



# United Nations Decade of Action for Road Safety 2011-2020

## Country Progress Report

***Final Draft***



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## ACRONYMS

CBRTA	Cross boarder Road Traffic Agency
IMF	International Monetary Fund
MDG	Millennium Development Goals
NDOT	National Department of Transport
NRTA	National Road Traffic Act
RAF	Road Accident Fund
RTIA	Road Traffic Infringement Agency
RTMCA	Road Traffic Management Corporation Act
SADC	Southern African Development Community
UN	United Nations
WHO	World Health Organisation
4E	Education, Enforcement, Engineering and Evaluation

### 1. Introduction

**South Africa is signatory to the SADC Treaty along with 14 other Member States. The SADC Treaty establishes the Southern African Development Community which gave rights to various protocol instruments, one of which is the protocol on Transport, Communications and Meteorology with the view to implement the desires of the SADC Treaty.**

The SADC Protocol on Transport, Communications and Meteorology provides that member states must establish Transport, Communications and meteorology systems that provide efficient, cost-effective and fully integrated infrastructure and operations to promote economic and social development while being environmentally and economically sustainable. Southern African Customs Union Memorandum of Understanding

The SACU MOU regulates the carriage of goods and the conveyance of passengers by road for reward to ultimately achieve an equal distribution of traffic among carriers of the Contracting Parties. It further regulates the achievement and maintenance of an equitable non-discriminatory infrastructure cost recovery system.

On the international level South Africa is regularly singled out as one of the worst performing countries in the world as far as road safety is concerned, including the African continent. There is a lot to be done to improve not only our crash and fatality rates in terms road traffic deaths per population, or deaths per the number of registered vehicles or the distance travelled, but also in terms of real straight

figures. The 2011 RSA rate of 27.58 compared to the 24.1 deaths per 100 000 population of the African region, which is also the highest of all the world regions, leaves much to be desired and clearly indicates that a massive effort is needed to remedy the situation.

The key components imbedded in our society that decrease the protection of motorists and create a negative experience for all road users regarding the unacceptable road safety situation are the following:

- **Driver Behaviour**

The quality of driver skills & level of driver training offered is not sufficient to ensure that a licenced driver understands the responsibility, consequences and impact on other motorists and road users as a result of their poor driving behaviour and non-compliance with the “rules of the road”, accompanied by a low level of enforcement. Educational content does not address actual driving experience before there is utilisation of our roads and there are no minimum standards on time “driving under supervision” or other mechanism to ensure sufficient exposure to what a driving responsibility entails. Furthermore we have no formal education of road users that do not drive but simply walk or use other modes of transport on the road.

**Drunken or Impaired Driving** is one of the highest causes of fatalities and accidents on our roads. In accordance with information provided by the Medical Research Institute (MRI), no less than about 60% of drivers and pedestrians killed in road crashes exceed the legal alcohol limit. Underpinning this is the lack of effective law enforcement and visible policing in this regard.

- **State of our Vehicles**

Approximately 10% of our vehicles are not road worthy and the average age of our vehicles is 11 years old which also contributes to increased potential of crashes and fatalities. It has been estimated that around 40% of vehicles on our roads are not insured, which presents a very serious and negative fiscal challenge.

- **State of our roads**

Road surfaces and the degree of potholes and poorly repaired and maintained roads are responsible for the lack of protection of vehicles and the potential to cost lives or cause disablement. The quality of road signage and especially markings is seen to contribute to the lawlessness and crash rates. The degree of congestion in

the cities has risen dramatically over the past decade and is expected to continue to rise in central urban areas.

- **Fraud and Corruption**

Fraud and corruption is rife throughout the industry, in driver and vehicle licensing, vehicle roadworthiness, enforcement and the public transport licensing industry. Until we put a stop to this, and break the culture of impunity, we will not make progress in road safety.

- **Lawlessness & Lack of Effective Law Enforcement**

The high level of lawlessness underpinned by a general lack of targeted and effective law enforcement is the highest cause of fatalities on our roads.

There are many good practice measures and examples available which could be applied and the good road safety legislation in South Africa allows ample opportunity to apply these measures. Some of these were even developed locally but never received the attention they required. Complete dedication and commitment to improve the road safety situation in South Africa is required from all role-players and stakeholders in the road traffic environment, including full political support to achieve the necessary reduction in the daily carnage on our roads.

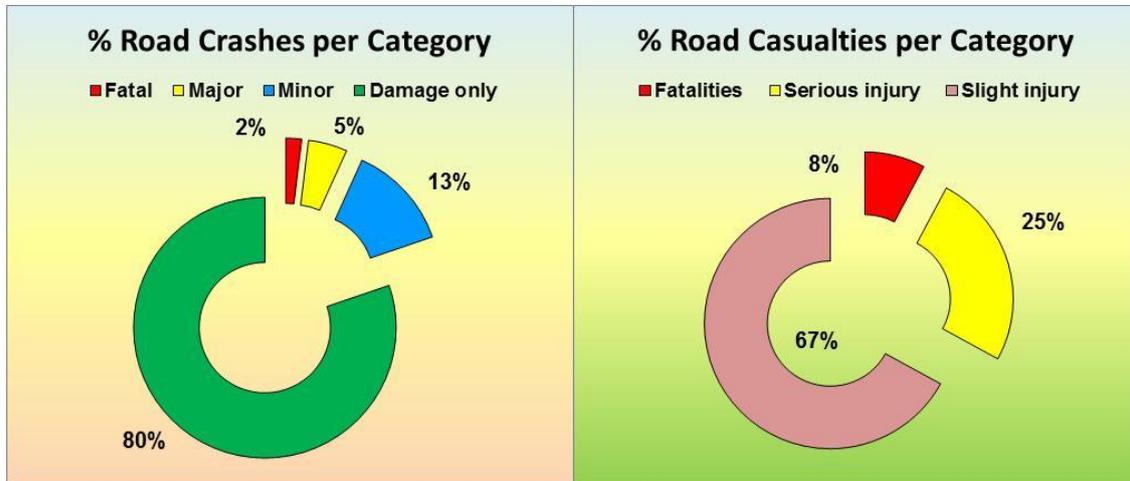
The main strategic objectives to improve road safety should be aimed at:

- Improved driver behaviour;
- Minimising vehicle related risk factors;
- Improved road conditions;
- Reducing vehicle crime;
- Introduce clear targets, monitoring and evaluation processes for traffic law enforcement;
- Improved access to credible data that can better quantify risks and improve planning and introduction of cost effective measures;
- Efficient adjudication, implementation of points demerit system and rehabilitation of offenders; and
- Implementing measurable deliverables with stakeholders and role-players with regards to strategic intent and common goals.

## **2. Overview of road traffic and safety in the RSA**

The first road crash in South Africa happened on October 1, 1903 in Maitland, Cape Town. Since that crash, about 451 960 people had been killed; 1 471 925 seriously injured and 3 908 600 slightly injured in a total of about 19, 98 million crashes on

South African roads until 2007. Of these figures in the order of about 50% occurred during the past two and a half decades from 1990, emphasising the fact that the rate of road traffic casualties has reached unacceptably high levels. The percentage of road crashes and casualties per category are also shown in the graphs below.



The above historic data further shows that:

- For every 1 person killed in a road crash, an average of 3 others are seriously injured; and
- For every 1 person killed, an average of 9 others is slightly injured.

During 2007 a total of about 60 800 persons, translating to 167 per day, were seriously injured and required hospitalisation which consumed a large percentage of the available beds at hospitals and medical care centres. During the 2013-2014 financial year, the Road Accident Fund (RAF) assisted 26 000 people with general damages, 13 000 for the loss of income, 127 000 people for medical care costs and contributed financially to 6 300 funerals stemming from road crashes. The RAF expenditure for the last two financial years amounted to around R55bn in post-crash care and rehabilitation.

Unfortunately, due to various reasons, comprehensive road crash data in the RSA covering all the crash categories (fatal, major, minor and damage only) is only available up to 2007 and fatal crash data up to 2011. In view of these limitations the road safety situation in the RSA can only be assessed to 2011. It therefore calls on all stakeholders to jointly agree on the process for the urgent development of a credible road crash system, in order to have a scientifically sound base to inform the road safety strategy and enable its continuous assessment and performance evaluation.

Note should be taken that although currently great emphasis is placed on fatal crashes and fatalities, major crashes resulting in serious injuries and even minor crashes resulting in slight injuries, should also receive the necessary priority as any of these crash categories, under slightly different prevailing conditions could have resulted in a fatal crash and fatalities.

Some basic summarised available country data is given below.

## Human Population

Human Population			
	Mid 2012	Mid 2013	% Change
Human Population	51 672 532	52 982 000	2.53%
	Mid 2013	Mid 2014	% Change
Human Population	52 982 000	54 002 000	1.93%

The information in the table above shows:

- An increase of 2.53% in the human population from 51.7 million in 2012 to about 53 million in 2013; and
- A further increase of 1.93% to a total of 54 million in 2014.

More information in this regard is provided in **Annexure A (1)**.

## Driving Licences and Professional Driving Permits (PrDPs)

Number of Driving Licences and Permits			
Licence category	Dec 2012	Dec 2013	% Change
Learner licences	1 311 996	1 250 178	-4.71%
Driving licences	10 155 165	10 645 046	4.82%
Professional driving permits	939 506	972 145	3.47%

The information in the table above shows:

- A decrease of 4.71% in the number of learner licences from 1.31 million in 2012 to 1.25 million in 2013;
- An increase of 4.82% in the number of driving licences from 10.16 million in 2012 to 10.65 million; and
- An increase of 3.47% in the number of professional driving permits (PrDP's) from 0.94 million in 2012 to 0.97 million in 2013.

## Number of Registered Vehicles

<b>Total Number of Motorised Vehicles</b>			
<b>Vehicle Type</b>	<b>Dec 2012</b>	<b>Dec 2013</b>	<b>% Change</b>
Motorcars	6 110 660	6 376 733	4.35%
Minibuses	285 858	289 078	1.13%
Buses	51 686	54 494	5.43%
Motorcycles	355 632	367 244	3.27%
LDV's - Bakkies	2 152 779	2 228 559	3.52%
Trucks	342 131	350 503	2.45%
Other & Unknown	224 050	226 620	1.15%
<b>Total</b>	<b>9 522 796</b>	<b>9 893 231</b>	<b>3.89%</b>

The information in the table above shows:

- An increase of 3.89% in the total number of registered motorised vehicles from 9.52 million at the end of 2012 to about 9.89 million in 2013; and
- On a percentage basis the biggest increase was in the number of buses which increased by 5.43% from 51 686 at the end of 2012 to 54 494 at the end of 2013.

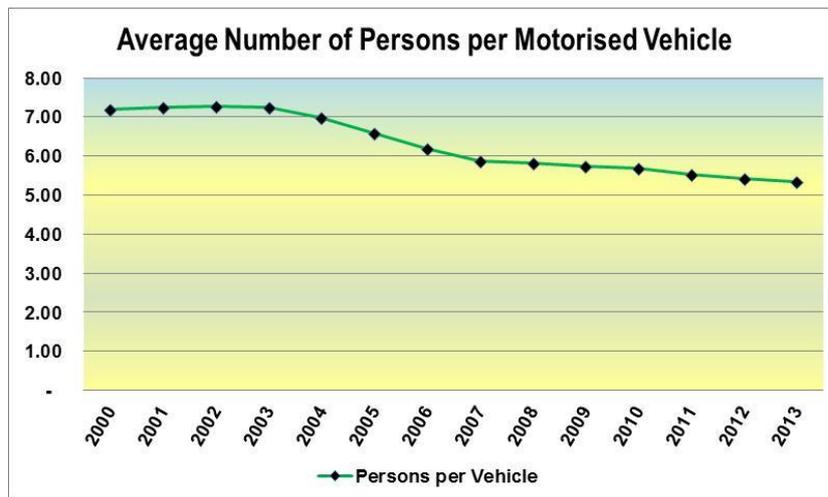
The number of vehicles registered per fuel type (petrol and diesel) is given in the table below.

<b>Number of Vehicles Registered per Fuel Type</b>				
<b>Fuel Type</b>	<b>Dec 2012</b>	<b>Dec 2013</b>	<b>Change</b>	<b>% Change</b>
Petrol driven	7 714 924	7 928 021	213 097	2.76%
Diesel driven	1 807 872	1 965 210	157 338	8.70%
<b>Total</b>	<b>9 522 796</b>	<b>9 893 231</b>	<b>370 435</b>	<b>3.89%</b>
Diesel % of total	18.98%	19.86%		

The information in the table above shows :

- An increase of 2.76% in the total number of registered petrol driven motorised vehicles from 7.71 million at the end of 2012 to about 7.93 million in 2013;
- An increase of 8.70% in the total number of registered diesel driven motorised vehicles from 1.81 million at the end of 2012 to about 1.97 million in 2013; and
- At the end of 2013 diesel driven vehicles was in the order of 19.86% of all motorised vehicles in comparison with 11.48% in 2000 (see Annexure A(2)).

The average number of persons per vehicle from 2000 to 2013 is shown in the graph below.



The information in the graph above shows a decline from 7.19 in 2000 to 5.36 persons per vehicle in 2013, indicating an increase in the mobility of the human population as well as a general increase in the number of persons able to afford a vehicle.

More information in this regard is provided in **Annexure A(2)**.

### Total Fuel Sales

Total fuel sales per fuel type in the RSA for 2012 and 2013 are shown in the table below.

Total Fuel Sales - Megalitres				
Fuel Type	Dec 2012	Dec 2013	Change	% Change
Petrol	11 714	11 153	-561	-4.79%
Diesel	11 262	11 890	628	5.58%
<b>Total</b>	<b>22 976</b>	<b>23 043</b>	<b>67</b>	<b>0.29%</b>
Diesel % of total	49.02%	51.60%		

The information in the table above shows:

- A decrease of 4.79% in petrol sales from 11 714 mega-litres in 2012 to 11 153 mega-litres in 2013;
- An increase of 5.58% in diesel sales from 11 262mega-litresin 2012 to 11 890 mega-litres in 2013; and
- In 2013 diesel saleswere51.60% of all fuel sales in comparison with 49.02% in 2012.

More information in this regard is provided in **Annexure A (3)**.

### Fuel Sales for Road Use

Estimated fuel sales per fuel type for road use in the RSA for 2012 and 2013 are shown in the table below (required estimating annual travel by motorised vehicles).

<b>Fuel Sales for Road Use - Megalitres</b>				
<b>Fuel Type</b>	<b>Dec 2012</b>	<b>Dec 2013</b>	<b>Change</b>	<b>% Change</b>
Petrol	11 444	10 885	-559	-4.89%
Diesel	8 403	8 912	509	6.06%
<b>Total</b>	<b>19 847</b>	<b>19 797</b>	<b>-50</b>	<b>-0.25%</b>
Diesel % of total	42.34%	45.02%		

The information in the table above shows:

- A decrease of 4.89% in estimated petrol sales for road use from 11 444 mega-litres in 2012 to 10 885mega-litres in 2013;
- An increase of 6.06% in diesel sales from 8 403 mega-litres in 2012 to 8 912mega-litres in 2013; and
- In 2013 diesel sales were 45.02% of all fuel sales for road use in comparison with 42.34% in 2012.

More information in this regard is provided in **Annexure A(3)**.

### **Estimated annual distance travelled by motorised vehicles**

The total estimated annual distance travelled by motorised vehicles in the RSA, in terms of million vehicle kilometres (mvk) for 2012 and 2013 are shown in the table below.

