemployed and the only means of surviving was social grants for my two children. This opportunity gives me financial independence; I can now do more for my children as well as a myself. My wish is seeing this becoming a permanent post, I do however realise that I would need to work harder. I will take this opportunity as a stepping stone to build a career profile so that when the contract expires at least I would be in a much better position to market for jobs."

Ms Evelyn Makodi, serves at Kolong Primary School and was previously employed in a retail store. When she became unemployed, she began to volunteer as a scholar patroller just a year ago and is thankful; "As an ambassador, I enjoy helping children to safely cross the road and saving their lives [and this] brings me happiness. With this programme I'm relieved from stress of being at home unemployed. At least now I'm kept busy", said Ms Makodi.

"On a daily basis there are many children that we help to cross the road and the challenge we have is that some motorists refuse to comply. Some are rude and have a negative attitude towards us.

I have come to realise that our job isn't easy, its challenging but at the same time provides a sense of fulfilment, knowing that children rely on us to help them get to school safely," said Ms Makodi who also encouraged the youth to continue being relentless in pursuit of opportunities however scarce jobs are.

The Scholar Patrol Ambassador Programme is part of the department's strategic approach to make a meaningful difference in communities. What was once a responsibility handled by learner volunteers is now transitioning to ambassadorship, helping to both professionalize road safety efforts and improve socio economic conditions for the previously vulnerable members of the society.

"NOT IN MY NAME!": NORTH WEST MEN MARCH AGAINST GENDER-BASED VIOLENCE AND FEMICIDE



Didintle Mokgoma

A powerful message echoed through the streets of Mahikeng in the North West Province: "Not in my name." Thousands of men from diverse sectors including government, civil society, non-governmental organizations and religious communities came together to condemn the scourge of Gender-Based Violence and Femicide (GBVF) that has plagued the country for far too long.

The provincial march, led by the MEC for Community Safety and Transport Management, Wessels Morweng and MEC Basetsana Dantjie for Social Development was a testament to the growing recognition among men that GBVF is not just a women's issue, but a societal problem that requires collective action. The initiative spearheaded by the North West Premier, Lazarus Mokgosi aimed at creating a safer and more equitable society for all and importantly raise awareness that the problem needs urgent attention.

The march began at Montshioa Stadium and culminated at Mmabatho Stadium where participants engaged in deliberations on how to address the root cause of GBVF and develop strategies for prevention. MEC for Community Safety and Transport Management, Wessels Morweng addressed the participants at the event, emphasizing the urgency of the challenge. "If we do not put an end to Gender-Based Violence, it will ultimately consume us all. Women are increasingly becoming an endangered species, disappearing at the hands of men.

I want to thank Premier Lazarus Mokgosi for bringing us together to address this critical issue. As men, it is crucial that we hold each other accountable when we see one of us acting out of line. No man should ever use the excuse of personal struggles to justify violence against women", said MEC Morweng.

"That is why we have Department of Social Development to provide support programmes and social workers to help men address their issues. Together with the South African Police Service (SAPS), we are sending a strong message: Not in our name, and Not in our communities! We will not stand and watch, whilst our sisters suffer at the hands of violent men," said MEC Morweng.

He called for joint effort to prevent GBVF and ensure safety and dignity for all members of society.

"While we acknowledge the progress being made in our justice system, including the recent drop in rape cases in our province, we still have a long way to go. We urge women to speak out against abuse and not protect their abusers. It is also crucial that women do not drop charges when they have reported cases with the Police. We must work together to create a safer, more just society," MEC Morweng said.





Continues from pg8

The event was a significant step towards promoting a culture of respect, empathy and accountability among men. By taking a stand against GBVF, these men are sending a powerful message that violence against women and children will no longer be tolerated or normalised. Their actions demonstrate a growing awareness that GBVF is a human rights issue that affects everyone, and that men have a critical role to play in preventing it.

It is also a call to action for all men to reflect on their attitudes and behaviours towards women and girls. By saying "Not in my name," these men are asserting that they will no longer stand idle while GBVF continues to claim lives and destroy families. Instead, they are committed to being part of the solution, working together with women and other stakeholders to create a society that values and respects the dignity of all individuals.

The success of this initiative will depend on the continued commitment and engagement of men and women from all walks of life. By working together, we can create a society that is free from violence and fear, where women and girls can live without fear of harassment, assault, or murder.

