

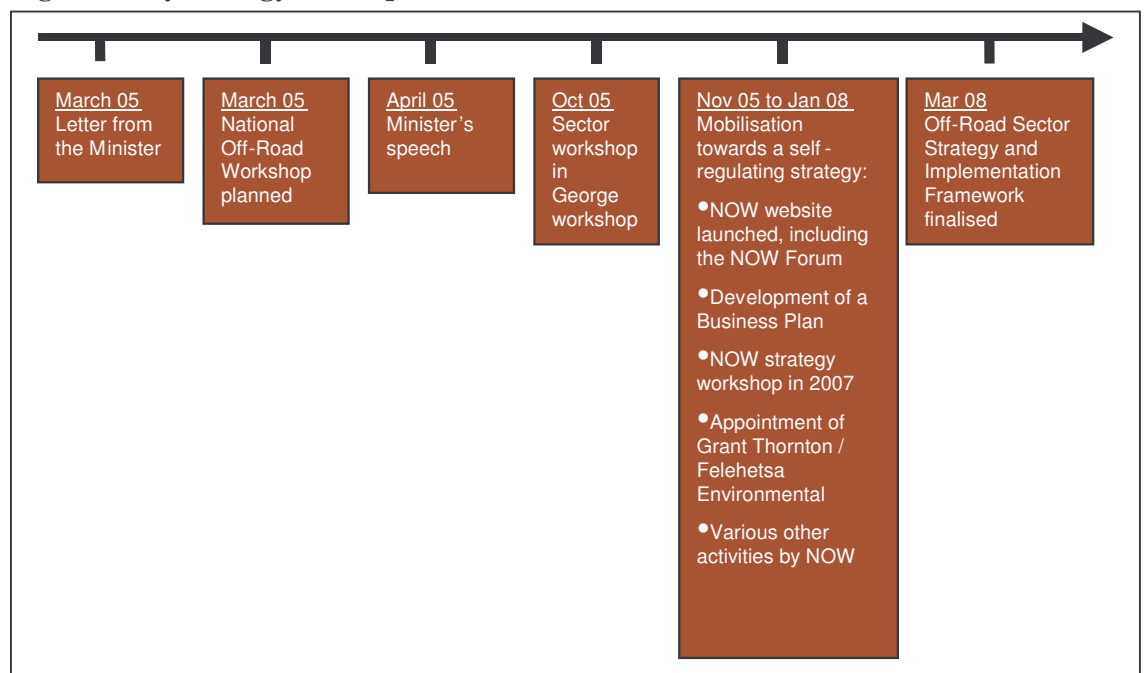
Section 1: Implementation Framework

1.1 Background

In a letter in March 2005, followed up by a speech in April 2005, the Minister of Environmental Affairs and Tourism indicated that he believed that “*owners and users of inland 4x4 recreational driving tracks*” should move more rapidly towards better-regulated and more equitable practices as there are some irresponsible 4x4 vehicle and trail/track owners whose activities continue to damage sensitive sections of South Africa’s inland environment.

In response to this call by the Minister, a National Off-Road Workshop was held in October 2005, after which the National Off-Road Workgroup (“**NOW**”) was formed. The key objective of NOW was to develop a self-regulation strategy and implementation framework for the off-road sector. **Figure 1** provides an overview of key activities conducted in developing the strategy from March 2005, when the Minister submitted a letter to NOW, through to March 2008, when the strategy and implementation framework were finalised.

Figure 1: Key Strategy Development Activities, March 2005 to March 2008



In 2007, NOW appointed Grant Thornton (who in turn sub-contracted Felehetsa Environmental) to assist in developing the strategy and implementation framework. The project involved 3 key phases, viz:

- **Phase 1** – A legal scan and benchmarking exercise, viz:
 - A **Legal Scan** of applicable legislation (authorisation and process requirements) that apply to the off-road sector was conducted so that potential existing legal requirements could be understood and used / enforced as required, and all legal gaps could be identified.
 - A **Benchmarking Exercise** of both legal regulation and self-regulation in the off-road sector elsewhere in the world and other sectors in South Africa.
- **Phase 2** – Stakeholder Consultation; and
- **Phase 3** – Strategy Development.