<b>Total Est. Annual distance travelled per Fuel Type (MilVehKms)</b>				
<b>Fuel Type</b>	<b>Dec 2012</b>	<b>Dec 2013</b>	<b>Change</b>	<b>% Change</b>
Petrol driven vehicles	109 476	104 961	-4 515	-4.12%
Diesel driven vehicles	39 220	41 924	2 704	6.89%
<b>Total</b>	<b>148 696</b>	<b>146 885</b>	<b>-1 811</b>	<b>-1.22%</b>
Diesel % of total	26.38%	28.54%		

The information in the table above shows:

- A decrease of 4.12% in the estimated total distance travelled by petrol driven vehicles from 109 476 mvk in 2012 to 104 961 in 2013;
- An increase of 6.89% in the estimated total distance travelled by diesel driven vehicles from 39 220 mvk in 2012 to 41 924 in 2013; and
- In 2013 the total distance travelled by diesel driven vehicles were 28.54% of all travel in comparison with 26.38% in 2012.

More information in this regard is provided in **Annexure A (4)**.

### Some road traffic safety data are given below

#### Number of Fatal Crashes and Fatalities

No data on road crashes and fatalities is available for the years 2012 and 2013. The latest available data is for 2010 and 2011 which is given in the table below.

Number of Fatal Crashes and Fatalities		
Year	Fatal crashes	Fatalities
2010	10 837	13 968
2011	11 228	13 954
Change	391	-14
% Change	3.61%	-0.10%

The information in the table above shows:

- An increase of 391 (3.61%) in the number of fatal crashes from 10 837 in 2010 to 11 228 in 2011; and
- A decrease of 14 (0.10%) in the number of fatalities from 13 968 in 2010 to 13 954 in 2011.

More information in this regard is provided in **Annexures B (1) and B(2)**.

#### Severity Rate of Fatal Crashes

The severity of fatal crashes, which is the average number of persons killed per fatal crash from 2000 to 2011 is shown in the table below.

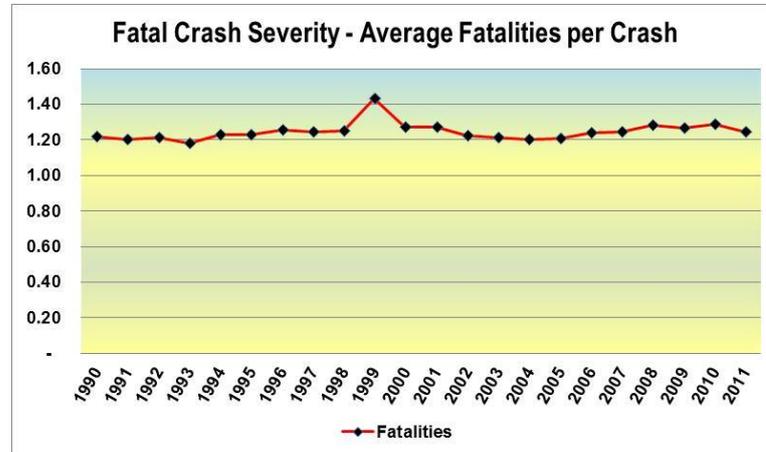
Severity of Fatal Crashes			
Year	Severity	Change	% Change
2000	1.27		
2001	1.27	0.00	0.07%
2002	1.22	-0.05	-3.89%
2003	1.21	-0.01	-0.96%
2004	1.20	-0.01	-0.60%
2005	1.20	0.00	0.02%
2006	1.24	0.03	2.78%
2007	1.24	0.00	0.35%
2008	1.28	0.04	3.36%
2009	1.27	-0.02	-1.23%
2010	1.29	0.02	1.64%
2011	1.24	-0.05	-3.58%

The severity rates in the table above, amongst other shows:

- An increase of 0.03 (2.78%) from a rate of 1.20 in 2005 to a rate of 1.24 in 2006; and

- A decrease of 0.05 (3.58%) from a rate of 1.29 in 2010 to a rate of 1.24 in 2011.

The severity rates of fatal crashes from 1990 to 2011 are also reflected in the graph below.



The information in the graph above shows a relatively steady rate over the 22 year period, with the exception of 1999 when the rate was as high as 1.43 which is due to a large number of bus crashes during that year, resulting in a high number of fatalities per crash

The severity of fatal crashes is mainly contributed to:

- The speed at which a crash happens – the higher the speed the higher the rate;
- The wearing rate of seatbelts, the higher the wearing rate the lower the severity;
- The type of crash, for example the severity rate is higher for vehicles travelling in the opposite directions resulting in head-on crashes (which is contributed to by illegal and unsafe overtaking) and lower for vehicles travelling in the same direction (head-rear crashes), depending on the following distance and the speed differential between the vehicles; and
- The number of high occupancy vehicles (buses and minibuses) involved in fatal crashes.

The comparison of straight numbers of crashes and fatalities from year to year, or between regions or other countries, is not a realistic yardstick to measure achievements. For example, comparing a country with a human population of 1 000 000 and 500 road fatalities per year with a country with a human population of 50 000 000 and say 10 000 road fatalities per year, may at a glance indicate that the first country is “safer” than the second country because of its lower number of

road fatalities. However, calculating the number of road fatalities per 100 000 human population, shows a rate of 50.0 fatalities per 100 000 for the first country and a rate of only 20.0 per 100 000 for second country, indicating that the second country is “safer” than the first country.

For the purpose of annual or inter-regional or international comparisons, three basic indicators or rates have been developed. These are:

- Fatalities per Human Population, which is the least accurate because it omits consideration of important factors in the traffic environment;
- Fatalities per Vehicle Population; and
- Fatalities per Distance Travelled, which is the most accurate because it takes into consideration the important factors in the traffic environment.

Rates for the above indicators are given below.

### **Fatalities per Human Population**

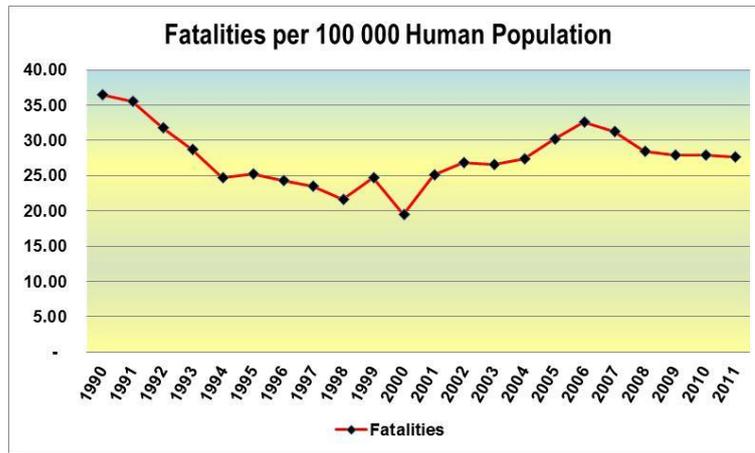
The number of road fatalities per 100 000 human population from 2000 to 2011 are shown in the table below.

<b>Fatalities per 100 000 Human Population</b>			
<b>Year</b>	<b>Fatalities</b>	<b>Change</b>	<b>% Change</b>
2000	19.44		
2001	25.14	5.69	29.28%
2002	26.84	1.70	6.76%
2003	26.60	-0.23	-0.86%
2004	27.42	0.81	3.05%
2005	30.15	2.73	9.95%
2006	32.54	2.39	7.93%
2007	31.18	-1.36	-4.17%
2008	28.49	-2.69	-8.62%
2009	27.92	-0.58	-2.03%
2010	27.94	0.03	0.09%
2011	27.58	-0.36	-1.28%

The rates in the table above, amongst other shows:

- An increase of 2.73 (9.95%) from a rate of 27.42 in 2004 to a rate of 30.15 in 2005; and
- A decrease of 0.36 (1.28%) from a rate of 27.94 in 2010 to a rate of 27.58 in 2011.

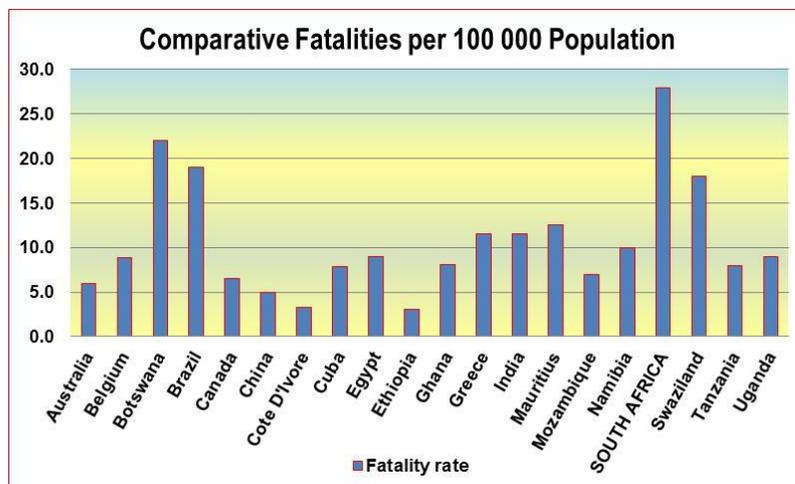
The severity rates of fatal crashes from 1990 to 2011 are also reflected in the graph below.



The information in the graph above shows:

- A decrease in the rate from 36.46 in 1990 to a low of 19.44 in 2000;
- An increase from 2000 to rate of 32.54 in 2006; and
- A further decrease from 2006 to rate of 27.58 in 2011.

In the 2013 World Health Organisation (WHO) “*Global Status Report on Road Safety*” comparative figures on the number of road deaths per 100 000 human population are also given for various countries. A number of countries were randomly selected from that report for comparison purposes as shown in the graph below.



The rates in the graph above shows that the RSA recorded the highest rate, 27.9 in 2009 in comparison with a rate of 22.0 for Botswana and a rate of 3.0 for Ethiopia.

## Fatalities per Motorised Vehicle Population

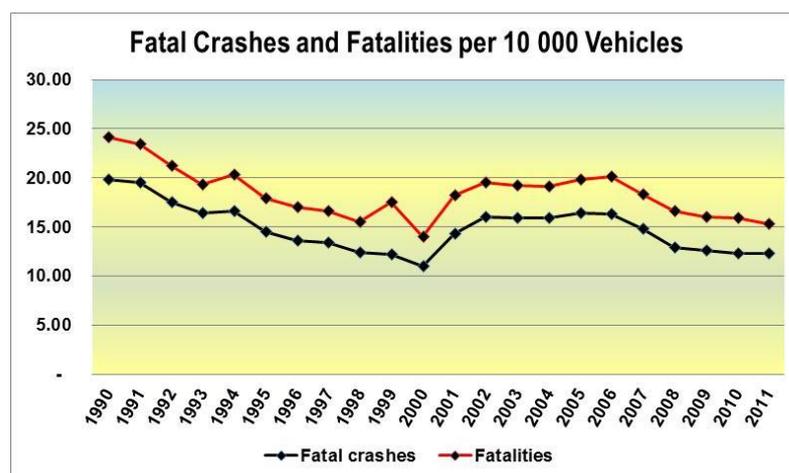
The number of road fatalities per 10 000 motorised vehicles from 2000 to 2011 are shown in the table below.

Fatalities per 10 000 Motorised Vehicles			
Year	Fatalities	Change	% Change
2000	11.00		
2001	14.29	3.29	29.96%
2002	15.97	1.68	11.75%
2003	15.89	-0.08	-0.50%
2004	15.89	-0.00	-0.03%
2005	16.46	0.58	3.64%
2006	16.28	-0.19	-1.14%
2007	14.77	-1.51	-9.27%
2008	12.93	-1.84	-12.45%
2009	12.65	-0.28	-2.16%
2010	12.32	-0.33	-2.64%
2011	12.29	-0.02	-0.19%

The rates in the table above, amongst other shows:

- An increase of 0.58 (3.64%) from a rate of 15.89 in 2004 to a rate of 16.46 in 2005; and
- A decrease of 0.02 (0.19%) from a rate of 12.32 in 2010 to a rate of 12.29 in 2011.

The number of fatal crashes and number of fatalities per 10 000 motorised vehicles from 1990 to 2011 are also reflected in the graph below.



The information in the graph above shows:

- A decrease in both rates from 1990 to lows of 11.00 crashes and 13.98 fatalities per 10 000 vehicles in 2000 where-after increases followed; and
- Further decreases in both rates from 2006 to lows of 12.29 crashes and 15.28 fatalities per 10 000 vehicles in 2000.

## Fatalities per Distance Travelled

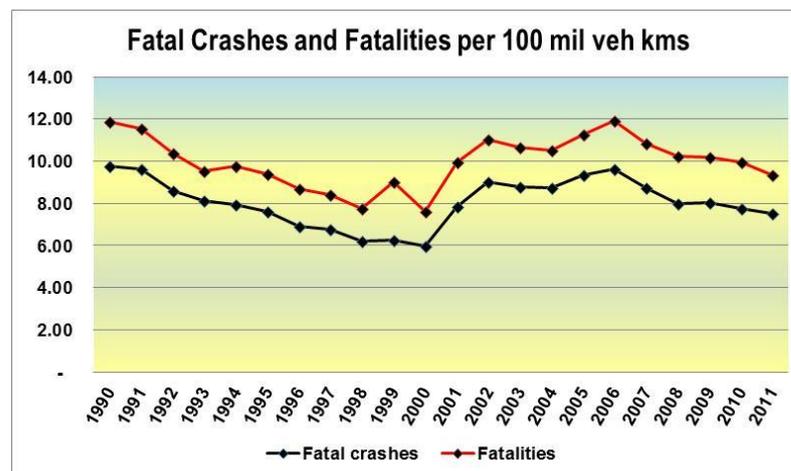
The number of road fatalities per 100 million vehicle kilometres (mvk) travelled from 2000 to 2011 is shown in the table below.

Fatalities per 100 MilVehKms			
Year	Fatalities	Change	% Change
2000	5.97		
2001	7.83	1.86	31.08%
2002	9.01	1.18	15.04%
2003	8.79	-0.22	-2.44%
2004	8.73	-0.05	-0.62%
2005	9.35	0.62	7.05%
2006	9.63	0.28	2.95%
2007	8.72	-0.91	-9.42%
2008	7.99	-0.73	-8.40%
2009	8.02	0.03	0.43%
2010	7.73	-0.29	-3.61%
2011	7.50	-0.23	-2.96%

The rates in the table above, amongst other shows:

- An increase of 0.62 (7.05%) from a rate of 8.73 in 2004 to a rate of 9.35 in 2005; and
- A decrease of 0.23 (2.96%) from a rate of 7.73 in 2010 to a rate of 7.50 in 2011.

The number of fatal crashes and number of fatalities per 100 mvk travelled from 1990 to 2011 are also reflected in the graph below.



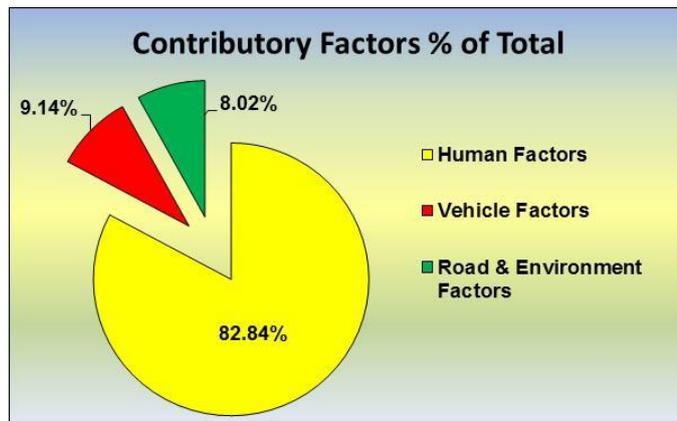
The information in the graph above shows:

- A decrease in both rates from 1990 to lows of 5.97 crashes and 7.60 fatalities per 100 mvk in 2000, where-after increases followed to 2006; and
- Further decreases in both rates from 2006 to lows of 7.50 crashes and 9.32 fatalities per 100 mvk travelled in 2011.

More information with regard to the above RSA and international rates are provided in **Annexures B(4), B(5) and B(6)**.

