



**PROJECT REPORT ON ALLEGATIONS OF CORRUPTION
AT VEHICLE ROADWORTHINESS TESTING STATIONS**

25 February 2025

BACKGROUND

1. The Organisation Undoing Tax Abuse (“OUTA”) is a non-profit company incorporated in terms of the Companies Act, 2008 and has been approved as a public-benefit organisation in terms of the Income Tax Act, 1972.
2. OUTA’s mission is to challenge and take action against maladministration and corruption and the misuse of tax revenues and, where possible, to hold to account those responsible for such acts.
3. On 17 May 2023, OUTA reported that it was becoming increasingly clear that the current state of road safety in South Africa was a catastrophe and that it has grave implications on the social and economic future of our country. The high number of road deaths and injuries was a national crisis that not only needs more awareness, but also immediate action¹.
4. On 12 September 2023, South Africa’s Freight News reported that fatal road crashes in South Africa were costing the country billions of rands every year and that according to the Road Traffic Management Corporation (“RTMC”), the cost of 10 466 fatal crashes amounted to roughly R186.5 billion (equivalent to 3.3% of GDP) in 2022. These expenses included the costs of medical treatments, clean-ups, emergency services, law enforcement, funeral costs, infrastructure damage² and the losses in productivity.
5. On 31 December 2024, the National Administration Traffic Information System (“NaTIS”) reflected the total number of motor vehicles in South Africa as 12 093 217 of which 88% were light motor vehicles. In South Africa, vehicles are only tested for roadworthiness upon change of ownership except for vehicles that are operated for reward like taxis, buses or vehicles that transport heavy goods with a Gross Vehicle Mass (“GVM”)

¹ <https://outa.co.za/blog/newsroom-1/post/road-safety-is-a-colossal-south-african-concern-whats-the-plan-government-1261>

² <https://www.freightnews.co.za/article/fatal-road-crashes-cost-sa-billions>

of more than 3500kg. (The GVM of a vehicle is determined by the total weight of the vehicle together with the weight of the passengers, the driver, fuel, equipment, load or luggage and any fixtures or additional fixtures or specialist equipment).

6. If a vehicle is used for public transport like minibuses, the vehicle must be tested for roadworthiness every year. A minibus is a vehicle designed to carry up to 16 passengers with a GVM of not more than 3500kg. The table below shows that at the end of 2024, there were 355 139 minibuses on South Africa's roads.

31 December 2024 - Live vehicle population as per the National Traffic Information System - eNaTIS

Vehicle Class	Province									Total	% of total self-propelled
	GP	KZ	WC	EC	FS	MP	NW	L	NC		
Motor cars and station wagons	3 299 118	1 101 012	1 388 641	490 449	322 423	463 471	353 175	395 645	135 341	7 949 275	65,73%
Minibuses	128 365	60 911	40 107	27 612	12 820	28 427	22 161	28 034	6 702	355 139	2,94%
Buses, bus trains, midibuses	21 034	8 269	7 234	4 845	3 380	7 797	4 282	6 975	1 976	65 792	0,54%
Motorcycles, quadrucycles, tricycles	149 727	34 681	91 489	21 195	16 409	17 019	12 661	8 568	7 088	358 817	2,97%
LDV's, panel vans, other light load veh's GVM <= 3500kg	900 307	391 878	358 567	208 443	135 682	228 554	164 220	253 615	84 340	2 725 606	22,54%
Trucks (Heavy load vehicles GVM > 3500kg)	149 283	55 342	48 566	22 238	25 149	42 553	18 455	27 418	9 538	398 542	3,30%
Other self-propelled vehicles	37 688	31 471	42 476	17 174	35 434	27 132	21 451	17 652	9 568	240 046	1,98%
Total self-propelled vehicles	4 685 522	1 683 564	1 977 060	791 956	551 297	814 953	596 405	737 907	254 553	12 093 217	
Provincial % of total	38,75%	13,92%	16,35%	6,55%	4,56%	6,74%	4,93%	6,10%	2,10%	100,00%	% of total tow vehicles

7. If a vehicle has a GVM of more than 3500kg, it is classified as a heavy load vehicle and must be tested for roadworthiness every year. The statistics above show that on 31 December 2024 there were 398 542 heavy load vehicles registered in South Africa.
8. Vehicles classified as buses, bus trains and midibuses must be tested for roadworthiness every 6 months. These vehicles are classified as vehicles that can carry more than 16 passengers. The statistics above show that there were 65 792 of these passenger carriers on South African roads at the end of December 2024.
9. It should be noted that Gauteng has almost 40% of all registered vehicles in South Africa while Limpopo and North West provinces have 6% and 5% respectively of the country's registered vehicle population.

10. Vehicle testing in South Africa is a function performed by municipal and provincial test stations as well as private test stations. In recent years, there were several media reports on vehicle testing stations that were closed and owners and/ or employees that were arrested on charges of fraudulently issuing roadworthy certificates for vehicles that were not presented for testing. After one such an arrest, the former MEC for transport in Gauteng, Mr. Ismael Vadi said: “Vehicles that are not roadworthy contribute to the high accident rates and fatalities on our roads. Testing stations that issue fraudulent roadworthy certificates are complicit in this regard”.
11. OUTA agrees with Mr. Vadi that unroadworthy vehicles contribute to a high percentage of accidents on our roads and anyone who is complicit in issuing fraudulent roadworthy certificate should be held accountable.
12. The National Department of Transport was informed from as far back as July 2021, that roadworthy certificates were issued for vehicles without the vehicle being physically inspected by an examiner at a vehicle testing station.
13. On 12 July 2021 the South African Roadworthy Council (“SARC”) informed the Director General of the National Transport Department of this fraudulent activities and warned that the situation will have a serious implication for road safety in the country.
14. SARC informed the department *inter alia* that:
 - 14.1 “SARC uncovered a far more sinister contagion that surfaced to evolve the concerns from inferior and sub-standard testing to NO TESTING at all as a result of cross provincial boundary roadworthy certifications”.
 - 14.2 “Corrupt and fraudulent elements within the testing industry are able to text vehicle details across provincial boundaries to vehicle testing stations in another province, to have roadworthy certification issued without:

- *Having sight of the vehicle;*
- *Qualify the owner and/or driver and/or responsible person of the vehicle; and*
- *Without even testing the vehicle.”*

14.3 *“Not only does this go against the very purpose of the establishment of roadworthy testing, which is the core focus of the industry, but it sets the tone for wholesale abuse of the system and the setting of an unlawful precedent for total corruption of this industry with the knock-on effect of road carnage and severely reducing safety of vehicles on the roads.”*

14.4 *“We submit, that the ability to have vehicles’ roadworthy tested across borders allows these corrupt elements to simply exist and flourish to the detriment of all South African road users”.*

14.5 *“The testing of Gauteng registered vehicles (“GP plated”) in Limpopo Province alone during the month of June 2021 was a total of 3180 vehicles in only 7 testing stations in that province. We acknowledge, that there may have been a few heavy vehicles as part of a fleet that were based in that province but the quantum of tests in another province amounts to almost 6% of the total quantum of the vehicles tested in the whole of Gauteng for the month of June 2021”.*

14.6 *“It’s the opening of the floodgate to absolute road carnage because roadworthy testing certificates are issued without the vehicle actually being tested”.*

15. On 24 May 2024 and after a meeting held between the National Department of Transport and SARC on 8 May 2024, a follow up letter was sent by SARC. No feedback was received from the department. On 10 July 2024, SARC wrote to the department again and raised its concerns again about vehicles being tested without a physical inspection.

16. SARC wrote to Mrs Leatitia Botma *inter alia* the following:
 - 16.1 *“To date we have not yet received a response or any correspondence from your department”.*
 - 16.2 *“It does not make sense that a vehicle that’s retested in Gauteng and in 10 minutes later it is passed in Polokwane, which is 350km away. Urgent and decisive intervention from your department (National) is desperately needed to fight this scourge”.*
17. SARC also raised its concerns with the department that the National Minimum Test Time (“NMTT”) that was implemented nationally by the Department of Transport was only enforced in Gauteng. SARC alleged that this contributed to vehicle owners taking their vehicles to other provinces to be inspected, and in some instances, roadworthy certificates were obtained without the vehicles being presented for a physical inspection.
18. Notwithstanding the fact that the National Department of Transport was aware of roadworthy certificates being issued fraudulently, nothing has been done to eradicate the problem. There were several arrests made by law enforcement agencies as pointed out above, but a long-lasting solution was still not being implemented by the Department of Transport.
19. On 20 January 2025 the Minister of Transport, Ms Barbara Creecy addressed the nation with feedback on the 2024/2025 festive season’s road safety campaign. In her opening remarks she said that South Africa has a long way to go to reduce the carnage on our roads.
20. The minister announced that there were 1,234 fatal crashes that resulted in 1,502 deaths. She said that the number of fatalities represents a year-on-year increase of 5,3%. She added that she has requested the provinces to conduct a detailed analysis of their respective statistics which included a

look at severe consequences for those who continue to show a disregard for road safety, and to come back with a clear plan for the way forward.

21. The minister also announced that 16,562 vehicles were found to be unroadworthy. The drivers of the vehicles were issued with traffic fines and the vehicles' license disks were removed. 8,917 of these vehicles were impounded.
22. The high number of vehicles that were found to be unroadworthy during the 2024/2025 festive season, probably points to the reality that although several vehicles had roadworthy certificates (license discs), they were not in a condition to be on our roads transporting passengers or goods and put the lives of many people at risk.
23. It is also doubtful that during the festive season traffic officers were able to thoroughly inspect vehicles for roadworthiness. During a roadblock or when a vehicle is pulled over, traffic officers may be able to, at best, inspect the external condition of a vehicle like tyres, lights, mirrors, condition of safety belts and the park brake system. Other important safety features like braking performance, condition of shock absorbers, defects on the steering mechanism and the braking system of trailers, will be difficult to inspect during a festive season with high traffic volumes.
24. It is a fair assumption that many vehicles that were not roadworthy, escaped being fined and impounded.
25. It is therefore crucial that traffic officers, road users, passengers and the public at large can trust the work done at vehicle test stations and have peace of mind that when a vehicle displays a valid license disc, the vehicle is roadworthy and can be used on our country's roads without putting other road users, drivers and passengers at risk.

ALLEGATIONS RECEIVED OF FRAUDULENT ROADWORTHY CERTIFICATES BEING ISSUED

26. OUTA recently received information from a whistleblower that roadworthy certificates were issued by several vehicle testing stations in contravention of the Road Traffic Management Act in that roadworthy certificates were issued without the vehicle being physically inspected.
27. Normally, when a motor vehicle fails an inspection, the examiner of the motor vehicles will inform the owner that the vehicle failed its inspection and will hand over to the owner a standard form namely RTS(08)(2014/10) to indicate to the owner why the vehicle failed. The owner has 14 days to do the necessary repairs whereafter the vehicle can be re-tested free of charge. If all the defects were repaired, a roadworthy certificate will be issued and the vehicle testing station will record it on the NaTIS system.
28. The modus operandi followed by the owners of the vehicles we investigated, were similar: all the owners took their vehicles to a testing station to be inspected for roadworthiness, but it failed the test. They were then handed RTS(08)(2014/10) forms and left. However, according to the NaTIS system, all the motor vehicles ended up with road worthy certificates obtained at another testing station in a different province shortly after the initial inspection.
29. Our investigations revealed that several of these vehicle testing stations identified belonged to the same individual or a family member of the individual. It appears that a network of individuals was involved with the alleged fraudulent issuing of roadworthy certificates and that public officials were among the owners of some of these testing stations.
30. This report will identify the vehicle testing stations, owners of the testing stations, examiners who apparently inspected the vehicles and owners of the vehicles who received the roadworthy certificates for vehicles that could

not in all probability have passed a roadworthy test. The report will also identify public officials who are owners of vehicle testing stations.