Information used in the development of the strategy is included in the following separate reports, viz:

- NOW Business Plan;
- Legal Scan and Benchmarking Report;
- Stakeholder Consultation Report; and
- Questions and Answers Report.

These reports are available on request from NOW.

The off-road sector has been afforded many opportunities to provide input into the strategy development process, including:

- During the workshop held in George in 2005;
- On the NOW forum and other fora;
- Via the 7 associations that constitute NOW; and
- During stakeholder consultation for the Grant Thornton project.

The final strategy is presented in a separate document. The implementation framework is included in this document. This framework will evolve and develop during the pre-planning and set up phases.

1.2 Strategy Focus and Objectives

There are 5 key objectives of the off-road self-regulation strategy:

1. To minimise environmental impacts and ensure environmental sustainability
2. To stimulate off-road tourism
3. To increase the socio-economic benefits generated by off-road activity including the upliftment of communities impacted by the sector
4. To create appropriate linkages between and within the sector and government
5. To achieve the strategy through self-regulation within an appropriate legal framework

Table 1 provides an overview of the strategy objectives.

Table 1: Overview of the Strategy Objectives

Objectives		Discussion and Challenges
1	To minimise environmental impacts and ensure environmental sustainability	<ul style="list-style-type: none"> • The challenge is to find a balance between addressing a range of environmental impacts as a result of off-road activity, while at the same time striving for economic viability and economic growth and development.
2	To stimulate off-road tourism	<ul style="list-style-type: none"> • The off-road sector in South Africa must be grown, developed and sustained for the enjoyment of local and international tourists. The objective is to develop a reputable, prominent and responsible industry, which is financially sound and provides economic and social benefits.
3	To increase the socio-economic benefits generated by off-road activity including the upliftment of communities impacted by the sector	<ul style="list-style-type: none"> • Addressing a lack of transformation in the off-road sector with a focus on rural & community upliftment is vital for the growth and sustainability of the off-road sector.

Objectives		Discussion and Challenges
4	To create appropriate linkages between and within the sector and government	<ul style="list-style-type: none"> Implementing the self-regulation strategy will be dependent on creating appropriate partnerships between and within government (at local, provincial and national level), between the players in the sector and with communities.
5	To achieve the strategy through self-regulation within an appropriate legal framework	<ul style="list-style-type: none"> The self-regulation strategy for the off-road sector, aims for self-regulation within a statutory / regulatory framework i.e. the existing regulatory framework is used, possibly expanded and/or rationalised and government devolves certain legal compliance and other responsibilities (e.g. track environmental registration, policing of activities etc.) to an industry regulatory body. The sector does not want new laws but rather to operate within current legislation, with amendments as necessary. The South African Radio League (“SARL”) is an example of self-regulation within a regulatory framework as government (i.e. Independent Communications Authority of South Africa (“ICASA”)) has devolved compliance and other processes to SARL.

This strategy focuses on:

- **Off-road sector vehicles** including 2-wheel, 3-wheel and 4-wheel vehicles, e.g.
 - 2x4 and 4x4 motor vehicles
 - Quad bikes
 - Motorbikes (e.g. trail bikes, off-road bikes and on-and-off road bikes)
- **Inland** (i.e. not beach)
- **Recreational use** on private, public and government-owned land
- **Sensitive areas** – both recreational and other use (e.g. access to land for commercial/ business purposes) in sensitive areas

The strategy activities are grouped into the following focus areas under each objective:

1. Sensitive areas;
2. Driver and rider competency;
3. Off-road tourist guides;
4. Trails and tracks;
5. Tourism development; and
6. Broad-based black economic empowerment (“**BBBEE**”) / transformation and community involvement and upliftment.

1.3 Implementation Framework

The specific roles of the various associations and organisations, discussed in the Strategy Document are detailed in **Annexure A**. These include specific activities and actions to address the 5 identified objectives and includes:

- Timings i.e. start date and completion date; and
- Organisation responsible.

Activities will be phased in over a 5-year period, with this phasing based on the priority of the activity concerned, and timeframe required for implementation.