### **Contributory Factors to Crashes and the Level of Lawlessness on RSA Roads**

Local research showed that In the order of 95% of road traffic crashes happen as a direct result of one or more traffic offences. Some of the main contributory factors to fatal road crashes, as submitted over a number of years by the SAPS to the RTMC on fatal accident report forms and categorised as human, vehicle and road environment are as follows :



<b>Some main contributory factors to fatal road crashes</b>	
<b>Human Factors in Fatal Crashes</b>	<b>% of Group</b>
Speed too high for circumstances	36.40%
Pedestrian: Jay walking	31.74%
Overtook when unlawful / unsafe	7.33%
Turn in front of oncoming traffic	3.23%
Disregard: red traffic light / stop sign / yield sign	3.12%
<b>Vehicle Factors in Fatal Crashes</b>	<b>% of Group</b>
Tyres: Burst prior to crash	36.30%
Brakes: Faulty	25.04%
Steering: Faulty	24.15%
Vehicle Lights: Faulty, not switched on, blinding, etc	2.07%
<b>Road &amp; Environment Factors in Fatal Crashes</b>	<b>% of Group</b>
Sharp bend	27.99%
Poor condition of road surface	20.40%
Poor visibility (Rain, mist, dust, smoke, dawn,	15.01%

The information in the table above indicates as follows under the main categories of factors:

Human factors:

- Excessive speed and ignoring of speed limits : 35.40% of the human factors group and 30.15% of all factors;
- Pedestrians jay-walking, not using pedestrian facilities or ignoring traffic signals and signs : 31.74% of the human factors group and 26.29% of all factors; and
- Unsafe and unlawful overtaking across barrier lines leading to high impact crashes and fatalities: 7.33% of the human factors group and 6.07% of all factors.

#### Vehicle factors:

- Tyre bust prior too crash relating to damaged tyres or debris on the road : 36.30% of the vehicle factors group and 3.32% of all factors;
- Faulty brakes contributing to head-rear crashes resulting in fatalities : 25.04% of the vehicle factors group and 2.29% of all factors;
- Faulty steering due to poor maintenance and leading to un-controllable vehicles and crashes : 24.15% of the vehicle factors group and 2.21% of all factors; and
- Faulty lights (head-lights, rear-lights, brake-lights) : 2.07% of the vehicle factors group and 0.19% of all factors.

#### Road and environment factors:

- Sharp bend in the road relating to speed too high for circumstances or poor or inadequate signs indicating such bends : 27.99% of the road and environment factors group and 0.19% of all factors;
- Poor condition of the road surface relating to potholes and bumpy driving conditions : 20.40% of the road and environment factors group and 1.64% of all factors; and
- Poor visibility relating to driving too fast under adverse conditions and/or inadequate advance warning of such conditions: 15.01% of the road and environment factors group and 1.20% of all factors.

More information in this regard is provided under ***Annexure C***.

### **Road Traffic Offence Surveys**

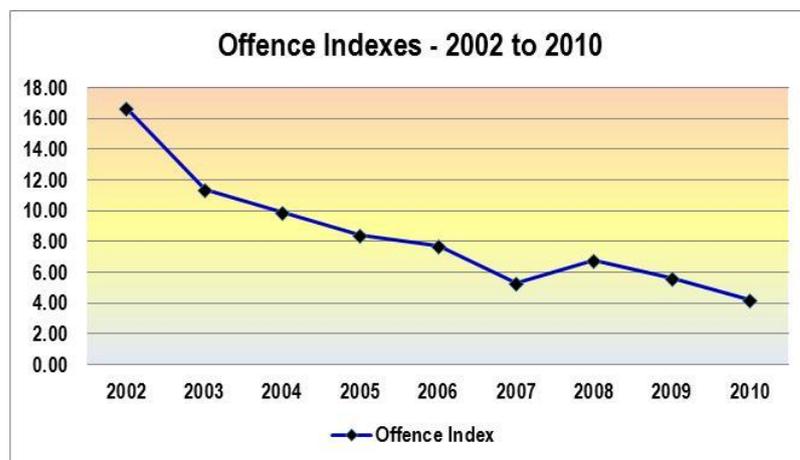
Various Road Traffic Offence Surveys were conducted in South Africa dating back to 1975. The latest published traffic offence survey was conducted in 2010. In 2011, the need was established to review the terms of reference of traffic offence surveys to be conducted in South Africa.

In 2012 and 2013 in-house traffic offence surveys were conducted on the new terms of reference that was established but were however not published due to discrepancies found in output contradictions to unique South African conditions. A decision was taken to align the terms of reference with international best practice modals in line with South African conditions. To this extent, the Stellenbosch University of South Africa was appointed in 2014 to conduct a detailed review of the TOS methodology and document an appropriate, cost-effective and high quality methodology for conducting TOS going forward. The new terms of reference was published in 2014.

A traffic offence survey will be conducted in 2015 in line with the newly published terms of reference. In addition to the latter, the Road Traffic Management Corporation has embarked on a process of establishing a national database into which all traffic infringements will be documented by metro's, provincial and local governments and national traffic police. It is envisaged that this database will be concluded in the 2015/16 financial year. The outputs of this system will compliment outsourced traffic offence surveys as well as to provide an incessant traffic offence survey on normal traffic policing activities.

The latest published traffic offence survey tabled combined offence indexes from 2002 to 2010 which are tabulated and reflected in the graph below

Offence Indexes per year from 2000 to 2011												
Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Offence Index	-	-	16.70	11.40	9.90	8.40	7.70	5.30	6.80	5.60	4.20	-



Detailed offence indexes for specific traffic offences for the year 2010 in comparison with 2009 are given in **Annexure D**.

The information provided in **Annexure D**, amongst others indicate the following:

- In 2010 28.00% of drivers in urban areas exceeded the speed limit in comparison with 31.50% in 2009. The offence index in this regard decreased from 6.30 in 2009 to an index of 5.60 in 2010;
- Drivers of vehicles not wearing seatbelts increased from 58.50% in 2009 to 67.50% in 2010 (offence index increased from 3.90 to 4.50);
- Drivers making use of cellular phones while driving increased from 11.53% in 2009 to 22.75% in 2010 (offence index increased from 11.53 to 22.75 in 2010); and
- Vehicles with faulty brake lights increased 2.30% to 4.20% in 2010 (offence index increased from 2.30 to 4.20).

Based on the percentage (%) offences given in **Annexure D** and applied to the number of registered holders of driving licences and PrDPs at the time, the estimated number of drivers on the road not carrying or having a valid driving licence or PrDP were calculated and shown in the table below.

<b>Estimated number of drivers on the road not carrying or having a valid driving licence or PrDP : 2009 and 2010</b>				
<b>Driver Offence Types</b>	<b>2009</b>	<b>2010</b>	<b>Change</b>	<b>% Change</b>
Drivers - not carrying/having driving licences	131 329	73 592	-57 737	-43.96%
Drivers - not carrying/having PrDPs	16 899	7 003	-9 896	-58.56%

The information in the table above shows:

- Although a decrease of 43.96% was recorded, in 2010 a possible total of 73 592 drivers were on the road without a valid driving licence (assuming that if they had a licence they would carry it with them); and
- Even after a decrease of 58.56% from 2009, in 2010 there were still an estimated 7 003 “professional” drivers on the road driving buses loaded with passengers or heavy trucks carrying goods without a valid PrDP.

Similarly, considering vehicle related offences, the estimated number of vehicles with the identified defects were calculated and shown in the table below.

Estimated number of vehicles in use on the road not complying with certain roadworthy requirements : 2009 and 2010				
Vehicle Offence Types	2009	2010	Change	% Change
Vehicles with worn tyres	592 239	492 773	-99 466	-16.79%
Vehicles with faulty headlights	94 415	87 995	-6 420	-6.80%
Vehicles with faulty tail lights	51 499	43 998	-7 501	-14.57%
Vehicles with faulty brake lights	197 413	369 580	172 167	87.21%
Vehicles - no correlation between licence disc & plate	17 166	26 399	9 232	53.78%

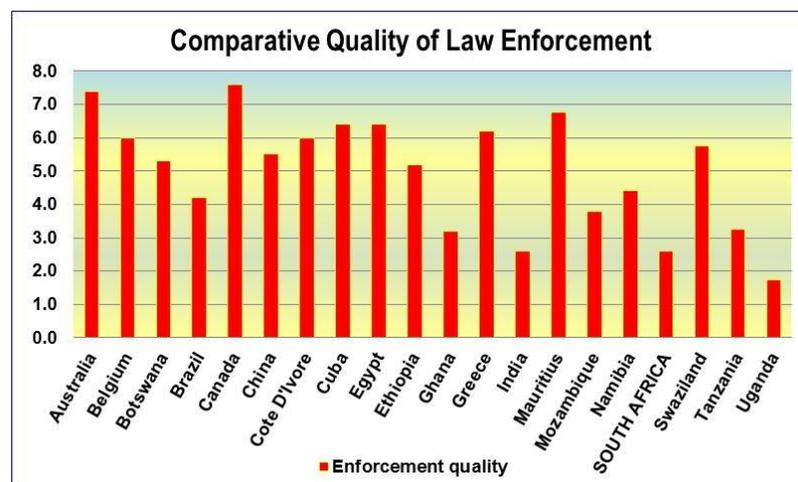
Amongst others, the information in the table above shows:

- Although a decrease of 16.79% was recorded, in 2010 a total of 492 773 vehicles with worn tyres, contributing to tyre bursts and fatal crashes, still roamed the roads and streets on daily basis in 2010, of which about 250 000 (50%) could have been in Gauteng;
- The number of vehicles with faulty brake lights, leading to head-rear crashes and fatalities, increased by a massive 172 167 (87.21%) from 197 413 to 369 580 in 2010; and
- The number of vehicles with fraudulent licence discs and plates increased by 26 399 (53.78%) from 17 166 to 26 399 in 2010. With the introduction of the e-toll system on national roads in Gauteng it is expected that the number of vehicles with fraudulent plates increased even further.

An indication of the relation between the annual fatal crash and fatality rates and the road traffic offence survey indexes is given in **Annexure E**.

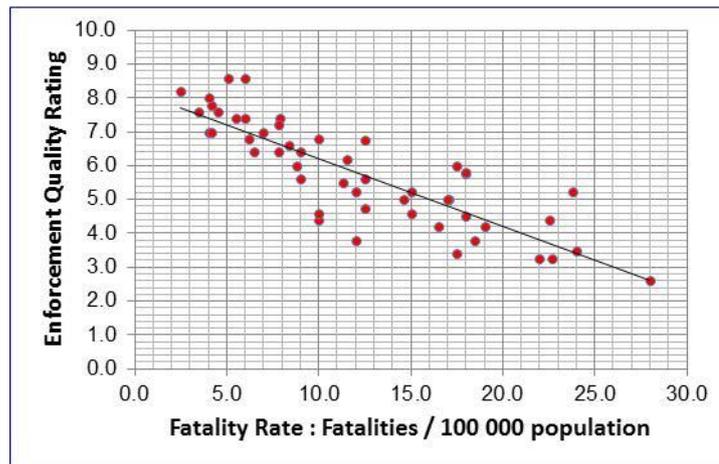
### Quality of Law Enforcement on RSA Roads

In the 2013 WHO “Global Status Report on Road Safety” comparative figures on the level or quality of traffic law enforcement are also given for various countries. A total of 100 countries were randomly selected from this report for comparison with regard to law enforcement. A table in this regard is included under **Annexure B(2)** with a selected number of countries shown in the graph below.



The data provided in that report clearly shows South Africa, together with India, as the two countries with the second lowest enforcement quality rating amongst the selected countries, with a rating of only 2.6 out of a maximum of 10. (The rating of only Uganda with a rating of 1.8 is lower than that of the RSA).

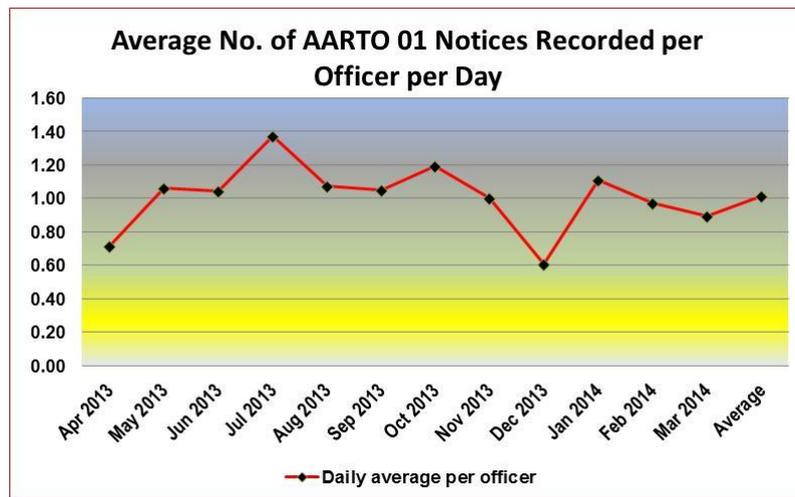
The relation between fatality rates and the level or quality in law enforcement is reflected in the graph below.



Based on the WHO Global Status Report, the data in the graph above indicates a strong correlation between the quality of enforcement rating and the fatality rate - the lower the quality of enforcement the higher the fatality rate, thus emphasising the need for a drastic improved level and quality of traffic law enforcement in the RSA, indicated by the red “dot” in the lower right corner.

### **Performance of traffic officers in the AARTO area in Gauteng**

The performance of traffic officers in the AARTO area in Gauteng with regard to the issuing of AARTO 01 handwritten notices for a variety of traffic offences at the road side from April 2013 to the end of March 2014 is shown in the graph below.



Considering in the order of about 22 work days per month, the above information shows as follows:

- During July 2013 an average of about 1.4 notices were issued per day per officer;
- During December 2013 an average of only 0.6 (less than one) notices were issued per officer per day; and
- During the full year an average of only one (1) notice was issued per officer per day.

Considering the high number of driver and vehicle contributory factors to road crashes and the high level of offences recorded during the offence surveys described above, this level of detecting and issuing of notices by traffic officers is unacceptably low, and confirms the low quality and level of enforcement rating as contained in the 2013 WHO report discussed above.

Following on the above, the percentage of officers issuing notices within the “number of notices groups” per month is shown in the table below.

% of Officers recording notices within "Number of Notices Group" per month				
Notices Group	Current Status	Minimum Desired		
0 - 10	36.49%	71.18%	2.67%	13.33%
11 - 20	21.05%		4.00%	
21 - 30	13.63%		6.67%	
31 - 40	9.00%	23.75%	12.00%	73.33%
41 - 50	5.86%		16.00%	
51 - 60	4.06%		17.33%	
61 - 70	2.89%		16.00%	
71 - 80	1.93%	5.08%	12.00%	13.33%
81 - 90	1.40%		6.67%	
91 - 100	0.99%		4.00%	
> 100	2.69%		2.67%	

The table above with regard to the “current status “shows the following :

- More than one third (36.49%) of all traffic officers issued 10 or less AARTO 01 handwritten notices per month;
- 21.05% issued between 11 and 20 notices per month (less than one per day);
- An overall 23.75% issued between 21 and 80 notices per month; and
- Only 5.08% of the officers issued from 81 to more than 100 notices per month.

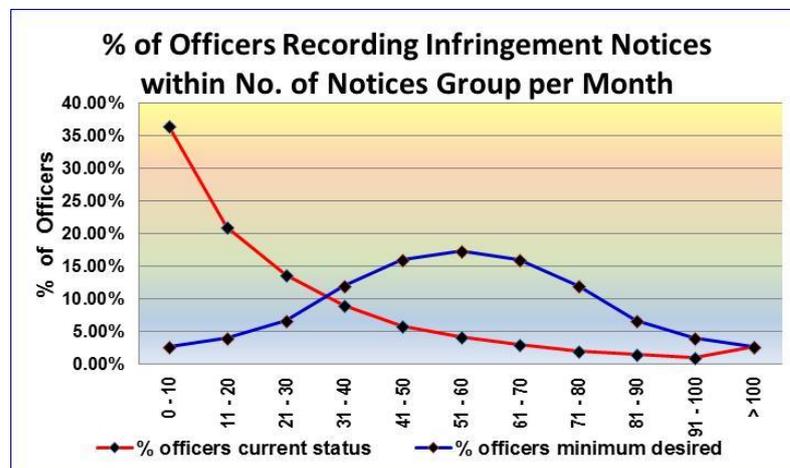
It should be envisaged to set the “minimum desired” requirements as shown in the last 2 columns of the table above as a starting point to improve service delivery within the enforcement fraternity to curb the high level of lawlessness on our roads and increase visible and interactive policing with road users.