The "Not in my name" march is a powerful reminder that attitudinal change begins with individual actions and collective responsibility. As men take ownership of their role in preventing GBVF, we can expect to see a shift in societal attitudes and behaviours. The North West Province has shown that it is possible to challenge the status quo and work towards a more just and equitable society. Now, it is time to end violence against women and children.

your hands

Hands were **not** meant to cause harm, pain or scars.

Police: 10111
Stop Gender Violence: 0800 150 150

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EVERYTIME**

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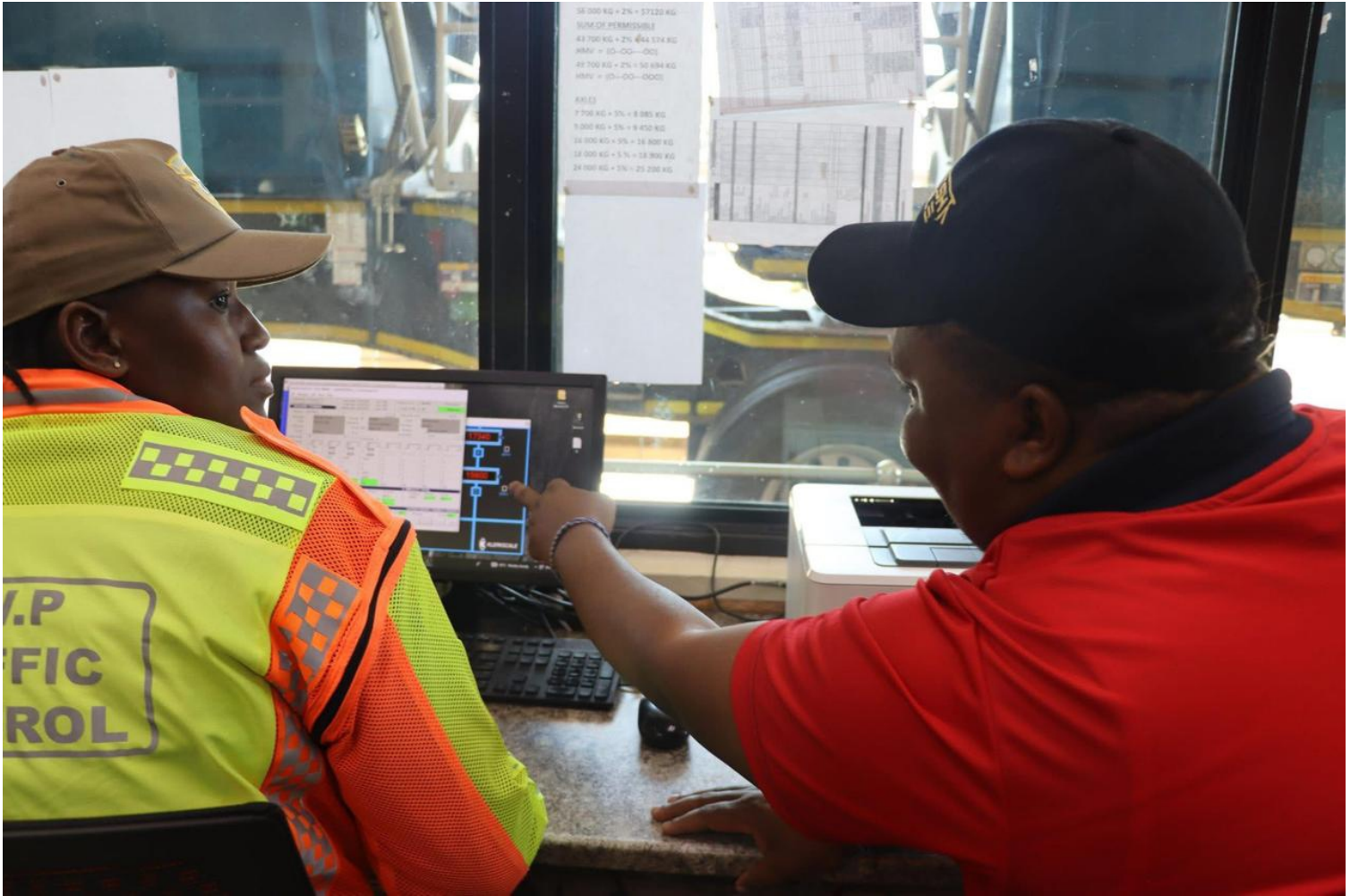
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NDP
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DECADE OF ACTION FOR
ROAD SAFETY
2021 - 2030

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ENGAGEMENTS ON AARTO READINESS SET TO ENHANCE ROAD SAFETY



The Department of Community Safety and Transport Management recently welcomed the Road Traffic Infringement Agency (RTIA) delegation as they rollout the Administrative Adjudication of Road Traffic Offences (AARTO) Act with a series of engagements to assess the state of readiness.