CASE 1 – CHEVROLET SPARK – REG NO: XXX XXX L

31. Below is a copy of an Application for Certification of Roadworthiness (“the application”) that was received by OUTA.

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32. According to the application, a Mr. XXXXXXXXXX with identification number XXXXXXXXXXXXXXX, took his vehicle to a vehicle testing station in Gauteng to be inspected for roadworthiness on 21 May 2024.
33. The application was signed by a Mr. XXXXXXXX on 21 May 2024 and showed the vehicle’s chassis/ VIN number as XX XXXXXXXX7C326414. The vehicle was further identified as a 2007 Chevrolet Spark with license number XXX XXX XL and vehicle register number XXXXXXX (the “Spark”).
34. Below is a copy of the Roadworthiness Test Sheet (“test sheet”) for the Spark.
35. It shows that the vehicle failed the inspection on the same day the inspection was done namely 21 May 2024. The test sheet recorded the time of the test as from 12:32 until 12:58 and it listed the defects. It appears from the test sheet that the vehicle could be re-tested free of charge on or before 4 June 2024.
36. However, according to the NaTIS system, the same vehicle was tested on 21 May 2024 from 13:48 until 14:03 and a roadworthy certificate was issued.

37. The vehicle and owner's information on the NaTIS system correlates with the information on the Application for Certification of Roadworthiness and the Roadworthiness Test Sheet mentioned above.

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38. Below is a copy of the Natis Certification of Roadworthiness Test Particulars:

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39. According to the NaTIS Certification of Roadworthiness Test Particulars, the test station that issued the Roadworthy Certificate was MBS Vehicle Test Station (Pty) Ltd situated in Tzaneen, Limpopo. The examiner was Mr. XXXXXXXXX with examiner number XXXXXX.
40. It is noteworthy that the test took only 15 minutes to complete. According to a private testing company³ and a governmental testing station⁴, a roadworthy inspection takes between 20 minutes and 60 minutes to complete.
41. OUTA's investigation revealed that Mr. XXXXXX resides at XXXXXX Street, XXXXXXXXXX, XXXXXXX, Gauteng and his contact number is 0XXXXXXX.
42. It is impossible for the owner of the vehicle to repair all the defects that were found during the inspection in Gauteng and noted on the test sheet, then

³ <https://www.dekraauto.co.za/roadworthy>

⁴ <https://www.westerncape.gov.za/tpw/roadworthiness-testing>

drive to Tzaneen in Limpopo, approximately 440 kilometers from his residence, and get the vehicle physically inspected within less than an hour. The inspection finished at 12:58 on 21 May 2024 in Gauteng and commenced at 13:48 on the same date at MBS Vehicle Test Station in Tzaneen. The only possible explanation for this bizarre event is that the vehicle was never physically presented to be tested at MBS Vehicle Test Station and that a roadworthy certificate was issued fraudulently.

43. According to the Companies and Intellectual Property Commission (“CIPC”), MBS Vehicle Test Station is a registered company with registration number 2017/120091/07 and with its registered address at Erf 343, Extension 5, 11 Hans Merensky Street, Duiwelskloof, Limpopo. The company status is currently in “In Business” and its tax number is 9012032273.
44. The company has 2 active directors:
- 44.1 Masilu John Modjela with identification number XXXXXXXXXXXXXXX. His last known residential address is XXXXXXXXXXX XXXXXXXX, XXXXXXXX, Limpopo and his last known mobile contact number is 0XXXXXXXXX. Mr. Modjela was appointed on 13 March 2017 as a director of the company and is also a director of several other transport companies in Limpopo;
- 44.2 Henk van Wyk with identification number XXXXXXXXXXXX. He resides in XXXXXXXX in Limpopo. He is a former director of Mathibaskraal Private Testing Station (Pty) Ltd (Registration number 2016/363773/07). He resigned on 20 May 2024. He is also a director of Tzaneen Vehicle Test Station (Pty) Ltd (Registration number 2014/205677/07).

CASE 2 – MERCEDES BENZ – REG NO: XXX XXX XX

45. Below is a copy of another Application for Certification of Roadworthiness (“the application”) that was received by OUTA.

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46. According to the application, a Mr. XXXXXXXXXX XXXXXXXXXX with identification number XXXXXXXXXX, took his vehicle to a vehicle testing station in Gauteng to be inspected for roadworthiness on 20 May 2024.
47. The application was signed by a Mr. XXXXXXXXXX on 20 May 2024 and it showed the vehicle's chassis/ VIN number as XXXXXXXXXXXX033197. The vehicle was also identified as a Mercedes Benz with license number XXX XXX XX and vehicle register number XXXXXXXXX (the "Mercedes").
48. Below is a copy of the Roadworthiness Test Sheet ("test sheet") for the Mercedes.

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49. The test sheet shows that the vehicle failed the inspection on the same day the inspection was done namely 20 May 2024, it recorded the time of the test as from 13:00 until 13:26 and it listed the defects. It appears from the test sheet that the vehicle could be re-tested free of charge on or before 3 June 2024.
50. However, according to the NaTIS system, the same vehicle was tested on 21 May 2024 from 09:48 until 10:09 and a roadworthy certificate was issued.
51. The vehicle and owner's information on the NaTIS system correlates with the information on the Application for Certification of Roadworthiness and the Roadworthiness Test Sheet mentioned above.
52. Below is a copy of the NaTIS Certification of Roadworthiness Test Particulars:

Image removed

53. According to the NaTIS Certification of Roadworthiness Test Particulars, the test station that issued the Roadworthy Certificate was RMM Naboomspruit (Pty) Ltd situated in Mookgophong, Limpopo. The examiner was Mr. XXXXXXXX with examiner number XXXXXXXX. The test took 21 minutes to complete.
54. OUTA's investigation revealed that Mr. XXXXXXXX resides at XXXXXX XXXXX, XXXXXXXX Road, XXXXXXXXXXXXXXX, Gauteng and his contact number is 0XXXXXXXXX.
55. It is not impossible, but it is highly improbable that the owner could repair all the defects that were found during the inspection that was done in Gauteng on 20 May 2024, then drive approximately 230 kilometers to Mookgophong in Limpopo the next morning to present his vehicle for a physical inspection at 09:48 on 21 May 2024. The question should also be asked why would Mr XXXXXXXX, if all the repairs were in fact done, not return to the test station in Gauteng and get the vehicle re-tested free of charge? A possible explanation is that the vehicle was never physically inspected at RMM Test station and that a roadworthy certificate was issued fraudulently.
56. According to the CIPC, RMM Naboomspruit (Pty) Ltd ("RMM") is a registered company with registration number 2021/805964/07 and with registered address at 950 Gacia Street, Centurion, Gauteng. The company status currently is "In Business" and its tax number is 9090517278.
57. The company has one active director, Ntuweleni Robert Matamela with identification number XXXXXXXXXXXX. His last known residential address is XXXXXXXXXXXX, XXXXXXXXXXXX Street, Gauteng and his last known mobile contact numbers are 0XXXXXXXXX, 0XXXXXXXXX and 0XXXXXXXXX. Mr. Matamela was appointed on 12 August 2021 as the director of the company, the same date the company was registered.

58. On 13 December 2021, only 4 months after the company was registered, the MEC of Transport & Community Safety in Limpopo Province, Ms. Mavhungu Lerule-Ramakhanya, registered RMM as a Grade “A” vehicle testing station. Below is the notification of registration that was published in the Provincial Government Gazette on 4 February 2022.



59. A Grade A testing station is authorised to examine and test a motor vehicle of any class for roadworthiness. A Grade B testing station is authorised to examine and test a motor vehicle of any class excluding a bus, minibus or vehicle exceeding 3 500kg.
60. OUTA’s investigation found that Mr. Matamela is/ was also a director/ owner of several other vehicle test stations in the country, namely:
- 45.1 Keleboheng Vehicle Testing Station (Pty) Ltd with registration number 2022/420831/07. The registered address of the company is 950 Garcia Street, Centurion, Gauteng. Mr. Matamela resigned as a director of this

company on 1 April 2022, but his spouse Mamohau Paulina Matamela is still an active director.

- 45.2 Elim VTS (Pty) Ltd with registration number 2022/378212/07. The registered address of the company is 950 Gacia Street, Centurion, Gauteng. The company was registered on 17 March 2022 with Mr. Matamele appointed as the sole director.
- 45.3 Thusalushaka Testing Station (Pty) Ltd with registration number 2020/562704/07 and registered address as 950 Gacia Street, Centurion, Gauteng. The business address is, however, 8 Ham Street in Musina, Limpopo. Mr. Sello Patrick Tshwelesa, with identification number XXXXXXXXXXXX is the co-director together with Mr. Matamela. In March 2019, four employees of the Thusalushaka Testing Station were arrested for allegedly issuing fraudulent roadworthy certificates for vehicles that had never been physically tested⁵.
- 45.4 Atteridgeville Roadworthy Centre (Pty) Ltd with registration number 2012/086036/07 and registered address as 1E Mokgatle Street, Atteridgeville, Pretoria, Gauteng. Mr. Matamela is a co-director with Keneilwe Mmatsatsi Thobane with identification number XXXXXXXXXXXX and Tshepo Abee Mphahlele with identification number XXXXXXXXXXXX.
- 45.5 Mamelodi Motor Vehicle Testing Station CC with registration number 2011/065748/23. Mr. Matamela is one of three members of this Close Corporation with the other two members being Motlatjo Julia Mohale with identification number XXXXXXXXXXXX and Florina Nomabehla Mokwena with identification number XXXXXXXXXXXX.

CASE 3 – BMW 3 SERIES – REG NO XXX XXX XX

⁵ <https://www.citizen.co.za/review-online/news-headlines/2019/03/26/four-musina-vehicle-testing-station-officials-arrested-issuing-fraudulent-certificates/>

61. Below is a copy of another Application for Certification of Roadworthiness (“the application”) that was received by OUTA.

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62. According to the application, a Mr. XXXXXX XXXXXX with identification number XXXXXXXXXXXX took his vehicle to a vehicle testing station in Gauteng to be inspected for roadworthiness on 20 May 2024.
63. The application was signed by a Mr. XXXXXXXXXXXX on 20 May 2024 and shows the vehicle’s chassis/ VIN number as XXXXXXXXXXXXXXX61178. The vehicle is also identified as a BMW 3 SERIES with license number XXX XXX XX and vehicle register number XXXXXXXX (the “BMW”).
64. Below is a copy of the Roadworthiness Test Sheet (“test sheet”) for the BMW which shows that the vehicle failed the inspection the day the inspection was done namely 20 May 2024, it recorded the time of the test was from 15:56 until 16:22 it and listed the defects. It appears from the test sheet that the vehicle could be re-tested on or before 3 June 2024.

Image removed

65. However, according to the NaTIS system, the same vehicle was tested again on 21 May 2024 from 08:48 until 09:03 and a roadworthy certificate was issued.
66. The vehicle and owner’s information on the NaTIS system correlates with the information on the Application for Certification of Roadworthiness and the Roadworthiness Test Sheet mentioned above.

67. Below is a copy of the NaTIS Certification of Roadworthiness Test Particulars.

Image removed

68. According to the NaTIS Certification of Roadworthiness Test Particulars, the test station that issued the Roadworthy Certificate was The Oaks Vehicle Testing Station (Pty) Ltd situated in Hoedspruit, Limpopo. The examiner was Mr. XXXXXXXXXX with examiner number XXXXXXXXX. The test took 15 minutes to complete.
69. OUTA's investigation revealed that Mr. XXXXXXXXXX last known residential address is XXXXXXXXXX Street, Gauteng and his contact number is XXXXXXXXXX.
70. It is not impossible, but it is highly improbable that the owner could repair all the defects that were found during the inspection that was done in Gauteng in the late afternoon of 20 May 2024, then drive approximately 460 kilometers to Hoedspruit in Limpopo to get his vehicle physically tested at 08:48 the next morning. The question should also be asked why would Mr XXXXXXXXXX, if all the repairs were in fact done, not return to the test station in Gauteng and get the vehicle re-tested free of charge? A possible explanation is that the vehicle was never physically tested in Hoedspruit and that The Oaks Vehicle Testing Station issued a fraudulent roadworthy certificate.
71. According to CIPC, the Oaks Vehicle Testing Station (Pty) Ltd is a registered company with registration number 2023/160000/07 and with registered address at F0070 Moropu Mmola Drive, Hoedspruit, Limpopo. The company status currently is "In Business" and its tax number is 9033497307.
72. The company has 1 active director Mologadi Marcia Rahlano with identification number XXXXXXXXXXXXXXXX. Her last known residential

address is XXXXXXXXXXXX, XXXXXXXX, Gauteng and her last known mobile contact number is 0XXXXXXXX. Ms. Rahlano was appointed as a director of the company on 18 October 2023, the same date the company was registered.