Should this approach be implemented, the outcome will be as follows:

- Only 2.67% of all traffic officers will issue 10 or less AARTO 01 notices per month;
- In the order of 4.00% will issue between 11 and 20 notices per month (less than one per day);
- An overall of 73.33% will issue between 21 and 80 notices per month; and
- 13.33% of the officers will issue from 81 to more than 100 notices per month.

Such a step will more than double the number of hand-written notices per month. For example an issuing authority with say 50 traffic officers will increase their number of notices by 122.7% from 1 235 notices to 2 750 notices per month which translates to an average of 55 notices per officer per month or in the order of 2.5 notices per officer per day.

The data contained in the table above is also reflected in the graph below.



## Infringement Notices Issued per infringement category

The percentage (%) of notices issued per infringement category during 2013 in the AARTO area is shown in the table below.

Amongst others, the information in the table below shows:

- 1.89% of all infringements were for vehicle registration and licencing infringements;
- 1.74% was for not wearing of seatbelts;
- 3.93% for ignoring road signs, signals and markings;
- 3.07% for ignoring the rules of the road and driving signals; and
- A massive 84.51% for exceeding speed limits.

% of Notices issued per Infringement Category	
Infringement Category	% of Total
Vehicle registration & licencing	1.89%
Vehicle number plates	0.10%
Learner & driving licences	0.76%
Professional driving permits	0.38%
Vehicle roadworthiness - general	0.87%
Vehicle - Brakes	0.16%
Vehicle - Lights	0.60%
Vehicle - Steering mechanism	0.00%
Vehicle - Tyres	0.49%
Non-wearing of Seatbelts	1.74%
Loads on vehicles	0.20%
Dangerous goods	0.01%
Road signs, signals & markings	3.93%
Rules of the road & driving signals	3.07%
Driving under the influence	0.05%
Exceeding speed limits	84.51%
Other	1.24%
<b>Total</b>	<b>100.00%</b>

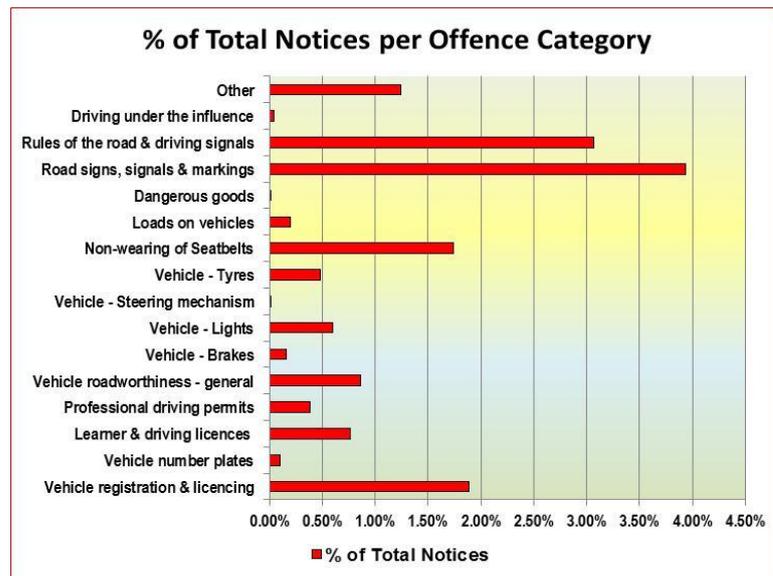
Because speed plays a major role in the occurrence and severity of road crashes, and further considering that speed enforcement is mainly undertaken by means of cameras, the high % or actual number of notices in this regard cannot be disputed.

However, considering:

- In order of 70 000 drivers without driving licences;
- Almost 500 000 vehicles with worn tyres;
- About 390 000 vehicles with faulty brake lights, as discussed under road traffic offence surveys above;
- As well as the various contributory factors to crashes;

every effort should be made to increase the level of enforcement on these issues.

The data contained in the table above is also reflected in the graph below.



### 3. Road Safety Strategies over the past two Decades

Due to the unacceptable high annual number of road crashes and casualties, road safety management has seen a number of documents and strategies being developed since the early 1990's in an attempt to address road safety within the country. Some of the later strategic documents were developed in line with the Southern African Development Community (SADC) protocol with regard to road transportation and road safety.

These historic documents were the following:

- 1991 Road Safety Strategy;
- 1996 Road Traffic Management Strategy;
- The Road to Safety 2001-2005; and
- National Road Safety Strategy – 2006 Onwards.

In 1996 the Government White Paper on National Transport Policy stated: *“The safety, security, and quality of service of some modes of transport are currently unacceptable. The government is committed to a concentrated and integrated effort to bring them into line with international best practice. Particular attention will be paid to road safety.”*

According to the White Paper the strategic objective for road traffic was to promote and implement efficient, integrated and coordinated road traffic management systems in the country, involving role-players in all functional areas of road traffic management with aim to:

- improve road traffic safety;
- enhance road traffic discipline;

- protect the expensive capital investment in the road system; and
- enhance administrative and economic order in the field of road traffic and transport

Specific objectives were set for each of the above aims. Performance indicators were established and the achievements of these objectives were monitored by the relevant co-ordinating bodies.

Despite all the above efforts to curb the daily carnage on our roads, South Africa still today remains the country with the highest crash and fatality rates in the world, which could possibly be attributed to the fact that the RSA is also the country with the basically one of the lowest level and quality of traffic law enforcement in the world.

#### **4. The October 2013 National Road Safety Summit**

Following a call by the Minister of Transport, in collaboration with other Department of Transport Roads agencies, the RTIA took the lead and undertook most of the planning, arrangements and hosting of the first ever annual National Road Safety Summit. The Summit which was held from 04 to 05 October 2013, during the October Transport Month under the theme *“Together Championing Road Safety 365 days”*, was hailed as a resounding success.

The Summit was attended about 3 500 delegates from all the nine provinces, including MECs responsible for Roads and Transport; and Community Safety and Liaison, CEOs of Transport state owned companies, Chiefs of provincial Traffic Law Enforcement and Management, independent Road Safety experts and councils, transport operators, municipalities, institutions of higher learning and commuter organisations, among others.

The two-day Imbizo was an inclusive call for all role players to identify tangible and measurable solutions to make both South Africa’s roads and its road users safer. All road users and stakeholders were required to make meaningful contributions that will assist in the reduction of road fatalities, a decrease in crashes, and a change in road user behaviour, encouraging voluntary compliance to road traffic rules, speeding up the implementation of good road practice and making road safety part of everyday life.

The Summit also looked at legislative amendments aimed at improving road safety – amongst others through adopting the traffic law enforcement code, addressing road infrastructure and encouraging conduct that promotes road safety.

At the conclusion of the Summit, resolutions were adopted by the various commissions which identified interventions required to effect a positive change in the road safety environment and the achievement of the targets of the United Nations Decade of Action for Road Safety that the country committed to.

## **5. International Prerogative**

### **5.1 RSA Participation in international conferences on road safety**

South Africa attended the African Road Safety Conference held from 5 – 7 February 2007 in Accra, Ghana. It was co-organized by the United Nations Economic Commission for Africa (UNECA) and the World Health Organization (WHO), with support from a number of agencies, notably the Swedish International Development Agency (SIDA), the FIA Foundation for the Automobile and Society, the Sub-Saharan African Transport Policy Program (SSATP), the World Bank, the United Kingdom's Department for International Development (DFID), and the Global Road Safety Partnership (GRSP).

The objectives of the Conference were to:

- Review progress made by African countries in improving road safety;
- Plan for the implementation of the recommendations of the *World report on road traffic injury prevention and the African Road Safety Initiative*;
- Continue preparations for the First UN Global Road Safety week;
- Advance the development of national action plans for road safety for countries in the region; and
- Identify ways of mobilizing resources to rapidly improve road safety.

As a follow-up to the 2007 Accra conference, a high level conference on “Africa Make Roads Safe” was held in July 2009 back-to-back with a seminar organised by the UN-ECA from 9 to 10 July 2009 in Dar Es Salaam, Tanzania. The purpose of the seminar was to:

- Review progress made with implementation of the 2007 Accra Conference resolutions;

- Assist countries and institutions in developing regional and national targets and indicators;
- Provide countries with best practices in setting-up and monitoring such targets; and
- Discuss the Africa preparation and participation in the Global Ministerial Conference that was scheduled to take place in Moscow, Russia in November 2009.

Due to the international concerns regarding road safety matters, the Ministers of Transport around the world convened for the first Road Safety Conference in Moscow, Russia during 2009. The South African Government became a signatory to the Moscow Declaration. The United Nations adopted the Declaration for a call to implement the Decade of Action for Road Safety 2011- 2020, with a goal of stabilizing and then reducing the level of global road fatalities. As a result of this call the United Nations Road Safety Collaboration was established to guide and support the activities of implementing the Decade of Action 2011 – 2020, based on the proposed global plan.

South Africa is one of the countries that signed up in Moscow to support the UN Decade of Action and in doing so undertook to apply measures that will support the five pillars of the decade of Action for Road Safety.

The Global Decade Action Plan developed and adopted to address road safety comprise of the following five pillars inherent in road traffic:

**Pillar 1: Road safety management:** Adhere to and/or fully implement UN legal instruments and encourage the creation of regional road safety instruments. Encourage the creation of multi-sectorial partnerships and designation of lead agencies with the capacity to develop and lead the delivery of national road safety strategies, plans and targets, underpinned by the data collection and evidential research to assess countermeasure design and monitor implementation and effectiveness.

**Pillar 2: Safer roads and mobility: Raise** the inherent safety and protective quality of road networks for the benefit of all road users, especially the most vulnerable (e.g. pedestrians, bicyclists and motorcyclists). This will be achieved through the implementation of various road infrastructure agreements under the UN framework, road infrastructure assessment and improved safety-conscious planning, design, construction and operation of roads.

**Pillar 3: Safer vehicles:** Encourage universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies.

**Pillar 4: Safer road users:** Develop comprehensive programmes to improve road user behaviour. Sustained or increased enforcement of laws and standards, combined with public awareness/education to increase seat-belt and helmet wearing rates, and to reduce drink-driving, speed and other risk factors.

**Pillar 5: Post crash Response:** Increase responsiveness to post-crash emergencies and improve the ability of health and other systems to provide appropriate emergency treatment and longer term rehabilitation for crash victims.

The Plan further provides a list of indicators according to which achievement of the set objectives for improved safety will be measured.

## 5.2 Goals and Specific Objectives

In support of the UN Global Plan, the overall goal of the Strategy is to :

- Stabilise the rate of fatalities and crashes by 50% by the year 2020; then
- Start reducing the rate of crashes and fatalities beyond 2020 and achieve a 50% reduction by 2030.

This will be attained through:

- adhering to and fully implementing the major United Nations road safety related agreements and conventions;
- developing and implementing sustainable national road safety strategies and programmes;
- setting an ambitious yet feasible target for reduction of road fatalities by 2020 by building on the existing frameworks of regional casualty targets;
- strengthening the management infrastructure and capacity for technical implementation of road safety activities at the local, provincial, national, regional and global levels;
- improving the quality of data collection at the local, provincial, national, regional and global levels;
- monitoring progress and performance on a number of predefined indicators at the local, provincial, national, regional and global levels;

- encouraging increased funding to road safety and better use of existing resources, including through ensuring a road safety component within all road infrastructure projects; and
- building capacities at local, provincial, national, regional and international level to aggressively address road safety.

## 6. Progress made in the implementation of the Decade of Action for Road Safety:

Progress made with regard to the implementation of the Decade of Action for Road Safety since its inception 2011 to 2014;

### 6.1 PILLAR 1: Road Safety Management

ACTIVITY	PROGRESS REPORT
<p><b>Activity 1:</b> Establish a lead agency (and associated coordination mechanisms) on road safety involving partners from a range of sectors through:</p> <ul style="list-style-type: none"> <li>• Designating a lead agency and establishing related secretariat</li> <li>• Encouraging the establishment of coordination groups; and</li> <li>• Developing core work programmes</li> </ul>	<p>The National Department Transport as a coordinating body through its entities established the Road Traffic Management Corporation in terms of the RTMC Act (Act 20 of 1999) as a lead agency on traffic and road safety matters. Some of the key objectives of the Road Traffic Management Corporation is to:</p> <ul style="list-style-type: none"> <li>• Effect the pooling of road traffic powers of the Minister, MECs and the resources of national , provincial and local spheres of government responsible for road traffic management, in support of enhanced co-operative and co-ordinated road traffic strategic planning, regulation, facilitation and law enforcement; and</li> <li>• Enhance the overall quality of road traffic services and, in particular, to ensure safety, security, order, discipline and mobility on the roads.</li> </ul> <p>The RTMC has established core functions that identify key strategic delivery programmes for road safety and law enforcement, coordinates the implementation of the programmes and monitors and evaluates progress against the key strategic delivery areas across all the three spheres of government.</p>

**Activity 2:** Develop a national strategy (at a cabinet or ministerial level) coordinated by the lead agency through:

- Confirming long term priorities
- Specifying agency responsibilities and accountabilities for development and implementation of core work programmes
- Identifying implementation programmes
- Building partnerships coalitions
- Promoting road safety management initiatives such as the new ISO traffic safety management standard ISO 39001; and
- Establishing and maintaining the data and monitor progress in reducing road traffic injuries and fatalities and other important indicators and other important indicators such as cost, etc.

Due to the unacceptable high annual number of road crashes and casualties, road safety management has seen a number of documents and strategies being developed since the early 1990's in an attempt to address road safety within the country. Some of the later strategic documents were developed in line with the Southern African Development Community (SADC) protocol with regard to road transportation and road safety. These historic documents were the following :

- 1991 Road Safety Strategy;
- 1996 Road Traffic Management Strategy;
- The Road to Safety 2001-2005; and
- National Road Safety Strategy – 2006 Onwards.
- National Department of Transport and RTMC are developing a policy in line with the Decade of Action
- Marked on the decade of action activities

1. In 2014 the SABS adopted the ISO 39001 as SANS 39001:2014/ISO 39001:2012 Road traffic safety (RTS) management systems — Requirements with guidance for use. This Standard specifies requirements for a road traffic safety (RTS) management system to enable an organization that interacts with the road traffic system to reduce death and serious injuries related to road traffic crashes which it can influence. The requirements in this Standard include development and implementation of an appropriate RTS policy, development of RTS objectives and action plans, which take into account legal and other requirements to which the organization subscribes, and information about elements and criteria related to RTS that the organization identifies as those which it can control and those which it can influence

2. In 2014 the SABS also published SANS 1395-1:2014 Road transport management systems Part 1: Operator requirements — Goods. This standard has been developed by South African stakeholders who members of the SABS TC 241 Transport Management Systems. SANS 1395-1 covers a voluntary self-regulation scheme that encourages consignees, consignors and operators in the road transport industry to implement a Road Transport Management System (RTMS) that preserves the roads infrastructure, improves road safety and increases the productivity of the logistics strategy. The relevant requirements were developed in order to ensure that all participants achieve the same standard of compliance.

The implementation of SANS 1395-1 will play a critical role in promoting economic growth by ensuring a safe, compliant and efficient road transport system as part of the national supply chain. This enhances the country's global competitiveness and helps to prevent accidents.

