



# APRAV MOMENT Newsflash 31 January 2020

Into **2020** with a super-charged **STRATEGIC PLAN**.

We are excited to share APRAV's key strategic drivers for 2020 with you. It will focus our resources and efforts throughout the year, and we will regularly report on milestones achieved.



## KEY DRIVERS FOR 2020

<b>1. STOP RABS</b> <ul style="list-style-type: none"> <li>o Ensure that the RABS Bill, remains a Bill!</li> <li>o Remain gate keepers of the Portfolio Committee of Transport (PCoT) for any RAF and RABS matters.</li> <li>o Keep engaging all relevant Members of Parliament and Governmental bodies on finding solutions for the RAF system.</li> </ul>	<b>2. RAF RESCUE</b> <ul style="list-style-type: none"> <li>o Change primary focus to RAF solutions.</li> <li>o Expand Parliamentary interaction to various Committees now.</li> <li>o Circulate a framework 'RAF Rescue' plan &amp; distribute it for review by all stakeholders.</li> </ul>	<b>3. PUBLIC SUPPORT</b> <ul style="list-style-type: none"> <li>o Website: 'Need Help' functionality in English, Afrikaans, Xhosa, Zulu, Tswana.</li> <li>o Social media: Promote awareness, share information and 'Need Help' via Facebook.</li> <li>o Advertise: Targeted radio and print media; to achieve the above.</li> </ul>	<b>4. STAKEHOLDER MANAGEMENT</b> <ul style="list-style-type: none"> <li>o ID, map and plan for stakeholders – people, groups or organisations that could affect RAF/RAF Rescue plan &amp; RABS.</li> <li>o Design, implement and monitor an engagement plan to achieve the required support.</li> </ul>	<b>5. FUNDING</b> <ul style="list-style-type: none"> <li>o Continue to try and move beyond doing the bare minimum on a shoe-string budget</li> <li>o To prevent RABS and to facilitate positive and sustainable change in the medico-legal field, we need money!</li> </ul>
<b>6. COMMUNICATION</b> <ul style="list-style-type: none"> <li>o Expand social media reach – emphasis on APRAV's strategy &amp; positive content and support.</li> <li>o Create specific content – including some audiovisual.</li> <li>o PR through focused media exposure – national and regional.</li> </ul>				



## APRAV dispel recent RABS rhetoric

Recent utterances about the imminent approval and implementation of the RABS Bill has again caused some concern amongst interested parties.

On 5 Dec 2019, Mr Mbalula announced the new RAF Board and said, "The Road Accident Benefit Scheme Bill is currently before parliament and we will work with parliament to expedite the passage of the bill and give impetus to the transformation of the fund from its current configuration," - [citizen/mbalula-appoints-new-raf-board/](https://www.citizen.co.za/news/mbalula-appoints-new-raf-board/)

**This is continued rhetoric with no substance. Let's look at the facts:**

### What happened with RABS during 2019?

The RABS Bill has in fact gone backwards. The issue of its adoption has gone from a final second reading in Parliament – a point at which the Bill could have been finally approved – to being an item on the Portfolio Committee on Transport's (PCoT) 2020/2021 agenda, amidst many other high priorities."

For the moment, opposition parties in parliament and APRAV have successfully delayed adoption of the proposed RABS. We do however expect that the ruling party and its representatives in the Department of Transport may push hard for adoption of the Bill, now that it has been revived. APRAV remains committed to protecting the rights of South African road accident victims and their families.

<b>RABS 2020 – most likely outcome</b>
The Portfolio Committee on Transport (PCoT) must first get RABS on the agenda - amidst many other high priorities (AARTO, PRASA, SANRAL, etc.)
Most likely nothing will happen in the PCoT until May 2020
The virtually 'new' PCoT will have to re-engage and debate all aspects of the RABS Bill. During the 5th Parliament, this took two years!
The PCoT has to submit a new RABS Bill report (which means the previous report automatically lapses)

## **OR**

The ANC must respond to the pending Cape High Court application against the previous adoption of the highly disputed PCoT report on RABS and agree on a replacement report. This can take 12 – 18 months.
Only then can the RABS Bill potentially be tabled at the National Assembly again. The changed level of constructive cooperation is going to make it difficult for the any progress in its unchanged form.
Then back to point 3: The virtually 'new' PCoT will have to re-engage and debate everything about the RABS Bill. During the 5th Parliament, this took two years!

## **ONLY THEN**

The PCoT must refer the new RABS Bill report to the National Assembly (NA) for a First Reading.
If this tabling succeeds, the bill must be place on the NA agenda for a Second Reading (this failed three times at the end of 2018). And it will be more difficult for the ANC to muster a majority vote.
The number of ANC MPs went down from 249 (5th Parliament) to 230 (6th Parliament) Opposition parties are as united as ever in fighting this bill
Should the Second Reading succeed, the RABS Bill then needs to go to the National Council of Provinces (NCOP) to be rubber-stamped.
The Bill is then presented to the President for final consideration. The President will have to: <ul style="list-style-type: none"> <li>- consider whether the tagging of the bill is correct? it is not!</li> <li>- does the bill comply with the Constitution? It does not!</li> <li>- is the scheme affordable? – It is not!</li> </ul>
It will be difficult for the President to ignore all the controversy and simply approve the bill.
Should the RABS Bill become a law, it will be tied up in courts for years to come.

## WHAT DOES THIS MEAN?

**Despite all the current rhetoric, the RABS Bill is further from becoming legislation than what it was in 2014!**

And as in 2014, this remains one of APRAV's top priorities. We will not shift our focus unless the RABS Bill or the current RAF system is altered.

**APRAV'S 2020 strategic plan has RABS as one of 6 core focus areas -** We'll regularly update you on all RABS related matters.

**Far more important is our current focus on:**

- ◆ **FACILITATING A RAF RESCUE PLAN** that will be acceptable to all stakeholders and
- ◆ **INCREASED PUBLIC ENGAGEMENT**

Another quick overview of how we ✓'d all the boxes in 2019

### Key drivers for 2019 – mission accomplished

#### KEEP RABS A BILL

- Remain the gatekeepers of the Portfolio Committee of Transport for any RAF and RABS matters
- Ensure that the RABS Bill, in its current form, is not approved by Parliament
- Engage all relevant MPs and Government bodies on finding solutions for the RAF system

#### SOLUTIONS

- The tide is turning from just making 'war on RABS' to driving solutions to the RAF system
- APRAV will facilitate that all relevant stakeholders start talking and working together towards solutions!

#### RAISE ADEQUATE FUNDING

- Move beyond doing the bare minimum on a shoe-string budget
- Be able to do whatever is needed to prevent RABS and facilitate sustainable positive changes in the medico-legal field - For this we need money! Your money!

#### COMMUNICATION – Talk more

- In-source professional communication specialist services
- Significantly improve communication
- Have an interactive website that is constantly updated with relevant content
- Launch a national social media campaign
- Counter one-sided DoT/RAF anti-lawyer & anti-medical expert media noise



## Link up

We encourage you to follow and participate in the robust and interesting debates that take place on our social media platforms. We need a diversity of opinions to optimise the opportunities that social media offers.

[Join our Facebook community](#)

[Visit \[www.aprav.co.za\]\(http://www.aprav.co.za\) for a wealth of quality content](http://www.aprav.co.za)

## APRAV's DNA

- A human rights organisation
- Protect road accident victims
- Facilitate transformation for a sustainable solution



Let us know if you want to unsubscribe from receiving our newsletter.

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And feel free to forward this newsletter to anyone who might be interested.