73. According to the Department of Home Affairs' data, Ms. Rahlano is married to Mr. Meshack Mashako Rahlano with identification number XXXXXXXXXXX. Mr. Rahlano is a Sergeant in the South African Police Services and stationed at XXXXXXXXXXX, Gauteng. He is also the sole director of Hoedspruit Vehicle Testing Station (Pty) Ltd with registration number 2024/357605/07.
74. On 30 August 2023, the MEC of Transport & Community Safety in Limpopo Province, Ms. FF Radzilane, registered The Oaks Private Testing Station as a Grade "A" vehicle testing station. The notification of the registration was published in the Provincial Government Gazette on 11 October 2023.
75. A copy of the notification in the Provincial Gazette of 11 October 2023 wherein the registration of The Oaks Testing Station was published can be seen below.

GENERAL NOTICES • ALGEMENE KENNISGEWINGS

GENERAL NOTICE 344 OF 2023

**LIMPOPO PROVINCIAL GOVERNMENT
DEPARTMENT OF TRANSPORT & COMMUNITY SAFETY**

**NATIONAL ROAD TRAFFIC ACT, 1996 (ACT NO. 93 OF 1996):
REGISTRATION OF VEHICLE TESTING STATION**

It is hereby notified that the Mec in the Department of Transport & Community Safety in Limpopo Province has in terms of section 39 of the National Road Traffic Act, 1996 (Act No. 93 of 1996), registered **The Oaks Private Testing Station** as Grade "A" Vehicle Testing Station .

Dated at Polokwane on this 30 day of 08 2023



Ms. Radzilani F.F (MPL)

**MEC: Transport & Community Safety
Limpopo Province**



76. The testing station was registered as a Grade "A" vehicle testing station almost 2 months before the company was registered at CIPC. It is highly irregular for a vehicle testing station to be registered before the company is registered. It is even more concerning that the registration of The Oaks testing station was published in the Provincial Gazette on 11 October 2023, a week before the company was registered.

CASE 4 – VOLKSWAGEN POLO – REG NO XX XX XX GP

77. Below is a copy of another Application for Certification of Roadworthiness ("the application") that was received by OUTA:

Image removed

78. According to the application, a Mr. XXXXXXXXXX XXXXXXXXXX with identification number XXXXXXXXXXXX, took his vehicle to a vehicle testing station in Gauteng to be inspected for roadworthiness on 25 January 2024.
79. The application was signed by a Mr. XXXXXXXXXX on 25 January 2024 and shows the vehicle's chassis/ VIN number as XXXXXXXXXXXX1101. The vehicle was further identified as a Volkswagen Polo with license number XX XX GP and vehicle register number XXXXXXXX (the "Polo").
80. Below is a copy of the Roadworthiness Test Sheet ("test sheet") for the Polo.

Image removed

81. It shows that the vehicle failed the inspection on the same day the inspection was done, namely 25 January 2024, and it recorded the time of the test as from 16:05 until 16:31 and it listed the defects. It appears from the test sheet that the vehicle could be re-tested free of charge on or before 8 February 2024.
82. However, according to the NaTIS system, the same vehicle was tested on 26 January 2024 at The Oaks Vehicle Testing Station from 09:14 until 09:29 and a roadworthy certificate was issued.
83. The vehicle and owner's information on the NaTIS system correlates with the information on the Application for Certification of Roadworthiness and the Roadworthiness Test Sheet mentioned above.

84. Below is a copy of the Natis Certification of Roadworthiness Test Particulars:

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85. According to the NaTIS Certification of Roadworthiness Test Particulars the test station that issued the Roadworthy Certificate is The Oaks Vehicle Testing Station (Pty) Ltd situated in Hoedspruit, Limpopo. The examiner was XXXXXXXXXX with examiner number XXXXXXXXX. The test took 15 min to complete.
86. OUTA's investigation revealed that Mr. XXXXXXXXXX is employed at XXXX and his last known residential address is XXXXXXXXXX Street, Gauteng and his contact number is 0XXXXXXX.
87. It is not impossible, but it is highly improbable that the owner could repair all the defects that were found during the inspection that was done in Gauteng in the late afternoon of 25 January 2024, then drive approximately 470 kilometers to Hoedspruit in Limpopo to get his vehicle physically inspected at 09:14 the next morning. The question should also be asked why would Mr Mtshweni, if all the repairs were in fact done, not return to the test station in Gauteng and get the vehicle tested free of charge? A possible explanation is that the vehicle was never physically tested in Hoedspruit and that The Oaks Vehicle Testing Station issued a fraudulent roadworthy certificate.
88. The particulars of The Oaks Vehicle Testing Station and the director are the same as described *supra*.

CASE 5 – HYUNDAI GRAND i10 – REG NO XX XX XX ZN

89. Below is a copy of an Application for Certification of Roadworthiness (“the application”) that was received by OUTA:

Image removed

90. According to the application, a Mr XXXXXXXXXXXX XXXXXXXXXXXX with identification number XXXXXXXXXXXX took his vehicle to a vehicle testing station in Gauteng to be inspected for roadworthiness on 17 April 2024.
91. The application was signed by a Mr. XXXXXXXXX on 17 April 2024 and shows the vehicle’s chassis/ VIN number as XXXXXXXXXXXX9551. The vehicle is further identified as a Hyundai Grand i10 with license number XX XX XX ZN and vehicle register number XXXXXXXXXXXX (“the Hyundai”).
92. Below is a copy of the Roadworthiness Test Sheet (“test sheet”) for the Hyundai:

Image removed

93. It shows that the vehicle failed the inspection on the same day the inspection was done namely 17 April 2024, it recorded the time of the test from 09h45 until 10h11 and listed the defects. It appears from the test sheet that the vehicle could be re-tested on or before 30 April 2024.