This, is part of preparation for the implementation of long awaited AARTO Act that is scheduled for 01 December 2025, country wide.

The assessment was crucial part of the AARTO Act's implementation, which aims to improve road safety and promote greater compliance with traffic laws. The focus was on four key areas:

Issuing Authority Readiness: Assessing the capacity of local municipalities to serve as AARTO issuing authorities.

Service Outlet Setup: Overseeing the establishment of AARTO service outlets, which will be vital for motorists to handle infringement notices and other related matters.

Public Awareness: Educating the public about the AARTO Act, its benefits, and the new demerit point system.

Stakeholder Collaboration: Engaging with provincial stakeholders to ensure a collaborative approach to the implementation.

The engagements took place in Mahikeng, Rustenburg, Madibeng, Ditsobotla, JB Marks and Matlosana Local Municipalities. The RTIA is committed to working with all stakeholders to ensure the successful implementation of the AARTO Act, making roads safer for everyone.

DCSTM AND PARTNERS' DEBUSHING LETSEMA ADDRESSES SAFETY CONCERNS

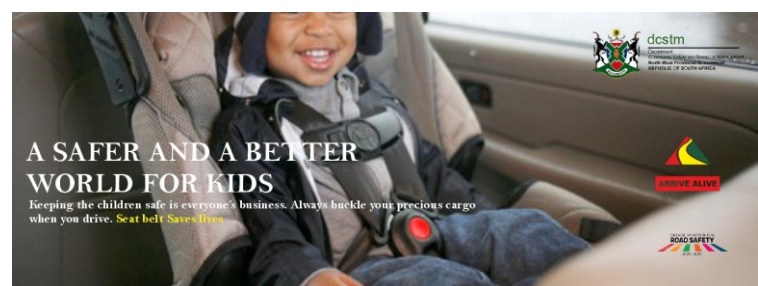


The Department of Community Safety and Transport Management and various stakeholders recently embarked upon a project of debushing an area near Unit 3 in Mmabatho. Given its location near the North West University, it is an abode for many students. Some students and members of the community are traveling through the area across the railway line between Unit 3 and Mega-City shopping complex in Mmabatho.

According to Police statistics, the bushy area near the railway line had become a hotspot for criminal activities that include rape, hijack and mugging. It turned out that young people including university, college and high school students are targets.

The Department's Crime Prevention Through Environmental Design (CPTED) programme, is being implemented by clearing of grass and shrubs, as well as walk-ways at identified crime hotspots in what is called debushing.

The initiative was recently part of the commitments made by MEC Wessels Morweng during his budget speech that the Department will continue strengthening the fight against crime and ensures that communities live in a crime free environment.



MEC MORWENG CONDUCTS OVERSIGHT AT ITSOSENG POLICE STATION



The MEC for Community Safety and Transport Management, Wessels Morweng says the ongoing challenges faced by the Itsoseng Police Station is a cause for concern. As part of the provincial government's Accelerated Service Delivery Programme (ASDP) Thuntsha Lerole, the MEC conducted an oversight visit at the station.

The Itsoseng Police station currently services eight (8) villages, one (1) township and five (5) farms with the furthest point being 47kms from the station.

With limited resources, the station's capacity to effectively contain crime in the community is hindered.

Given challenges found, MEC Morweng has resolved to engage the Acting Provincial Commissioner, Major General Patrick Asaneng to come up with immediate plans to assist the station.

"Service delivery in the area has been severely affected. The level of crime must be contained. However, in order to do that, we must capacitate the station", said MEC Morweng.

"Some areas that we have identified have been dealt with as a form of intervention, but in order to deal with some of troublesome elements and ensure sustainability in the solutions that are required, I will be engaging with the Acting Provincial Commissioner Major General Asaneng to see how best to assist the station", said MEC Morweng. Recently, the North West Transport Investment (NTI) Bus Depot in Itsoseng was vandalised and torched by unknown people.

MEC Morweng says due to the rampant criminality in the area, the facility is no longer feasible for business as it poses a threat to investors. Even prior to being vandalised, the facility was not fully functional nor operational.

"The intention is to recommend to EXCO to donate the land to the municipality so that they can use it in other ways," said MEC Morweng.

