



THE ASSOCIATION FOR THE PROTECTION OF ROAD ACCIDENT VICTIMS

A VOLUNTARY ASSOCIATION NOT FOR GAIN INCORPORATED IN TERMS OF THE COMMON LAW

Unit 28 Norma Jean Square,
244 Jean Avenue, Centurion,
Gauteng, 0046

Tel: 063 393 3719
E-mail: hello@aprav.co.za

www.aprav.co.za
Mobile: 073 5205391

APRAV Press Statement*

THE ROAD ACCIDENT FUND (RAF) IN SHAMBLES

On Tuesday 18 March 2025, the Deputy Minister of Transport announced that the Department of Transport will withdraw the RAF amendment Bill.

The relevance of this announcement is that the RAF 2020-2025 Strategic Plan, on the basis of which their current "Operating Model", has now been rendered obsolete.

The focus of the Strategic Plan was *"to transform the RAF into a sustainable entity through system modernisation, improved governance, and enhanced service delivery, with a key target of settling all new claims within 120 days"*.

The RAF "turn around" strategy proved to be a dismal failure with money and resources spent on promoting an unlawful regime with little or no interest in promoting the interests of road crash victims, entirely focused on the implementation of the Road Accident Fund Amendment Bill, which has now been correctly withdrawn by the Department of Transport.

The RAF Amendment Bill was nothing more than a watered-down version of the failed RABS Bill.

Similar to the RABS Bill, it was littered with unconstitutional elements, would have resulted in a myriad of unintended consequences and would have proven simply too costly, as it would have had to sustain a "top heavy" financial burden, having to wind down *"historical RAF claims"* and sustain the new scheme.

Considering the RAF's disappointing performance, SCOPA on Tuesday 18 March 2025 unmasked and laid bare the sheer incompetence and inefficiency of the Board and the Executive of the RAF; which has been in the public domain for some time now.

The RAF Board and Executive are notorious for their culture of unaccountability and being "a law unto themselves."

They are currently engaged in a highly publicised legal battle with the Office of the Auditor General of SA (AGSA) over the continued use of an unlawful accounting standard and other vexatious litigation.

Previous instruction by the Minister of Transport for the Board and the Executive to withdraw from the legal battle with the AGSA has simply been ignored, the Deputy Minister on Tuesday again re-iterated that the Department has no intention of pursuing the matter - the RAF was again instructed to conform with the acceptable standard as per the ASB, Treasury and AGSA.

The SCOPA Chair called the CEO on misrepresentations made to the Committee and the continued implementation of an unlawful Board Notice, resulting in thousands of potential road crash victims being denied the opportunity to engage the RAF.

It was further uncovered that the current CIO (Chief Investment Officer) the former Director Treasury of the City of Johannesburg, who left the Municipality under threat of sanction due to various financial misconduct charges was appointed at the RAF to facilitate annuity payments that were subject to the implementation of the now redundant RAF Amendment Bill.

Developing the Agency's Strategic Plan, spending Tax payers' money on the basis of a "law" that has not been passed by Parliament is not a new development at the RAF.

At a time when Parliament was seized with the debate on the Road Accident Benefit Scheme (RABS) the RAF leadership was already spending time and money on creating infrastructure in lieu of the implementation of the RABS, which never materialised, similar to what has happened to the Amendment Bill.

APRAV hails the pro-active approach of SCOPA towards the RAF ensuring transparency and accountability.

Continued oversight by Parliament and a pro-active, authoritative approach by the Department may very well save the RAF from its current guaranteed collision course.

Enquiries: victims@prav.co.za



24.03.2025