94. The NaTIS system however shows that the same vehicle was tested again on 25 April 2024 from 07:45 until 08:00 and a roadworthy certificate was issued on the same day.
95. Below is a copy of the NaTIS Certification of Roadworthiness Test Particulars:

Image removed

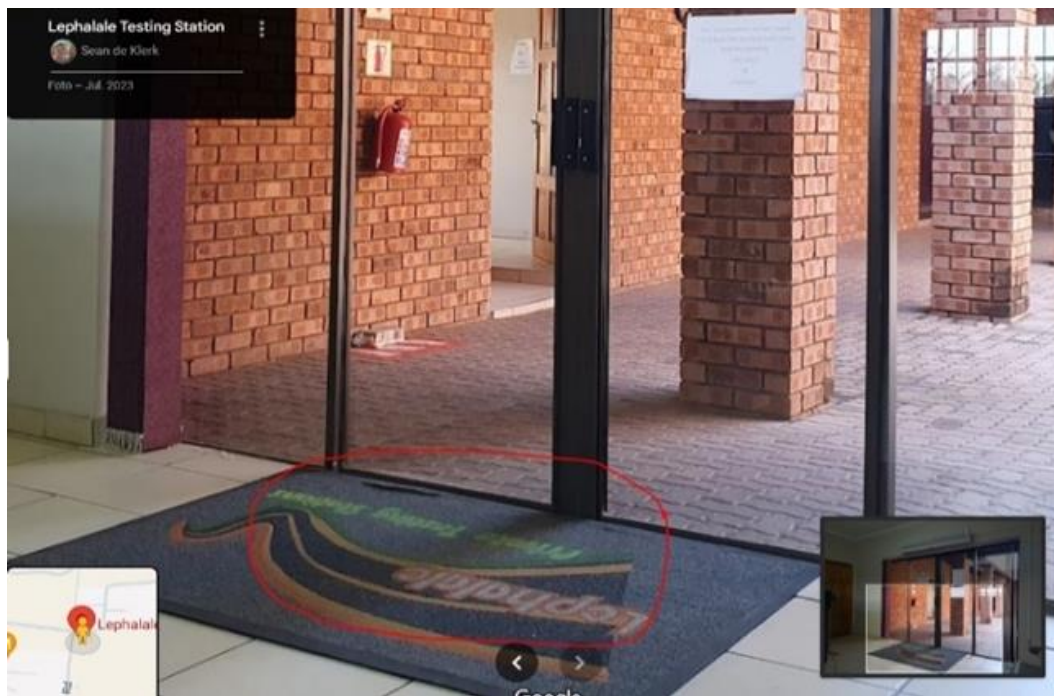
96. The vehicle and owner's information on the NaTIS system correlates with the information on the Application for Certification of Roadworthiness and the Roadworthiness Test Sheet mentioned above.
97. According to the NaTIS Certification of Roadworthiness Test Particulars the test station that issued the Roadworthy Certificate was Lephalale Testing Station (Pty) Ltd situated in Lephalale, Limpopo. The examiner was Mr. XXXXXXXXXXXX with examiner number XXXXXXXXXX and the test took 15 minutes.
98. OUTA's investigation revealed that Mr. XXXXXXXXXXXX last known residential address is XXXXXXXXXXXX, XXXXXXXXXXXX, Gauteng and his contact number is 0XXXXXXXXXXXX.
99. It is possible that the owner repaired all the defects that were identified by the test station in Gauteng on 17 April 2024 and that the vehicle was re-tested a week later on 25 April 2024 in Lephalale in Limpopo. The question however is why would Mr XXXXXXXXXXXX, if all the repairs were in fact done, take the vehicle to a test station in another province approximately 360 kilometers from his residential address to be inspected and not return to the test station in Gauteng and get the vehicle tested free of charge? An

investigation should be done to establish if the vehicle was indeed physically tested in Lephalale and if a valid roadworthy certificate was issued.

100. In the Provincial Gazette of 21 September 2016, the MEC for Transport in Limpopo registered a testing station named Lephalale Private Testing Station as a Grade "A" vehicle testing station on 8 September 2016.



101. In pictures retrieved from Google Maps, the name Lephalale Private Testing Station can clearly be seen on a door mat and on a sign inside the office at the testing station in Lephalale. It was established that Lephalale Private Testing Station operates from an address at 3 Hendrik Pistorius Avenue in Lephalale, Limpopo Province. These pictures were posted by Sean de Klerk in July 2023 on Google Maps.



102. It was established that the owner of Lephalale Private Testing Station is Ms Maggie Raphuthi with identification number XXXXXXXXXXXX and residing at XXXXXXXXXXXX Street, XXXXXXXX, XXXXXXXXXXXX, Limpopo Province. Ms Raphuti has several other vehicle testing stations in the Limpopo Province.