SANS 1395-1 is based on the process approach as utilized in management systems such as ISO 9001 and ISO 14001.

Each organization should develop appropriate processes, systems and measurement methods that shall enable it to demonstrate compliance to this standard. It is imperative that a RTMS is implemented in a manner that is sustainable and will achieve the objectives of improved road safety, a reduction in the number of accidents, optimized payload efficiency, maintenance of roadworthy vehicles and improved driver wellness and training. This standard does not prescribe the specific method(s) for demonstrating compliance, as it is envisaged that each organization should develop unique and customised processes to demonstrate compliance.

	<p>However it is important that the method used should be able to reliably and accurately demonstrate compliance to the specified standard requirements.</p>
<p><b>Activity 3:</b>Set realistic and long-term targets for national activities based on the analysis of national traffic crash data through:</p> <ul style="list-style-type: none"> <li>• Identifying areas for performance improvements; and</li> <li>• Estimating potential performance gains.</li> </ul>	<p>South Africa’s targets have been set, and as a country we in process of putting measures in place to achieve the targets. The consolidated country targets are outlined in the National Department of Transport Strategy Plan and Annual Performance Plan which captures the key delivery areas for all transport departments and entities.</p> <ul style="list-style-type: none"> <li>• Public Transport and loads management</li> <li>• Vulnerable road users</li> <li>• Vehicle occupant safety</li> <li>• dangerous driving</li> <li>• vehicle fitness</li> <li>reliable road traffic management</li> </ul>
<p><b>Activity 4:</b>Work to ensure that funding is sufficient for activities to be implemented through:</p> <ul style="list-style-type: none"> <li>• building business cases for sustained funding based on the costs and benefits of proven investment performance;</li> <li>• recommending core annual and medium-term budgetary targets;</li> <li>• Encouraging the establishment of procedures for the efficient and effective allocation of resources across safety programs;</li> <li>• utilising 10% infrastructure investments for road</li> </ul>	<p>The National Department of Transport allocates budget to Provincial its transport department and transport entities. The budget which was allocated since 2011 is as follows <b>xxxx for all transport department and entities.????</b>  <b>The Department of Transport is in process of developing a way of the budget being utilised for infrastructure.</b></p>

<p>safety; and</p> <ul style="list-style-type: none"> <li>Identifying and implementing innovative funding mechanisms</li> </ul>	
<p><b>Activity 5:</b> Establish and support data systems for on-going monitoring and evaluation to include a number of process and outcome measures, including:</p> <ul style="list-style-type: none"> <li>Establishing a supporting national and local systems to measure and monitor road traffic deaths, injuries and crashes;</li> <li>Establishing and supporting national local systems to measure and monitor intermediate outcomes such as average speed, helmet wearing rates, seatbelt wearing rates etc.</li> <li>Establishing and supporting national and local systems to measure and monitor outputs of road safety interventions;</li> <li>Establishing and supporting national and local systems to measure and monitor the economic impact of road traffic injuries; and</li> <li>Establishing and supporting national and local systems to measure and monitor exposure to road traffic injuries</li> </ul>	<ul style="list-style-type: none"> <li>South Africa has a system to collate all road crash data. The system is used to collate crash data types, and ensure availability of road crash data at national, provincial and local level for measuring and monitoring road traffic crashes, fatalities and injuries.</li> <li>A process has commenced to develop a national road crash repository to ensure integrated reporting of road crashes across the country</li> <li>The administrative data collated from all spheres of government is used to inform the focus areas for law enforcement operations and road safety initiatives by all role players.</li> <li>The Road Traffic Offence survey is conducted yearly to complement the routine data and measure the level of lawlessness.</li> <li>Efforts are underway to develop monitoring and evaluation reports on road safety programmes. This is an attempt to, inter alia; assist implementers of road safety interventions in South Africa with insight on the effectiveness and impact of road safety programmes, thus allowing for intensifying those interventions proving successful and rationalise those that are not effective to maximise their effectiveness.</li> <li>Road crash forecasting report and road crash data analysis is done</li> </ul>

	yearly by the Road Accident Fund to determine the cost of road crashes.
<b>Activity 6:</b> Establish and support data systems for on-going monitoring and evaluation to include a number of process and outcome measures	•

## 6.2 Pillar 2: Safer Roads and Mobility

This pillar seeks to raise the inherent safety and protective quality of road networks for the benefit of all road users, especially the most vulnerable (e.g. pedestrians, bicyclists and motorcyclists). This will be achieved through the implementation of various road infrastructure agreements under the UN framework, road infrastructure assessment and improved safety-conscious planning, design, construction and operation of roads.

ACTIVITY	PROGRESS REPORT
<p><b>Activity 1:</b> Promote road safety ownership and accountability among road authorities, road engineers and urban planners.</p> <ul style="list-style-type: none"> <li>• SANRAL: Safe system approach</li> </ul>	<p>In promotion of road safety ownership and accountability among road authorities, road engineers and urban planners, the Corporation was successful in reviewing and publishing the South African Road Safety Audit Manual (SARSAM). The review and publication of the SARSAM was a step towards inculcating the culture of road safety ownership and accountability amongst road authorities by ensuring that a standard guideline is available for consistent undertaking of Road Safety Audits. Efforts are underway to make it mandatory for road authorities to report on annual basis on the status of road safety of their road networks in accordance to properly and independently undertaken Road Safety Audits.</p>

ACTIVITY	PROGRESS REPORT
	<p><b>Road Safety Infrastructure Projects for 2014</b></p> <p>During the year SANRAL implemented infrastructural changes and improvements to increase road safety for road users and pedestrians. All of these projects benefit businesses, sub-contractors and labour in surrounding communities, including training and skills transfer.</p> <p>The safety infrastructure projects include the following:</p> <ul style="list-style-type: none"> <li>• Construction of pedestrian facilities in Ugu on the N2 between the Albersville Bridge and the Umtentweni Interchange</li> <li>• Construction of a dual carriageway through Tombo on the R61 between Mthatha and Port St Johns and a modal interchange</li> </ul> <p>This project is located on the same stretch of R61 and entails the construction of a dual carriageway and community access roads.</p> <p>Launched in 2013 and the objective is to ensure safe entering and exiting in the country, to roll out issues of safety as part of the Decade of Action for road safety with counterparts from across the borders.</p> <p>A Netsafe Road Assessment Tool that identifies high risk portions of roads has been developed. The Netsafe algorithm is similar to iRAP and uses video analytics of road features</p>

ACTIVITY	PROGRESS REPORT
	<p>plus operational components such as operating speeds to calculate a Road Safety Risk Index for uniform sections for the network. Netsafe has been applied to approximately 20 000 km of South Africa's primary road network. A series of workshops are being run throughout the country with Route Managers and Engineers to identify and implement appropriate remedial measures at high priority locations identified through Netsafe.</p> <p>The Netsafe tool could be used by other road authorities as well.</p> <p>Road Authorities are already investing in Road Safety by virtue of Road Maintenance and Upgrade Projects. There is however a need to develop specific safer road infrastructure programmes which can help quantify the value of specific road safety investments. Such road safety infrastructure must promote the Safe Systems approach, provide a more forgiving road environment, provide appropriate infrastructure for vulnerable road uses such pedestrians and encourage better road user compliance.</p> <p>Road Authorities must be provided with details on what constitutes an effective safer road infrastructure programme, and how to ensure at least 10% is invested in safer road infrastructure.</p> <p>Various Road Authorities have Hazardous Location Programmes. For example SANRAL has a Pedestrian Hazardous Location programme which identifies, investigate and implements remedial measures for at least 12 locations per year.</p> <p>Road Authorities need to implement Network Level and/or Site Specific Programmes that begin to address known hazardous locations and existing hazardous infrastructure and provides for more forgiving infrastructure.</p>

ACTIVITY	PROGRESS REPORT
	<p>SANRAL had a dedicated National Road Safety Engineering Focus Group. Other forums include the South African Road Federation whom also have National and Regional Road Safety Committees.</p> <p>There is a need for all Road Authorities to have in-house and access to road safety specialist who can help develop effective safer road infrastructure programmes.</p> <p>A Safe Systems approach by providing a forgiving and self-explain road environment should be adopted by all road authorities. SANRAL gives due consideration to designs and road infrastructure that minimises the risk of serious injury or death when crashes do occur. Specific attention is given to the needs of vulnerable road users.</p> <p>The philosophy of a Safe Systems approach also requires the road user to use the road environment in a manner which is safe and responsible. High rates of road user non-compliance for various reasons have resulted in the need for infrastructure that also influences and encourages better rod user compliance to traffic laws.</p>
<p><b>Activity 2:</b> : Promoting the needs of all road users as part of sustainable urban planning, transport demand management and land-use management by</p> <ul style="list-style-type: none"> <li>• SANRAL pavement management system -</li> <li>• Promoting the needs of all road users as part of sustainable urban planning, transport demand management and land-</li> </ul>	<ul style="list-style-type: none"> <li>• Pavement management system: This is a pavement rehabilitation Program for safer rideability</li> <li>• The Rapid bus transport system at Metro levels</li> <li>• National Travel Survey publication provides for additional elements that speak to the activities of this Pillar (publication available, can be provided on request)</li> <li>• In 2012 the SABS published SANS 24978:2012/ ISO 24978:2009 Intelligent transport systems - ITS safety and emergency messages using any available wireless media - Data registry procedures through its committee, SABS TC 204 Intelligent Transport Systems . This standard provides a standardized set</li> </ul>

ACTIVITY	PROGRESS REPORT
<p>use management by:</p> <ul style="list-style-type: none"> <li>• planning land use to respond to the safe mobility needs of all, including travel</li> <li>• demand management, access needs, market requirements, geographic spread.</li> </ul>	<p>of protocols, parameters, and a method of management of an updateable "data registry" to provide application layers for "ITS safety messages" using any available wireless media.</p> <ul style="list-style-type: none"> <li>• In 2014 the SABS has published SANS 14907-1:2014/ ISO/TS 14907-1:2010 Road transport and traffic telematics - Electronic fee collection - Test procedures for user and fixed equipment Part 1: Description of test procedures as a South African National Standard. This standard specifies the test procedures of EFC road-side equipment (RSE) and on-board equipment (OBE) with regard to the conformance to standards and requirements for type approval and acceptance testing which is within the realm of EFC application specifically.</li> <li>• SANS 14907-2:2014ISO/TS 14907-2:2011 Electronic fee collection - Test procedures for user and fixed equipment Part 2: Conformance test for the onboard unit application interface which describes tests that verify on-board unit (OBU) conformance of implementations of functions and data structures, as defined in the implementation conformance statement based on ISO 14906:2011, for electronic fee collection (EFC) applications</li> </ul>
<p><b>Activity 3:</b> Promote safe operation, maintenance and improvement of existing road infrastructure.</p>	<p>The Department has a system to report road crashes that captures the details of the crash etc. In promotion of safe operation, maintenance and improvement of existing road infrastructure, South Africa was successful in introducing the South African Road Assessment Programme (SARAP). The SARAP is a collaborative programme, dedicated to saving lives by promoting safer road designs. It targets high-risk roads</p>

ACTIVITY	PROGRESS REPORT
	<p>where large number of road users are killed and seriously injured, and inspects those sections of the roads to identify where affordable safety engineering programmes can reduce large number of road deaths and serious injuries.</p> <p>The Department was also successful in collaborating with Child Safe SA in implementing safe roads around schools. In this regard, four schools were identified in Cape Town and assessments around these schools were undertaken. Necessary infrastructure improvements were subsequently proposed for implementation</p> <p>There are Manuals and a Committee that set standards for infrastructure development.</p> <p>Netsafe has the ability to develop baseline data, against which road safety infrastructure investment can be measured. The improvement in the Road Safety Risk Index, will show an improvement in road safety</p> <p>The development of a National Road Safety Strategy must make provision and specify the role of road authorities and provide guidelines in determining investment strategies and programmes.</p>
<p><b>Activity 4:</b> Promote the development of safe new infrastructure that meets the mobility and access needs of all users.</p>	<p>Amongst key deliverables of the SARAP, is the minimum design rating for newly built road infrastructure. The key focus in this regard, is to ensure that all designed and constructed road schemes going forward, are in compliance with the minimum design safety rating that makes provision for the of Vulnerable Road Users. The Manuals and</p>

ACTIVITY	PROGRESS REPORT
	<p>Committee set standard for infrastructure development as well as address the Pedestrian Hazardous Location Programme</p> <p>SANRAL has continued to implement its programme whereby areas are identified and catalogued as pedestrian hazardous locations. The information contained within the programme indicates what pedestrian remedial action is required in the specific areas, the budgets needed and the process for implementation, if funding is secured. The type of action required varies in the different areas and the solutions implemented range from upgrading roads, building pedestrian bridges or walkways, road safety education and awareness campaigns or traffic calming measures.</p> <p>During the review period, 12 locations were identified nationally, i.e. three per SANRAL region. These projects are located near the following municipalities: eThekweni, Zululand District, Mtubatuba, George, Siyanda District, Cape Town, Engcobo, Mngquma, Mbhashe, Ratlou, Mahikeng and Tlokwe.</p> <p>NDOT - Revision of the Non-Motorised Infrastructure Guideline Manual. SANRAL has an active Community Development Programme that focuses specifically on the infrastructure needs of Non-Motorised forms of transport, specifically pedestrians. As part of its community development programme, SANRAL promotes pedestrian accessibility and mobility by providing appropriate infrastructure. The programme focuses on the provision of:</p>

ACTIVITY	PROGRESS REPORT
	<ul style="list-style-type: none"> <li>• Constructing pedestrian and bicycle paths to safely accommodate non-motorised modes of transport.</li> <li>• Providing effective traffic-calming messages at locations with pedestrian activity.</li> <li>• Building strategically located pedestrian bridges.</li> <li>• Creating safe access for communities living next to the SANRAL network. SANRAL has a pedestrian hazardous location programme. SANRAL is busy with research with the aim of the development of Policy and Guidelines for Public Transport and Pedestrians on higher order roads, including Class 1 Freeways.</li> </ul> <p>South Africa, like many other LMICs, face challenges of pedestrians operating on higher order roads, including freeways. There are various research programme underway to address this serious issue.</p>
<p><b>Activity 5:</b> Encourage capacity building and knowledge transfer in safe infrastructure</p>	<p>SANRAL has embraced the revision of the South African Road Safety Audit Manual which was coordinated by the RTMC. SANRAL has developed policy for compulsory RSAs to be conducted on all SANRAL rehabilitation and improvement projects in at least the detail design phase of the projects. Furthermore, SANRAL in conjunction with the South Africa Road Federation have commenced with the training of Road Safety Auditors in the Engineering fraternity. To date there has been three 5 day accredited RSA courses with over 100 Engineers being trained and accredited to conduct RSAs. Another 4 RSA courses are being planned for 2015/16.</p> <p>Road Safety Audits and the associated training of the Audit Engineers not only</p>

ACTIVITY	PROGRESS REPORT
	<p>addresses the need to conduct Road Safety Impacts of new infrastructure projects, but also train Engineers to incorporate road safety in all aspects of infrastructure maintenance and provision. This is seen as a significant road safety capacity development. The philosophy of a Safe Systems Approach is also encouraged which for many Engineers is still a relatively new concept.</p>
<p><b>Activity 6:</b> Encourage research and development in safer roads and mobility</p>	<p><b><u>Various Research Projects underway:</u></b></p> <p>Policy and Guidelines for Public Transport and Pedestrians on higher order roads. This research will proposed infrastructure interventions. Research by SANRAL and Tertiary Institutions into how to accommodate pedestrian activity on Freeways. Regular workshops, seminars and conferences to share best practice case studies with other road authorities and road safety practitioners. (South African Institute of Civil Engineers, South African Road Federation, South African Confederation of Contractors, etc)</p> <p>There are ongoing efforts to showcase best practice and road safety innovations through seminars, conferences and workshops.</p> <p>There are ongoing efforts to showcase best practice and road safety innovations through seminars, conferences and workshops.</p>