"POVERTY CAN EITHER TURN YOU INTO A THIEF OR A STRUGGLER. I CHOSE TO BE A STRUGGLER", MEC MORWENG

The last fourteen months have been both challenging and exciting for the MEC responsible for the Department of Community Safety and Transport Management, Wessels Morweng. As part of reviewing the year since the advent of the Seventh Administration, The Communication Chief Directorate at the Office of the Premier has arranged a series of reviewing interviews with YouFm for Members of the Provincial Executive Council.

MEC Wessels Morweng was the second to do the interview and the first to do it at the state-of-the-art studios at the Provincial Archives Building. He surmised at the journey so far. "The responsibility has been challenging in that the demands for services far exceed our capacity and capability to provide them. However, it has also been an exciting experience in that we have been able to do what we can within our financial limitations", said MEC Morweng in an hour-long interview with Mr Motlaping Modise.

In his mid-thirties, MEC Morweng is youngest of all Members of the Executive Council in the Province. He comes from Moshaneng Village, Lehurutshe in the Ramotshere Moiloa Local Municipality. He is a Communication graduate from the North West University, Mafikeng Campus and currently studying towards a Master's degree. Rocking at the studio donning the replica jersey of his favourite Orlando Pirates Football Club, he had been all smiles. As an introductory preamble Mr Modise asked him about his background. He turned desolate as he reminisced on his upbringing.

"Poverty can either turn you into a thief or a struggler. I chose to be a struggler. My family did not have much and we were really impoverished. But both my mother and now late father wanted nothing but the best for us", he said. "I am the third in line behind a brother and a sister hence my name", he said explaining his Setswana name, Mosimanegape – meaning another boy.



"Thanks to the Provincial Government I was able to study at the North West University and later worked at various levels for the Government",

Despite his relatively young age, he is an experienced civil servant and quite versed with the public sector. Having joined public service shortly after graduation he worked his way up including being the Director for Recreation Management at the Department of Arts, Culture, Sports and Recreation where he also served as a Media Liaison Officer before becoming Head of MEC Office. Before being appointed by Premier Mokgosi as an MEC, he was an Acting CEO of the Mmabana Foundation. It is as if all his life he was being prepared for his current role. And challenges are part of the package.

"Part of the challenges at the Department are that Scholar Transport is still experiencing variety of challenges though the number of incidents is now decreasing. Top among these is that the budget for the service is severely constrained. Other challenges include operators who abandoned routes without informing the Department claiming that routes are not profitable".





"What would be the highlights and successes of the last fourteen months?" asked Mr Motlhaping Modise. He beamed. "Shortly after becoming an MEC, we experienced a sudden surge of illicit mining at Stilfontein in the Dr KK District. We have successfully dealt with those. There are now new challenges in Bojanala District especially in Rustenburg and Moses Kotane and recently in Ramotshere Moiloa. People often say the illegal miners are local people who are trying to eke life in an economically fragile environment. However, it is worth pointing out that of the arrested people, majority were undocumented from Lesotho, Zimbabwe, Mozambique, Malawi, Ethiopia and in Moses Kotane municipality they included two Pakistani nationals", emphasised MEC Morweng.

"How would you like your first term as MEC to be remembered?" asked Mr Motlhaping as a way of winding up an interview.

"Joblessness among the young people is a serious challenge we are experiencing as a nation. I would be happy if we can deal with it successfully. We must ensure that we create an environment that will allow the business to thrive so that it can create more opportunities. Something else that we are working on and are intentional in insuring that it happens soon is to introduce a commuter transport in Dr KK," concludes said the man young people who he leads politically in the Province call 'Levesso', in reference to his name Wessels.

Continue from pg13

In answering a question sent on Facebook as the interview was streamed live, one listener wanted to know what is being done to operators who are transporting learners with unroadworthy vehicles, MEC said there are guidelines which are implemented to the latter as per contravention.

"When the contract began in January 2025, there were 446 operators transporting learners to 358 schools across the Province. To date, over 100 operators have been terminated for contravening the Service Level Agreement. The contravention included noncompliance, lack of capacity to transport learners and failure to transport children in roadworthy busses. The Department together with the Department of Education are having regular meetings chaired by their respective HODs as part of mitigating and addressing challenges as and when they surface", said MEC Morweng.



ROAD SAFETY COMPETITION : RESHAPING YOUNG MINDS FOR RESPONSIBLE ROADS USE



The Road Safety School Debate and Participatory Education Techniques (PET) competition has become a significant feature to reinforce a sense of responsible behaviour on roads. Particularly among young people, who make up a significant portion of road fatalities. The annual contest, is a nationwide initiative administered by the Road Traffic Management Corporation (RTMC). It begins at school level and right to the provincial and national scale, where the best of the best are recognised and celebrated.