CASE 6 – FORD RANGER – REG NO XXX XXX MP

103. Below is a copy of an Application for Certification of Roadworthiness (“the application”) that was received by OUTA:

Image removed

104. According to the application, a Mr. XXXXXXXX XXXXXXXXXXXX with identification number XXXXXXXXXXXXXXXX took his vehicle to a vehicle testing station in Gauteng to be inspected for roadworthiness on 20 May 2024.
105. The application was signed by a Mr. XXXXXXXX XXXXXXXXXXXXXXXX and shows the vehicle’s chassis/ VIN number as XXXXXXXXXXXX6059. The vehicle was further identified as a Ford Ranger with license number XXX XXX MP and vehicle register number XXXXXXXX (the “Ranger”).
106. Below is a copy of the Roadworthiness Test Sheet (“test sheet”) for the Ranger:

Image removed

107. It shows that the vehicle failed the inspection on the same day the inspection was done namely 20 May 2024, it recorded the time as from 12:06 until 12:32 and it listed the defects. It appears from the test sheet that the vehicle could be re-tested free of charge on or before 3 June 2024.
108. However, according to the NaTIS system, the same vehicle was tested on 27 May 2024 from 14:30 until 14:46 and a roadworthy certificate was issued.
109. The vehicle and owner's information on the NaTIS system correlates with the information on the Application for Certification of Roadworthiness and the Roadworthiness Test Sheet mentioned above.
110. Below is a copy of the NaTIS Certification of Roadworthiness Test Particulars:

Image removed

111. According to the NaTIS Certification of Roadworthiness Test Particulars, the test station that issued the Roadworthy Certificate was Brake Fast Test Station situated in Mahikeng, North West Province. The examiner was Mr. XXXXXXXXXXXX with examiner number XXXXXXXXX.
112. It is noteworthy that the test took 16 minutes to complete.
113. OUTA's investigation revealed that Mr. XXXXXXXXXXXX last known residential address was XXXXXXXXX Road, XXXXXXXXXXXXXXXX, Gauteng and his contact number was 0XXXXXXXXXX.

114. It is possible that the owner repaired the oil leaks that were identified by the test station in Gauteng on 20 May 2024 before the vehicle was re-tested a week later on 27 May 2024 in Mahikeng in the North West province. The question that should be asked though is why would Mr XXXXXXXX, if all the repairs were in fact done, take the vehicle to a test station in another province approximately 360 kilometers from his residential address to be inspected and not return to the test station in Gauteng and get the vehicle inspected free of charge? An investigation should be done to establish if the vehicle was indeed physically inspected in Mahikeng and if a valid roadworthy certificate was issued.
115. Our investigation further revealed that the business address for Brake Fast Testing Station is 10133 Zeerust Bypass Road, Lonely Park, Mahikeng, North West Province and the contact number is 0723344904.
116. The picture below retrieved from Google Maps gives an indication that the test station does exist and that it is at the address as indicated above.



117. The picture of the noticeboard below found on Google Maps, is on the premises and an alternative contact number could be retrieved. The mobile number 0763822044 can be seen on the board.



118. OUTA established that the additional mobile number is registered to Ms. XXXXXXXXXXXX XXXXXXXXXXXX with identification number XXXXXXXXXXXX. Ms. XXXXXXXXX resides at XXXXXXXXXXXXXXXX Street, XXXXXXXXXXXX, North West Province.
119. It was further established that Ms. XXXXXXXXXXXX is an employee at a company called Ya Bana Vehicle Testing Station CC with registration number 2008/228761/23. It could not be established that there is a link between Ya Bana Vehicle testing Station CC and Brake Fast Private Vehicle Test Station.

NETWORK OF VEHICLE TEST STATION OWNERS AND OFFICIALS

120. The table below shows the other vehicle test stations owned by the owners mentioned in this report. It also indicates ownership of testing stations by family members of the owners.

VTs	Director(s)	Other VTs
MBS VTs	Masilu John Modjela	N/A
MBS VTs	Henk van Wyk	Mathibaskraal VTs Tzaneen VTs
RMM Naboomspruit	Ntuweleni Robert Matamela	Keleboheng VTs
		Elim VTs
		Thusalushaka VTs
		Atteridgeville Roadworthy Centre
		Mamelodi Motor Vehicle Testing Station
The Oaks VTs	Mologadi Marcia Rahlano	N/A
	Meshack Mashako Rahlano (Spouse)	Hoedspruit VTs

121. To be an owner of multiple vehicle test stations is not an issue *per se*. What is a concern in our view, is the possibility that if the irregularities occur at one of the owner's facilities, there is a probability that it can also occur at other stations where he/ she is the owner and this ought to be investigated.
122. It is also concerning that owners of transport businesses own their own Vehicle Testing Stations. As already stated, buses should be tested for roadworthiness every 6 months and taxis once a year. A fleet of passenger buses and/ or taxis that must be tested every 6 months or once a year, can become an expensive exercise. OUTA is concerned about the possibility that fleet owners test their vehicles at their own vehicle testing stations and issue roadworthy certificates despite possible defects. The table below shows a transport business owner who is also an owner of multiple vehicle testing stations.

VTS	Director(s)	Transport Business
MBS VTS	Masilu John Modjela	MBS Transport Services
		MBS Plant & Truck Hire Mayibuye-Afrika Coaches
		Yasetjhaba Bus Services
		Kopano Bus Services
		Mosjadjji Transport
		Polokwane Bus Company
		Bokone Bus Services

123. We further noted *supra* that government officials are owners and/ or directors of Vehicle Testing Stations. This practice should be condemned. It should be investigated whether these officials declared their business activities and ownerships, or not.

124. The table below shows the officials who were found to be directors of Vehicle Testing Stations:

Vehicle Testing Station	Director(s)	Public Official
Paledi Testing Station	XXXXXXXXXXXXXXXXXXXX	Limpopo Provincial Legislature
Hoedspruit VTS	XXXXXXXXXXXXXXXXXXXX	SA Police Services

PREVIOUS CRIMINAL PROSECUTIONS

125. Some of the Vehicle Testing Stations mentioned in this report were previously criminally investigated by law enforcement agencies for issuing false roadworthy certificates. The matters identified in this report are not isolated cases and it is clear from open-source information that fraudulent

issued roadworthy certificates are not confined to the testing stations above. It has been a national problem for the past decade.⁶