### 6.3 Pillar 3: Safer Vehicles

Encourage universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies

ACTIVITY	PROGRESS REPORT
<p><b>Activity 1:</b> Encourage SADC Membersto apply and promulgate motor vehicle safety regulations as developed by the United Nation’s World Forum for the Harmonization of Vehicle Regulations (WP 29).</p> <p><b>Attendance of the UN world forum on vehicles</b></p>	<p>SADC Standards have been developed in line with South African Standards. Some of the member states still to develop framework that establish an institution that manages the development and implementation of standards in their respective countries.</p> <p>Furthermore, to streamline and developed national legislative frameworks that allow for the incorporation of the SADC motor vehicle Standards into their national legislation. South Africa has adopted the SADC resolutions on Loads on Vehicles and related Equipment on those Vehicles including Dimensional characteristics. Furthermore, advancement regarding the adoption of UN vehicle regulations is currently in progress.</p> <p>South Africa is a contracting party to WP29 and has been requested by the UN, as a role player in the SADC region, to encourage fellow SADC members to attend WP29 as individual states or as a regional body.,</p>

ACTIVITY	PROGRESS REPORT
	<p>SABS has published a large number of standards in conjunction with the UN ECE's, many of which are called up in our legislation –as per</p> <p style="text-align: center;">             Table_2_DOT            Report_PC_2.docx         </p> <p>attached list .</p>
<p><b>Activity 2:</b> Encourage agreement to ensure that all new motor vehicles are equipped with seat-belts and anchorages that meet regulatory requirements and pass applicable crash test standards (as minimum safety features).</p>	<p>The Department is strengthening its working relationship with NAAMSA and coordinating some activities pertinent to the SABS and NRCS in order to encourage the development of standards relevant to new motor vehicles to include the latest safety features.</p> <p>For many years it has been a requirement for new vehicles entering the SA market to comply with seatbelts and anchorage requirements as well as specific crash test requirements, as well as many other safety related aspects..</p> <p>The SABS and NAAMSA are cooperating closely with regard to the development of standards, taking the latest developments into account. It needs to be noted however that NAAMSA has to position the motor industry such that it balances national priorities together with (for example), the inclusion of sophisticated safety features in vehicles against cost. Table above includes numerous standards relating to safety critical requirements.</p>
<p><b>Activity 3</b></p>	<p>South Africa is noting the progress of the UN regulations on</p>

ACTIVITY	PROGRESS REPORT
<b>Adoption of intelligent Transport systems</b>	intelligence transport systems that enhance vehicle safety.
<b>Activity 4 Encourage implementation of new car safety assessment programmes</b>	New vehicles entering SA must comply with the South African compulsory specification for motor vehicles. These specifications are based on UN regulations and are revised as and when necessary.
<b>Activity 5: Encourage universal deployment of crash avoidance technologies with proven effectiveness such as Electronic Stability Control and Antilock Braking Systems in motor vehicles.</b>	The South African compulsory motor vehicle specifications are in the process of being revised to include various advanced safety requirements which will be implemented in 2016. South Africa leads the world in the fitment of retro-reflective contour marking for vehicles.
<b>Activity 6: Encourage the use of fiscal and other incentives for motor vehicles that provide high levels of road user protection and discourage import and export of new or used cars that have reduced safety standards</b>	South Africa is in consideration of safety features has barred the importation of used vehicles with the view to maintain UN safety standards.
<b>Activity 7 Encourage application of pedestrian protection regulations and increased research into safety technologies designed to reduce risks to vulnerable road users.</b>	South Africa has noted these requirements, and it is likely that in the near future these will be adopted.
<b>Activity 8 Encourage managers of government and private sector fleets to purchase and maintain vehicles that offer advanced safety technologies and high levels of occupant protection</b>	New vehicles entering the SA market are inherently safe, further advancement in safety could be mandated through internal policies and procedures.

## 6.4 PILLAR 4: SAFER ROAD USERS

The programme seeks to improve road user behaviour, sustained for increased enforcement of laws and standards, combined with public awareness/education to increase seatbelt, helmet wearing rates and to reduce drink-driving, speed and other risk factors. CBRTA to provide inputs

ACTIVITY	PROGRESS REPORT
<p><b>Activity 1:</b> Increase awareness of road safety risk factors and prevention measures and implement social marketing campaigns to help influence attitudes and opinions on the need for road traffic safety programmes</p>	<p><b>The Railway Level Crossing Unit</b> A railway programme to ensure safety at railway level crossings was implemented in collaboration with Transnet in 3 provinces.</p>
	<p>The <b>AARTO Act</b> promotes road traffic quality by providing for a scheme to discourage road traffic contraventions and to facilitate the adjudication of road traffic infringements – data infringements</p>
	<p><b>National Traffic Police</b> The Corporation provides traffic law enforcement operations through the National Traffic Police for specific interventions. The Police are deployed nationally, NTP Police to assist provinces with law enforcement on activities on hazardous routes.</p>
	<p><b>National Traffic Anti-Corruption Unit</b> The National Traffic Anti-Corruption Unit has been established. The Unit works separately from the Corporations law enforcement operations. The unit has registered arrests related to the corrupt practises within the traffic fraternity and it works closely with other law enforcement authorities</p>
	<p><b>Regional Participation</b></p>

ACTIVITY	PROGRESS REPORT
	<p>South Africa was nominated to host the launch of the regional version of the UN Decade of Action for Road Safety 2011-2020 under the theme “<b>Together we can save Millions of lives</b>”. During the said the following highlights were realised:</p> <ul style="list-style-type: none"> <li>• The Minister of Transport in the Republic of South Africa was declared regional Road Safety champion <b>for two years</b>,</li> <li>• The Seat belt wearing and Pedestrian Safety strategies were launched,</li> </ul> <p>The regional <b>launch</b> gave rise to national launch by member states within the SADC region, <b>and to that effect</b>, Zimbabwe launched and established Road Safety council performing its functions at arm’s length <b>from</b> the Ministry of Transport in that country.</p> <p><b>Roll out of enatis in SADC countries</b></p> <p><b>The Department of Transport in the Republic Of South Africa is taking a led in systems integration in terms of registration and licencing of vehicles in the country, including it neighbouring countries. The following countries have so far integrated i.e. Republic of Namibia. Other envisaged countries include Mountain Kingdom Of Lesotho and the Republic Of Mozambique. (to be confirmed)</b></p> <p>The Cross Border Road Transport Agency is mandated to facilitate unimpeded movement of passengers and goods within the SADC region. To that effect South Africa concluded several Bi and Multilateral agreements, for the ease and effective implementation of road transport policy and provisions of the SADC protocol on Transport, Communications and Meteorology in the region. . Law</p>

ACTIVITY	PROGRESS REPORT
	<p>enforcement involves targeted physical road side inspections to ensure compliance with provisions of the Cross-Border Road Transport Act as well as regional transport agreements, i.e. . Southern African Customs Union Memorandum of Understanding</p> <p>In past three years the Agency hosted several member states as part of its exchange programmes trail amongst which Zimbabwe, Zambia, Namibia, Botswana, Swaziland and Mozambique. In all these activities the Agency sponsored solid support in both regional and national road safety programmes. Cross-Alive was therefore established for continued and sustained regional participation.</p> <p><b>Road Safety Awareness Campaigns</b></p> <p>The achievements of road safety awareness campaigns is informed by an integrated and intensified approach to road safety awareness activities targeting cyclists, pedestrians, passengers and drivers through the pooling of traffic management resources across the various levels of Government.</p> <p>The initiation of 365 days road safety plan is the bedrock of seamless and cohesive road safety efforts to eliminate unlawful conduct on the roads and promote advocacy and the messaging of compliance. The objectives of the plan are to-:</p> <ul style="list-style-type: none"> <li>• Elevate efforts in promoting road safety on an ongoing, year round basis</li> <li>• Have sustained thematic road safety interventions throughout the year.</li> </ul>

ACTIVITY	PROGRESS REPORT
	<ul style="list-style-type: none"> <li>• Integrate efforts of all stakeholders involved in road safety with the aim of minimising resources and maximising effort.</li> <li>• Ensure the undertaking of high impact efforts programmes and campaigns with high reach</li> <li>• Eliminate duplication of efforts on road safety matters and also prevent “silo mentality”</li> </ul> <p>The awareness campaigns were facilitated in formal and informal basis. The formal programmes are flagship projects overseen by Road Traffic Management and which includes-:</p> <p><b>Junior Traffic Training Centres/Mats</b></p> <p>This programme helps to teach and instil safer road conduct to children in a safer, miniature simulated road environment. The aim of the project is to enhance children’s practical road safety skills in a simulated environment and to emulate these skills in real life situation: on the road. Furthermore this enables the educator to link theory learned in the classroom as part of the curriculum to practice in a safer environment without endangering the lives of the learners. Children also learn road safety through role-playing and enhance in particular their motor skills due to their exposure to miniature cars, tri-cycles and mono-wheelers. The centres can be built exclusively for the school or can be a shared facility that can be accessed by the neighbouring schools and children. At present there are _____ in the country.</p> <p><b><u>Scholar Patrol</u></b></p>

ACTIVITY	PROGRESS REPORT
	<p><b>The project</b> is one of the longest existing road safety projects and it ensures the safe crossing of learners to and from school by learners under adult supervision. The objective of the project is -:</p> <ul style="list-style-type: none"> <li>- To create a safe environment for the learners to cross the road.</li> <li>- Ensure safe crossing of learners</li> <li>- To inculcate leadership skills amongst learners.</li> </ul> <p>Before the authority is given to a school to implement the scholar patrol programme, a road safety audit is undertaken to ensure that the environment is safe for learners to operate. The number of scholar patrols operational nationwide are _____</p> <p><b><u>Safe Kids Walk this Way</u></b></p> <p>South Africa has adopted this good practice road safety programme directed to young pedestrians and is part of Safe Kids Worldwide The project creates a safe environment for pedestrians to operate in thereby contributing to the reduction in pedestrian fatalities and injuries. <b>This project has been rolled out in all Provinces.</b></p> <p><b><u>Road Safety Schools Debates</u></b></p> <p>Is a national programme which is coordinated by the RTMC and implemented by the nine provinces with great success since 2011. This programme is directed at secondary / high school learners in grades 10 and 11 and is conducted in line</p>

ACTIVITY	PROGRESS REPORT
	<p>with the World Schools Style of Debating adapted for the purposes of imparting road safety knowledge amongst peers. Learners are given motions related to road safety in advance so that they would undertake extensive research in preparation for the competition which takes the form of a prepared debate.</p> <p><b><u>Participatory Educational Techniques (P.E.T)</u></b></p> <p>Participatory Educational Techniques is one of the programmes aimed at encouraging learners to identify road safety challenges in their community and being part of developing and implementing sustainable solutions that will positively contribute to safer road users and roads. Learners are to research their road safety problems and solutions and reflect it on models and presentations which they are adjudicated on. The project has successfully been implemented countrywide since 2011 with solutions to road safety problems implemented.</p> <p><b><u>Marketing of Road Safety</u></b></p> <p>The RTMC has initiated various marketing campaigns and in particular in 2012/13 implemented the “Get there. No Regrets” Campaign. The campaign was a multi-pronged media campaign including electronic and print media, social media and other outdoor mediums targeting different road users. These marketing efforts are ongoing but rejuvenated to meet the market need.</p>

ACTIVITY	PROGRESS REPORT
	<p><b>SANRAL</b></p> <p>With a strong message of “<b>save a life</b>” ChekiCoast is an imaginative campaign launched by SANRAL to promote roads safety among younger audiences on campuses and schools in South Africa. It aims to change attitudes towards road safety among a new generation of road users and thus contribute to a reduction in accidents and road deaths on the country’s roads. Making use of multimedia platforms such as Facebook, Twitter and YouTube the campaign is designed to encourage responsible road behaviour among both drivers and pedestrians. It promotes the concept that roads are shared space and that users therefore share responsibilities to create a safe environment. The youth generation is reached through creative video clips, music, artwork, comic strips, posters and T-shirt slogans which communicate safety messages in modern ways.</p> <p>Launched in 2013 at various universities and schools, <b>ChekiCoast – save a life</b>, focuses on a number of core road safety messages which are especially relevant to the youth:</p> <ul style="list-style-type: none"> <li>- buckle up;</li> <li>- don’t drink and drive or drink and walk;</li> <li>- don’t text and walk;</li> <li>- be bright at night; and</li> <li>- keep a safe following distance.</li> </ul> <p>During the December holiday period ChekiCoast was extended to national media especially through radio and TV campaigns. The road safety messages are also</p>

ACTIVITY	PROGRESS REPORT
	<p>interwoven into the storyline of the popular SupaStrika football-themed comic which is published in South African newspapers and in animated versions on electronic and social media. Some of the country's most popular musicians, entertainers and actors have thrown their weight behind the ChekiCoast campaign and are joining SANRAL during activations on the campuses of tertiary institutions.</p> <p><b><u>Professional Drivers' Awareness</u></b></p> <p>The RTMC hosts national professional drivers' championships which assesses the road safety competencies (skills and knowledge) of heavy vehicle drivers. South Africa is a member of the Union Internationale des Chauffeurs Routiers (UICR) a world body which coordinates the interest of professional drivers worldwide.</p> <p>The winners of the national competition represent South Africa in the World Professional Drivers Championship which is held bi-annually. In 2012 South Africa hosted the World Championships with 15 countries participating and SA was placed first, overall in the competition.</p> <p><b><u>SANRAL</u></b></p> <p>A heavy awareness campaign was specially developed for heavy vehicle drivers by SANRAL in partnership with key stakeholders. Awareness days were held on</p>

ACTIVITY	PROGRESS REPORT
	<p>the N3 Johannesburg to Durban in partnership with N3TC, Bakwena – Pretoria to Zeerust, N1 Colesberg and N2 Port Elizabeth. The outreach days focuses on health issues and road safety behaviour</p> <p><b><u>Road Safety Education in Curriculum</u></b></p> <p>RTMC has formalised relations with the Department of Basic Education resulting in road safety being integrated into the curriculum. This has resulted in the mandatory implementation of road safety at schools as part of life skills in the Foundation (Grade R to 3) and Intermediate (4) phases.</p> <p><b>SANRAL – ROAD SAFETY CURRICULUM WORKSHOPS</b></p> <p>To augment formal Road Safety Education (RSE), educators are workshopped on the integration of road safety in school subjects. This project is done at project level at sites identified by SANRAL’s Regional Offices. Sites are linked to road safety hot spots and community development projects. RSE is done for grades 1-9 and FET (grades 10-12). Road safety education has been offered at 1 172 schools.</p> <p>The education programme offered by SANRAL conforms to the Department of Education’s Curriculum and Assessment Policy Statement. During workshops in the different educational districts teachers are given road safety manuals and classroom materials as well as information on the importance of road safety education and the link to the national curriculum..</p>

ACTIVITY	PROGRESS REPORT
	<p>The following areas of road safety education are covered in the RSE material for grade 1 to 9:</p> <ul style="list-style-type: none"> <li>• Pedestrian Safety: <ul style="list-style-type: none"> <li>· Basic road signs.</li> <li>· Crossing roads safely: crossing at pedestrian crossings and traffic lights; how to cross roads where no infrastructure is available and planning safe routes to school.</li> </ul> </li> <li>• Passenger safety, especially using public transport.</li> <li>• Safe cycling.</li> <li>• Avoiding crashes by standing up to peer pressure and making responsible choices.</li> </ul> <p>A series of learning opportunities were developed in the FET (grade 10 -12) phase by the University of Pretoria with guidance from SANRAL. These learning opportunities aim to prepare learners to be responsible road users.</p> <p><b><u>Scholar Transport</u></b></p> <p>The Department of Transport has partnered the Department of Basic Education to collectively address the problem of scholar transport in South African. Parents, educators, governing bodies, transport operators, enforcement and road safety practitioners are being engaged to look at issue such as vehicle safety, road safety advocacy and law compliance.</p> <p><b><u>Shova Kalula</u></b></p>