The Department of Community Safety and Transport Management's Road Safety Management Director, Motshabi Tshukudu says the provincial champions have demonstrated a deep understanding of issues relating to road safety.

Learners participate in two ways, through debate as well as presentation of models that illustrate creative solutions to road safety challenges identified in their communities.

In the debate set, Vryburg High and Malatse Motsepe Secondary Schools will represent the North West Province in the urban and rural categories respectively at the 2025 national competitions. Kopanelo Secondary School will be flying the provincial flag in the PET set of the competition.

“The standard and quality of our learners continues to improve annually. We have seen their commitment, application of strategy as well as their delivery and indeed they will do well.

“They have become active road safety ambassadors who spread the message of a shared responsibility and the preservation of lives in their own communities,” said Tshukudu.

Statistics of road fatalities point to people between the ages of 15 and 34 as one of the most vulnerable population groups, making up the majority of deaths and injuries as passengers and pedestrians. Tshukudu says authorities have taken an approach to involve young people in pursuing solutions as part of mitigation.



“As future leaders, it is important that young people gather in this manner and ventilate issues of road safety in order to break barriers and challenge the status quo. Responsible road use has to be a topic of interest among the youth, and that is what this programme strives to achieve.

“By so doing, they play a role in reshaping a society that is fit for them. Most importantly, to ensure collective responsibility to preserve lives”, added Tshikudu.

The department congratulates all participants in this year's competitions, who have contributed immensely to the quality and standard of the province's performance.



The outcome of the competition is as follows:

Debate Category:

1. 1st Position- Vryburg High School (Dr Ruth Segomotsi Mompoti District)
2. 2nd Position- Malatse Motsepe Secondary School (Bojanala District)
3. 3rd Position- Reabona Secondary School (Dr Kenneth Kaunda District)
4. 4th Position- Tau Rapulana Secondary School (Ngaka Modiri Molema District)

PET Category:

1. 1st Position- Kopanelo Secondary School (Ngaka Modiri Molema District)
2. 2nd Position- Monchusi Secondary School (Dr Ruth Segomotsi Mompoti District)
3. 3rd Position- Kgatseng Thabiso Secondary School (Bojanala District).

New commuter transport operator to resume services in Ngaka Modiri Molema.



In line with the department of Community Safety and Transport Management's obligation to ensure effective transport services, MEC Wessels Morweng has officially announced the appointment of a new operator to take over in the Ngaka Modiri Molema District.

This comes after the collapse of Atamelang Bus service operations in December 2024 by the former contracted service provider. The abrupt operational breakdown effectively led to a decline in service delivery.

Following extensive consultation and mitigation the former contract was terminated, subsequently processes of attaining a new company were effected.

The appointment of Ikhwezi Tasmica Joint Venture as the new operator, reaffirms the department's commitment to provide reliable transport services in the North West Province.

“We are committed to restore dignity, safety, accessibility and efficiency for all commuters. As a caring government, we could not allow communities who rely solely on this service to continue suffering.

“This operator has the capacity to provide safe, reliable, and efficient commuter transport; ensuring passengers are neither stranded nor overloaded,” said MEC Morweng.

Services are expected to be introduced in phases, beginning with high volume critical routes in and around Mahikeng, Lichtenburg, and Zeerust.

Employees of the former operator will also be given priority for absorption into the company.

“As I have previously committed, the new operator has been engaged and an agreement was reached that priority will be given to former employees of Atamelang.

“The operator committed that training for drivers, ticket sellers, and other staff will commence as a matter of urgency. Employer/Employee committees have been formed to ensure smooth transition,” explained MEC Morweng.

The commuter buses, with a fleet of 130 are expected to cover a road network with over 700 routes in the district. This includes an extension to settlements that have mushroomed over time and not necessarily covered previously.

“We want to use this opportunity to extend services to other areas that have proliferated. We take into consideration that particularly in the rural areas the road conditions might not be suitable and as a result we have reached out to the Department of Public Works and Roads as well as municipalities to assist,” said the Head of Department, Dr Hans Kekana, adding that the fleet will be fit with new technology and electronic monitoring systems to gauge trip occurrence and load.

Services are expected to resume during the month of October 2025.

GALLERY



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@NWPGCOMMSAFETY



nwcosatma@nwpg.gov.za



<http://dcstm.nwpg.gov.za>

Let's Grow North West Together