FINDINGS

126. The following findings were made during OUTA's investigations:
- 126.1 On 21 May 2024 MBS Vehicle Test Station in Tzaneen possibly issued a fraudulent roadworthy certificate for a Chevrolet Spark, registration number XXX XXX L to the owner Mr. XXXXXXXXXXXX. The examiner was Mr. XXXXXXXXXXXX with examiner number XXXXXXXX and the owners are Mr. Masilu John Modjela and Mr. Henk van Wyk.
- 130.2 On 21 May 2024 RMM VTS in Naboomspruit possibly issued a fraudulent roadworthy certificate for a Mercedes Benz, registration number XXX XXX GP to the owner Mr. XXXXXXXXXXXXXXXX. The examiner was Mr. XXXXXXXXXXXX with examiner number XXXXXXXX and the owner is Mr. Ntuweleni Robert Matamela.
- 130.3 On 21 May 2024, The Oaks Vehicle Testing Station in Hoedspruit possibly issued a fraudulent roadworthy certificate for a BMW 3-series, registration number XXX XXX GP to the owner Mr. XXXXXXXXXXXXXXXXXXXX. The examiner was Mr. XXXXXXXXXXXX with examiner number XXXXXXXX and the owner of The Oaks Vehicle Testing Station is Mologadi Marcia Rahlano.
- 130.4 On 26 January 2024, The Oaks Vehicle Testing Station in Hoedspruit possibly issued a fraudulent roadworthy certificate for a Volkswagen Polo,

⁶ <https://www.news24.com/news24/11-employees-of-a-limpopo-vehicle-testing-station-including-the-owner-nabbed-for-alleged-fraud-20191016>
<https://www.sanews.gov.za/south-africa/vehicle-testing-station-officials-held-fraud>
<https://www.roadsafety.co.za/2021-10/additional-suspects-arrested-for-illegal-roadworthy-certificate/>
<https://www.zoutpansberger.co.za/articles/news/49598/2019-03-27/four-musina-officials-to-remain-behind-bars>
<https://www.sowetanlive.co.za/news/south-africa/2019-03-26-four-arrested-at-testing-station-in-fake-roadworthy-certificate-scam/>
<https://www.sowetanlive.co.za/news/2012-11-06-arrests-at-vehicle-testing-centre/>
<https://www.corruptionwatch.org.za/two-private-vehicle-testing-stations-gauteng-shut/>

registration number XX XX XX GP to the owner Mr. XXXXXXXXX. The examiner was Mr XXXXXXXXX with examiner number XXXXXXXX and the owner of The Oaks Vehicle Testing Station is Mologadi Marcia Rahlano.

- 130.5 On 25 April 2024 Lephalale Private Testing Station in Lephalale (Ellisras) possibly issued a fraudulent roadworthy certificate for a Hyundai Grand i10, registration number XX XX XX GP to the owner Mr. XXXXXXXXX. The examiner was Mr. XXXXXXXX with examiner number XXXXXXXX.
- 130.6 On 27 May 2024 Brake Fast Test Station in Mahikeng possibly issued a fraudulent roadworthy certificate for a Ford Ranger, registration number XXX XXX MP to the owner Mr. XXXXXXXXXXXXXXXX. The examiner was Mr. XXXXXXXXXXXXXXXX with examiner number XXXXXXXX.
- 130.7 In none of the mentioned cases the owners went back to the original vehicle test station to get their vehicles re-tested even though the re-test should have been done at no additional costs for the owner. The owners opted to get their vehicles tested in another province within the prescribed free testing period rather than to take it back to the original test station in their own province.
- 130.8 There is strong suspicion that the vehicles mentioned in this report were not physically inspected at the test stations where a roadworthy certificate was issued. In some instances, the vehicle passed a test on the same day as the original test at a station hundreds of kilometers away from the owner's residential address.
- 130.9 That the SARC informed the National Transport Department in 2021 already of roadworthy certificates that were issued to vehicles that were not physically inspected by a vehicle test station examiner.
- 130.10 That the National Transport Department was informed again in 2024 of fraudulent roadworthy certificates that were issued.

130.11 That the NMTT that was announced by the National Transport Department was only imposed in Gauteng.

130.12 That in the 2024/2025 festive season road safety campaign, more than 16,000 were identified by traffic officers to be unroadworthy.

OUTA's RECOMMENDATIONS

127. That the vehicles identified in this report are located and presented for roadworthy tests under the supervision of an RTMC official.

128. That the owners of the various vehicle test stations, examiners and owners of the vehicles identified in this report be located and investigated for fraud and corruption in terms of the Prevention and Combatting of Corrupt Activities Act 12 of 2004.

129. That the allegations that public officials are involved in or are owners of vehicle testing stations are investigated by the Premier of Limpopo and acted against.

130. That the development of an online system for the application, testing and recording of results of roadworthy examinations be seriously considered. The system should be online and all the steps in the process should be recorded live to prevent situations where a vehicle can be tested today by a specific vehicle test station and, when it fails the inspection, be tested by another station without the expiration of a reasonable time.

131. That the NMTT be implemented and imposed across all provinces.

132. That vehicles be tested for roadworthiness in the province where that vehicle is registered.

133. That regulations be published by the Minister of Transport that would prevent a transport business owner from having his/ her vehicles tested by

a vehicle testing station in which he/ she has ownership or beneficial ownership.

134. That the Minister of Transport together with the Minister of Higher Education considers doing research into the possible implementation of a policy where unroadworthy vehicles could be impounded and repaired by students at TVET (Technical and Vocational Education and Training) colleges under the supervision of qualified instructors. With 50 TVET colleges across South Africa and many offering motor vehicle mechanics programs, this initiative would provide students with valuable practical experience, enhance their understanding of roadworthiness standards and improve their employability. At the same time, it would generate income for the colleges, as the cost of repairs would be covered by the vehicle owners. This effort will address multiple societal challenges simultaneously by using existing infrastructure and programs to create a sustainable and mutually beneficial system.

ACTIONS TO BE TAKEN BY OUTA

135. Share this report with:
- 135.1 The Minister of Transport to take cognizance of the situation at vehicle test stations in the country and the effect that it has on road safety in South Africa;
- 139.2 The National Traffic Anti-Corruption Unit (NTACU) of the Road Traffic Management Corporation (RTMC) for them to investigate the allegations and act against implicated individuals and companies;
- 139.3 The Premier of Limpopo to investigate the allegations of public officials being involved in or are owners of vehicle testing stations and to act against the implicated officials;

- 139.4 To monitor the recommendation that criminal complaints being submitted to law enforcement agencies by the minister of Transport/ RTMC. If no action is taken, OUTA will submit criminal complaints to law enforcement agencies.