ACTIVITY	PROGRESS REPORT
	<p>The programme is part of a low cost mobility solution to improve rural accessibility and urban mobility to basic services including educational centres. It is directed to learners who walk more than 3 up to 5km to schools, youth and farm labourers. Cyclists are educated on correct road usage especially concentrating on their vulnerability to traffic.</p> <p><b><u>Community outreach</u></b></p> <p><b>However limited Community Road Safety Councils are part of social reconstruction programme of government and are primarily established to play an advocacy and public awareness role in promoting road safety at a local level supported by the lead/provincial authorities. They -:</b></p> <ul style="list-style-type: none"> <li>• <b>Serve as liaison between Government, Agencies and the communities</b></li> <li>• <b>Facilitate community involvement in the establishment of sustainable road safety programmes</b></li> <li>• <b>Assist in the development and implementation of the Road Safety projects in the country</b></li> <li>• <b>Provide advisory services to road accident victims on claim procedures</b></li> <li>• <b>Identify the need for Road Safety infrastructure and monitor them</b></li> <li>• <b>Report on Road Safety matters to the relevant authorities</b></li> </ul> <p>• <b>Participate in law enforcement programmes, projects and activities in ensuring compliance with the rules of the road.</b></p>

ACTIVITY	PROGRESS REPORT
	<p data-bbox="922 213 1608 245"><b><u>INFORMAL ROAD SAFETY AWARENESS</u></b></p> <p data-bbox="922 268 2067 347">Presentations are undertaken at industries, schools and other public platforms to create heightened awareness.</p> <ul data-bbox="972 367 2018 1295" style="list-style-type: none"> <li data-bbox="972 367 2018 454">• Cyclist safety – address learners at schools and commuters who make use of bicycles to go to work</li> <li data-bbox="972 478 2018 566">• Level crossing safety - in schools where learners had to cross level crossings.</li> <li data-bbox="972 590 2018 957">• Pedestrian awareness – concentration on topics of visibility, distracted walking, drunken walking, jay walking and walking on freeways At school presentations the road safety mascot is used to enhance the teaching and learning process. The presented content is also aligned to the CAPS (curriculum and assessment policy statement) for Foundation Phase and Intermediate Phase. Furthermore the Junior Traffic Training mats are used to enhance the learner experience</li> <li data-bbox="972 981 2018 1125">• Driver awareness – concentration on driving under the influence of alcohol, texting and driving, speeding, dangerous overtaking and seatbelts, defensive driving</li> <li data-bbox="972 1149 2018 1295">• Passenger safety – addressed using the topics of buckling up, bad passenger behaviour, drunk passengers, rights and responsibilities of passengers</li> </ul> <p data-bbox="922 1369 2067 1401">All of the above activities are further undertaken congruent to Government's</p>

ACTIVITY	PROGRESS REPORT
	<p>delivery imperatives to accelerate growth, create job opportunities and build a more equitable society. Road safety efforts are intensified in line with the theme for the month. The 365 day activities are focused as follows-;</p> <p><b>January – Back to school</b> The focus includes scholar patrols, scholar transport and other initiatives undertaken with the Department of Education to ensure safety awareness among school children.</p> <p><b>February – “Love life”</b> Highlighting general road safety hints to preserve life.</p> <p><b>March – Human Rights Month</b> Focus on the right of pedestrians and passengers as road users. Highlight issues on corruption and bogus cops.</p> <p><b>April – Health Month</b> <b>Highlighting</b> long life and good health and also focussing on road safety measures to be safe and secure</p> <p><b>May – Workers Month</b> Highlight safe transportation of workers using public transport and employer road safety programmes</p> <p><b>June – Youth Month</b> Highlight action taken to reduce youth involvement in road fatalities.</p> <p><b>July – Madiba Day</b> Highlight involvement of law enforcement officers in community support initiatives.</p> <p><b>August – Women’s Month</b></p>

ACTIVITY	PROGRESS REPORT
	<p>Focus is on Women in road safety.</p> <p><b>September – Heritage and Tourism month</b> What is it that tourists should know about driving in South Africa, required documentation and safety tips.</p> <p><b>October – Transport Month</b> Focus on public transport.</p> <p><b>November – 16 Days of no violence on women and children</b> Focus on remembering road users who died or were injured in road crashes. Also focus is on road rage and safety belts for children</p> <p><b>December – Disability</b> Focus on reducing injuries and fatalities on the road during the Festive period.</p>
	<p><b>National Rolling Enforcement Plan</b></p> <p>The National Rolling Enforcement Plan (NREP) is a coherent and integrated road safety plan to ensure that there is nation-wide high impact, saturation interventions from the five “E’s” (Evaluation, Engineering, Education, Enforcement and Engagement) that addresses the five lethal offences in a holistic and comprehensive manner.</p> <p>The NREP is a consolidation of efforts by the Traffic Authorities throughout the country and offers a centralised reporting and monitoring framework. To date 13 million vehicles were stopped and checked.</p>
	<p>The National Road Traffic Act is currently being amended to remove the current provision dealing with liquor, which prescribe a limit of 0,02 and 0,05 respectively under which a person can drive a motor vehicle whilst under the</p>

ACTIVITY	PROGRESS REPORT
	<p>influence of alcohol.</p> <p>The proposal is to prohibit the operation of a motor vehicle whilst under the influence of liquor or any substance which has narcotic effects. No alcohol must be found in the blood specimen of any person that drive a motor vehicle.</p>
	<p>The National Road Traffic Act, 1996 currently prohibits the operation of a motor cycle whilst not wearing a helmet. Furthermore, the South African Bureau of standards has a specification that governs the design and strength of a helmet</p>
	<p>The National Road Traffic Act, 1996 currently prohibit any person from being transported in a motor vehicle whilst not wearing a seatbelt were a seatbelt has been provided.</p> <p>Furthermore, it is a requirement in terms of the National Road Traffic Act, that children transported in a motor vehicle must wear child restraints.</p>
	<p>The National Road Traffic Act, 1996 has been amended to require that freight and public transport motor vehicles must be fitted with speed governors, to ensure that they are not travelling with a speed in excess of what is currently stipulated</p>
<ul style="list-style-type: none"> <li>• CBRTA – SADC level: Cross Alive 1</li> </ul> <p><b>CBRTA to provide detail</b></p>	<ul style="list-style-type: none"> <li>• <b>Cross alive 2</b></li> </ul> <p>In 2013 the Minister Launched the Agency’s Cross Alive Road Safety programme in Musina Limpopo. The objective of this programme was ensured the Agency’s continued participation in Road Safety initiatives in at regional and country level. In the process the programme seeks to outline the Agency’s programme of action within the transport community and the realisation of its socio-economic responsibility. The launch in Musina aimed at supporting the</p>

ACTIVITY	PROGRESS REPORT
	<p>Municipality in terms of Road Safety challenges considering that Musina is the last town exiting the country and it is the very first town when entering the country therefore traffic flow in the area is at times high requiring a consolidated effort in managing the scourge.</p> <p>In 2014 the programme was extended to Ficksburg, a small town in the Free State province. The town is built on the mouth of Ficksburg border between South Africa and the Mountain Kingdom of Lesotho. The programme targeted the transport community as the main taxi rank is built on the immediate border line of in the municipality. The programme afforded the Minister to interact with the community, impressing on the imperatives of road safety and the need for communities to work jointly with government to fight the scourge of road fatality and the impact it has on family and communities alike.</p> <p>In late 2014 the programme extended to Malelane small town in Mpumalanga, with the main focus on woman in the transport sector. The Minister expounded on the opportunities that exist within the transport sector.</p>
	<p><b><u>Research into Road Safety Education at Schools:</u></b></p> <p>The provision of safe infrastructure cannot be divorced from the need to provide road users with sufficient information and road safety training that will result in changed behavior.</p> <p>Earlier research shows that the negative consequences of poor road behaviour leading to injuries or fatalities can only be reduced through changed behaviour. Together with academics at three South African Universities SANRAL conducted research at selected primary schools to determine the influence of road safety</p>

ACTIVITY	PROGRESS REPORT
	<p>education on the pedestrian skills of learners.</p> <p>For the purpose of the research emphasis was placed on the Foundation (Grades R to 3) and Intermediate Phases (Grades 4 to 6) to provide the primary data for the establishment of improved road safety behaviour. Road safety education is currently provided in the South African schools' curriculum with specific attention on safety issues in the Foundation phase and a broader focus on personal responsibility towards general health, environmental and safety issues during the Intermediate Phase.</p> <p>One of the primary concerns about road safety education is that it is aimed at improving children's knowledge about the subject without necessarily influencing their attitudes as road users. Ultimately, the main aim of road safety education should be to change road behaviour, which implies the need for practical education. Children should, thus, be confronted with real life road safety situations in which their decision-making and underlying attitudes can be observed.</p> <ul style="list-style-type: none"> <li>•</li> </ul>
	<p>Because road safety behavior is such a complex phenomenon a variety of research methods were developed to investigate and explain the issue. The study also took into account the geographical impact on behavior and thus included five different sites in both rural and semi-urban localities.</p> <p>An electronic pedestrian simulation game was developed to measure the abilities of learners to make informed decisions regarding their personal safety on the</p>

ACTIVITY	PROGRESS REPORT
	<p>roads and to observe their behavior. The learners were also interviewed on an individual basis and participated in focus group discussions.</p> <p>Using the Theory of Planned Behavior observations were structured to measure two specific aspects, namely attitude towards behavior and perceived control over behavior. The attitude was measured by observing the ability of learners to make correct road safety choices, for example, choosing safe crossing instead of running across the road. Perceived control was measured by observing whether learners can identify incorrect behavior of other road users.</p> <p>Among the general observations of the research were that all focus groups and interviewees agreed that road safety is important. In general, learners have acquired the theoretical knowledge of road safety but this knowledge has not become part of their behavior.</p> <p>The biggest challenge is that even though attention on road safety is provided through the school curriculum, there is limited time or opportunities to reinforce the knowledge through real life experiences and observations.</p> <p>Road safety education which is limited to classroom learning and not enforced through community and parental involvement will increase the levels of awareness and knowledge but will not lead to an increase in the frequency of appropriate behavior.</p> <p>The study found that school-based road safety education should have the intention to change the at-risk behavior of young road users so that they</p>

ACTIVITY	PROGRESS REPORT
	<p>habitually display safe behavior in skilled and active ways. Road safety education should be embedded within the school curriculum and learning must be designed in a way which allows for clear outcomes through quality teaching, participatory processes and adequate feedback.</p> <p>The study reached the following conclusions:</p> <ul style="list-style-type: none"> <li>- Including road safety education as part of the Life Skills subject is not sufficient because it is not seen as a particularly important subject by the learner and teachers rotate in teaching it;</li> <li>- Road safety should be regarded as a transversal skills and be included in all subjects if behavior is to be appropriately affected;</li> <li>- Road safety behavior cannot be changed without the support of parents and the community. If road safety is not a priority for the people living in the community learners will never receive the appropriate road safety example from their parents and teachers.</li> </ul>
<p><u>Activity 2:</u>Set and seek compliance with speed limits and evidence-based standards and rules to reduce speed-related crashes and injuries.</p>	<p>Deployment of Average Speed over Distance (ASOD) deployment on approximately 700 km of National and Provincial Routes, namely N3, N1, N2, R27 and R61. Initial analysis show significant reduction in serious injury and fatal crashes.</p> <p>Piloting the formation of a Provincial Speed Enforcement Management Committee, which aids and gives guidance to National Prosecuting Authority on Speed Camera Applications.</p> <p>Currently reviewing the procedure for the determination of posted speed limits / speed zones. (we need to raise this at the level of the DDG and DG)</p>

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	The ASOD roll out has been a tremendous success and has managed to reduce serious injuries and fatal crashes on route where it has been deployed. It is recommended that the further roll out be expanded aggressively as there is significant safety benefits.
<u>Activity 3:</u> Set and seek compliance with drink-driving laws and evidence-based standards and rules to reduce alcohol-related crashes and injuries.	
<u>Activity 4:</u> Set and seek compliance with laws and evidence-based standards and rules for motorcycle helmets to reduce head-injuries.	
<u>Activity 5:</u> Set and seek compliance with laws and evidence-based standards and rules for seat-belts and child restraints to reduce crash injuries.	
<u>Activity 6:</u> Set and seek compliance with transport, occupational health and safety laws, standards and rules for safe operation of commercial freight and transport vehicles, passenger road transport services and other public and private vehicle fleets to reduce crash injuries	
<u>Activity 7:</u> Research, develop and promote comprehensive policies and practices to reduce work-related road traffic injuries in the public, private and informal sectors, in support of internationally recognized standards for road safety management systems and occupational health and safety.	
<b>Activity 8:</b> Promote establishment of Graduated Driver Licensing stems for novice drivers	The RTMC has implemented the Learner Licence programme directed to the grade 12 learners and unemployed youth from rural and unemployed communities. The interactive driver education system provides learners/youth with theoretical and practical knowledge associated with the rules of the road

ACTIVITY	PROGRESS REPORT
	<p>and corrective driving procedures.</p> <p>The system comprises of two simulation components viz.-</p> <ul style="list-style-type: none"> <li>- A computer based training system (CBTS) for training the theoretical knowledge necessary to obtain your drivers learners permit and perform the practical driving test.</li> <li>- A desktop driving simulator with a virtual instructor to teach learners the correct driving skills in preparation for the practical driving test</li> <li>- practical driving lessons in vehicles</li> </ul>

#### 6.5 PILLAR 5: POST CRASH REPOSE

Increase responsiveness to post-crash emergencies and improve the ability of health and other systems to provide appropriate emergency treatment and longer term rehabilitation for crash victims.

ACTIVITY	PROGRESS REPORT
<p><b>Activity 1:</b> Develop pre-hospital care systems, including the extraction of a victim from a vehicle after a crash, and implementation of a single nationwide telephone number for emergencies, through the implementation of existing good practices.</p>	<p>South Africa positions its interventions of post-crash care for crash victims from an assertion that the road traffic crashes are preventable, and even after a crash, deaths are preventable and the impact of injuries can be mitigated by timeous and effective emergency care. With this aim in mind, through the Road Accident Fund, an Entity of the National Department of Transport, South Africa facilitates for provision of post-crash care by fostering partnerships with the</p>

ACTIVITY	PROGRESS REPORT
<ul style="list-style-type: none"> <li>• Engaging with Fire Services</li> <li>• Engaging with the Department of Health</li> </ul>	<p>public and private healthcare sector.</p> <p>South Africa's post-crash care programme including the country's pre-hospital care systems place an emphasis on pre-empting and prevention of road fatalities and disabilities. Road Accident Fund is mandated to provide cover to all road users within the borders of South Africa. This includes cover for pre-hospital and emergency care services to victims of road crashes; rehabilitation of persons injured in road crashes, compensate for injuries or death of victims of road crashes and indemnify wrongdoers.</p> <p>A single medical tariff under the Road Accident Fund ensures equitable access to emergency medical treatment as per set tariff to all victims of crashes. Government is working through RAF to secure a single emergency hotline. Pursuit of this is envisaged to be driven through a partnership with the South African Private Ambulance Emergency Services Association (SAPAESA).</p> <ul style="list-style-type: none"> <li>• Foster partnerships with public and private healthcare sector – ongoing</li> <li>• The Department of Health has engaged with the Department of Communication into the single nationwide telephone number – redirected to the Department of Telecommunications</li> <li>• The RAF have engaged with SAPAESA in respect to the establishment of an emergency call centre for motor vehicle accident emergency response (Plans are in place to bring on board the department of health)</li> </ul>

ACTIVITY	PROGRESS REPORT
	<ul style="list-style-type: none"> <li>The RAF has introduced a single medical tariff</li> </ul>
<p><b><u>Activity 2:</u></b> Develop hospital trauma care systems and evaluate the quality of care through the implementation of good practices on trauma care systems and quality assurance.</p>	<p>Through the RAF Act, government's crash care system starts from providing emergency care cover from the scene of the crash, transportation to hospital, the cost for hospital treatment, as well as victim reintegration and rehabilitation as part of the post recovery treatment interventions.</p> <p>South Africa's public and private healthcare services provides for a hospital trauma care through the hospital emergency centres. Treatment for road crash victims begins on the scene of the crash and is carried through to the, the emergency room of the admitting hospital.</p> <p>Following a crash and the related trauma, the RAF, through the healthcare sector provides post-crash response as follows:</p> <ul style="list-style-type: none"> <li>Immediate phase: Emergency medical care</li> <li>Therapeutic phase: Medical care to treat and stabilize</li> <li>Rehabilitation phase: Medical and non-medical assistance and support</li> </ul> <p>In line with this is the RAF's claims treatment process which covers for all medical costs relating to the accident a victim is being compensated for, loss of income, loss of support, general damages, and loss of life. RAF provides for medical experts</p> <ul style="list-style-type: none"> <li>Obtained hospital information together with the level of care to create a database of hospitals with their competencies – transport of road crash victims to the nearest appropriate hospital</li> <li>Treatment for road crash victims begins on the scene of the crash and</li> </ul>

ACTIVITY	PROGRESS REPORT
	<p>gets carried through to the emergency room of the admitting/stabilising hospital which has been addressed through RIMS</p> <ul style="list-style-type: none"> <li>• Following a crash and the related trauma, the RAF through the healthcare sector currently provides funding for: <ul style="list-style-type: none"> <li>○ Immediate phase: Emergency Medical Care</li> <li>○ Therapeutic phase: Medical care to treat and stabilise MVA patients</li> </ul> </li> </ul> <p>RAF in collaboration with civil society identifies hospitals with poor trauma care units and systems with the objective of providing funding to improve conditions of care in the SA trauma units.</p>
<p><b>Activity 3:</b> Provide early rehabilitation and support to injured patients and those bereaved by road traffic crashes, to minimize both physical and psychological trauma</p>	<p><b>More on Post-crash Response that RSA have in place:</b></p> <p>The entire national road network has incident management systems in place to ensure the optimal coordinated response to an incident. Initiatives are under way to legislate and roll out incident management systems on all major routes in South Africa, including an expanded network.</p> <p>Efficient responses to an incident are of vital importance. SANRAL uses Intelligent Transport Systems (ITS) to manage freeway operations. The use of CCTV video surveillance on urban freeways to detect the occurrence of an incident and notify the relevant emergency authorities ensures a speedier response. Freeway Management Systems (FMS) have already been deployed in Gauteng, KwaZulu-Natal and Western Cape and are being expanded and enhanced to ensure an even more efficient and coordinated response to</p>

ACTIVITY	PROGRESS REPORT		
	incidents.		
	<b>Gauteng FMS</b>	<b>Cape Town FMS</b>	<b>Kwa-Zulu Natal FMS</b>
	Spans 230km	Spans 155 km	Spans 120 km
	183km of fibre optic cables	150 km of fibre optic cables	140km of fibre optic cables
	49 variable message signs	52 variable message signs	26 variable message signs
	245 cameras, 20 wireless cameras on the R21	246 cameras	137 cameras
	-	-	57 radar vehicle detection units
	<b>SANRAL i-traffic twitter handles</b>		
	<b>REGION</b>	<b>TWITTER ACCOUNT</b>	
	CAPE TOWN	@CapeTownFreeway	
	GAUTENG	@ittrafficgp	
	KWAZULU-NATAL	@i_trafficKZN	
<b>Incident Management System</b>			
Following a request from the Department of Transport in 2012 to coordinate the development of a national framework, a national team was put together to produce the following:			
- Amendment to legislations (National Road Act X and related Acts);			

ACTIVITY	PROGRESS REPORT
	<ul style="list-style-type: none"> <li>- Operations Policy for a Road Incident Management Systems (RIMS);</li> <li>- National Framework for the Road Incident Management Systems;</li> <li>- National procedure manual for the establishment, implementation and monitoring of an incident management programme on the entire South African road network.</li> </ul> <p>This framework was endorsed by the Committee of Transport Officials (COTO) in March 2012 and sent to the Ministers and Members of Executive Councils (MINMEC) for approval.</p> <p>Subsequently, SANRAL has presided over the realignment of Incident Management Systems (IMS) in line with District Municipal boundaries, the setting up of structures within systems and the appointment of chairperson and the constitution of Provincial Coordinating or Advisory Committees in each of the nine provinces.</p> <p>More recently structures were set up throughout the country with an IMS in place in each District Municipality as well as the incorporation of identified provincial and municipal roads.</p> <p>A National Technical Committee (NTC) consisting of 56 nominated members was established as a subcommittee of COTO and provincial reports are escalated to the national Department of Transport for submission to COTO.</p>

ACTIVITY	PROGRESS REPORT
	<p>Incident management consultants were appointed in three of the four regions – Eastern, Southern and Northern – with a tender for the Western region to go out during the 2014/15 financial year.</p> <p>SANRAL embarked on a road show to all nine provinces to update them on the national framework requirements and set up an agenda for consultation on the reviewed Road Incident Management Systems (RIMS) process. SANRAL is now updating every incident management system according to the legal framework.</p> <p>SANRAL also conducted a number of sectorial briefings on RIMS at national level involving the South African Police Service, fire and rescue services (SAESI), the national Department of Health and municipal traffic authorities. This process will continue until the President has signed the amendments into the Act, following which training on the new material will be conducted.</p> <p>Emergency personnel in each of SANRAL’s four regions received ongoing training on RIMS. A total of 3160 emergency staff members were trained as follows: Eastern Region (1 220); Northern Region (1 357), Southern Region (181) and Western Region (402). Training is conducted on a workshop and assignment basis and is in line with the National Qualification Framework level 5.</p> <p><b><u>Further to 2012 the following has been achieved:</u></b></p>

ACTIVITY	PROGRESS REPORT
	<ul style="list-style-type: none"> <li>- Structures have been set up throughout the country each District</li> <li>- Municipality has an Incident Management System in cooperation with provincial and municipal roads identified have begun.</li> <li>- The National Technical Committee (NTC a subcommittee of COTO) sat three times in 2013/2014</li> <li>- The NTC has 56 nominated members from affected and interested stakeholders.</li> <li>- Provincial reports are escalated to the National Department of Transport for reporting to COTO.</li> <li>- Regions have been encouraged to appoint IM consultants and three of four have: <ul style="list-style-type: none"> <li>✓ Eastern Region – KwaZulu-Natal: NathooMbenyane Engineers <ul style="list-style-type: none"> <li>– Free State: AECOM.</li> </ul> </li> <li>✓ Southern Region – Mott MacDonald PDNA.</li> <li>✓ Northern Region – Mpumalanga and North West: Aurecon. <ul style="list-style-type: none"> <li>– Limpopo: NathooMbenyane Engineers.</li> </ul> </li> <li>✓ Western Region – tender due to go out during 2014/2015.</li> </ul> </li> <li>- Consultation process for the legal review: SANRAL went on a road show to all nine provinces to update them on the National Framework requirements and set up an agenda for consultation on the reviewed Road Incident Management Systems (RIMS) process.</li> </ul>

ACTIVITY	PROGRESS REPORT
	<p><b><u>SANRAL has embarked on sector briefings on RIMS at national level with:</u></b></p> <ul style="list-style-type: none"> <li>- South African Police Service.</li> <li>- SAESI Department of Health.</li> <li>- Municipal Traffic.</li> </ul> <p>This process will continue until the President has signed the amendments to the Act. Training will then commence.</p> <p style="text-align: center;">-</p> <p><b>Concessionaire Road Safety Initiatives</b></p> <p>Each of SANRAL's concessionaires is contractually required to undertake road safety initiatives with the communities in which they operate. During 2013/14, the following activities were undertaken.</p> <p><b>BAKWENA</b></p> <p>Bakwena is involved in various road safety initiatives along the N4 in the North West province in partnership with the North West road safety and education departments. These initiatives include road safety education workshops, road safety talks and road safety debates, as well as the creation of a mini traffic centre. Bakwena also provides support and encouragement for existing road safety programmes as well as stimulation and ideas for certain programmes when required. These programmes require continuous involvement by</p>

ACTIVITY	PROGRESS REPORT
	<p>Bakwena.</p> <p>They include the following: supporting road safety education in schools near the N4, road safety edutainment shows at primary schools, involvement with scholar patrol projects as well as refreshing pedestrian crossings and signs, a road visibility campaign and road safety training through the use of a mini-traffic centre.</p> <p><b>N3TC</b></p> <p>The road safety projects and incident management efforts have largely been influenced by the need to promote the Decade of Action for Road Safety.</p> <p>A wide variety of programmes included the following: driver wellness initiatives; improvement of emergency services experience and knowledge through training such as Brake &amp; Tyre Watch initiatives; enforcement of traffic rules in which thousands of vehicles and people were checked for vehicle and driver fitness; and the Route Patrol Services assisting at incidents and patrolling the Route to assist motorists. The 24/7 Route Control Centre linked to a toll free line provided route information and advisory services to motorists.</p> <p>Backing this up were incident management training workshops covering a wide variety of subjects?</p> <p><b>TRAC</b></p>

ACTIVITY	PROGRESS REPORT
	<p>Emergency rescue services and law enforcement authorities cooperated with TRAC in creating joint operation centres at key points along the N4 toll route from where road safety initiatives were managed and general public awareness heightened around peak travel conditions, safety and law enforcement aspects. No fatalities as a result of road accidents were reported on the N4 during Easter 2014 and transfers through the border in December were quick and easy.</p> <p>Regular road safety promotions were undertaken at toll plazas, filling stations and truck stops along the I route. Further awareness drives were regularly aired on local radio stations and daily on the social network Twitter.</p> <p>The government through the RAF provides a compulsory cover to all road crash patients for medical, loss of support, loss of income, general damages and funeral costs. This helps provide a social and economic safety net for road crash patients and their families who are in need of rehabilitation, trauma care, and psychological counselling.</p> <p>RAF further provides for social reintegration of road crash patients through dedicated case management, home based care, counselling as well as provide for past, current, and future medical undertaking expenses.</p>
<p><b>Activity 4:</b> Encourage the establishment of appropriate road user insurance schemes to finance rehabilitation services for crash victims through: Introduction of mandatory third-party liability; and International mutual recognition of insurance, e.g. green card system</p>	<ul style="list-style-type: none"> <li>• South Africa as a country doesn't have a compulsory third party insurance cover for road users</li> <li>• South African Insurance Association currently in pursuit of government</li> </ul>

ACTIVITY	PROGRESS REPORT
	approval towards legislating for a third cover for road users.
<p><b>Activity 5:</b> Encourage a thorough investigation into the crash and the application of an effective legal response to road deaths and injuries and therefore encourage fair settlements and justice for the bereaved and injuries.</p>	<ul style="list-style-type: none"> <li>• South Africa has an established Road Incident Management System in place and government's law enforcement and road traffic management agencies</li> <li>• The RAF is mandated to identify the wrongdoer through a fault based road accident compensation system aimed at compensating road crash deaths and injuries. The country currently uses a fault based system to compensate for road crash victims</li> <li>• The RAF uphold objective determination of the claim through courts and provision of cover medical and legal expects.</li> <li>• The RSA constitution everyone has a right to a lawyer and a free and fair hearing through the legal aid board and SA court system.</li> <li>• Refer to activity 3 on draft document</li> <li>• SAPS has provided continuous training on road crash investigation on law enforcement agencies since 2011</li> <li>• RTMC has trained NTP in road crash investigations – ongoing</li> <li>• SASOL through SANRAL has provided dangerous good training to relevant stakeholders</li> <li>• RTMC has instituted major crash investigations to provide clarity in the cause and prevention of these crashes as well the monitoring of the</li> </ul>

ACTIVITY	PROGRESS REPORT
	<p>recommendations</p> <ul style="list-style-type: none"> <li>• SAPS and RTMS are maintaining six crash investigating units and establishing of three further units</li> <li>• SAPS/RTMC has quality assured technical reports compiled by RTMC crash investigators to improve service delivery and prosecution</li> </ul> <p>Effective response capabilities</p> <p>Increase prosecution</p> <p>Turnaround time of blood alcohol results/reports</p> <p>Turnaround time Forensic Pathology Services (mortuary Vehicles)</p>
<p><b>Activity 6:</b> Provide encouragement and incentives for employers to hire and retain people with disabilities.</p>	<ul style="list-style-type: none"> <li>• SA, through the National Department of Labour, champions various legislations pertaining to the employment of people with disabilities.</li> <li>• These legislations include the Employment Equity Act, which in turn, falls within the domain of the Labour Relations Act and the Basic Conditions of Employment Act (BCEA).</li> </ul> <p>Chapter 2 of the RSA Constitution provides that there should be no discrimination of the basis of disability, gender, race and age</p>
<p><b>Activity 7:</b> Encourage research and development into improving post-crash response.</p>	<ul style="list-style-type: none"> <li>• Various MoUs are in place with the medical and specialist organisations focusing on rehabilitating victims of road trauma. 2014/15 financial year saw</li> <li>• government, through the Road Accident Fund, partnering with the South African Spinal Injury Association with aim of encouraging and contributing to resourcing research and development aimed at improving the treatment of</li> </ul>

ACTIVITY	PROGRESS REPORT
	spinal injuries.
<p><b>Activity 8:</b>Improved Incident Response</p>	<p><b><u>Deployment of Road Incident Management Systems:</u></b></p> <p>Following a request from the Department of Transport in 2012 to coordinate the development of a national framework, a national team was put together to produce the following:</p> <ul style="list-style-type: none"> <li>- Amendment to legislations (National Road Act X and related Acts);</li> <li>- Operations Policy for a Road Incident Management Systems (RIMS);</li> <li>- National Framework for the Road Incident Management Systems;</li> <li>- National procedure manual for the establishment, implementation and monitoring of an incident management programme on the entire South African road network.</li> </ul> <p>This framework was endorsed by the Committee of Transport Officials (COTO) in March 2012 and sent to the Ministers and Members of Executive Councils (MINMEC) for approval.</p> <p>Subsequently, SANRAL has presided over the realignment of Incident Management Systems (IMS) in line with District Municipal boundaries, the setting up of structures within systems and the appointment of chairperson and the constitution of Provincial Coordinating or Advisory Committees in each of</p>

ACTIVITY	PROGRESS REPORT
	<p>the nine provinces.</p> <p>More recently structures were set up throughout the country with an IMS in place in each District Municipality as well as the incorporation of identified provincial and municipal roads.</p> <p>A National Technical Committee (NTC) consisting of 56 nominated members was established as a subcommittee of COTO and provincial reports are escalated to the national Department of Transport for submission to COTO.</p> <p>SANRAL embarked on a road show to all nine provinces to update them on the national framework requirements and set up an agenda for consultation on the reviewed Road Incident Management Systems (RIMS) process. SANRAL is now updating every incident management system according to the legal framework.</p> <p>SANRAL also conducted a number of sectoral briefings on RIMS at national level involving the South African Police Service, fire and rescue services (SAESI), the national Department of Health and municipal traffic authorities. This process will continue until the President has signed the amendments into the Act, following which training on the new material will be conducted.</p> <p>Emergency personnel in each of SANRAL's four regions received ongoing</p>

ACTIVITY	PROGRESS REPORT
	<p>training on RIMS. A total of 3 160 emergency staff members were trained as follows: Eastern Region (1 220); Northern Region (1 357), Southern Region (181) and Western Region (402). Training is conducted on a workshop and assignment basis and is in line with the National Qualification Framework level 5.</p> <p>Further to 2012 the following has been achieved:</p> <ul style="list-style-type: none"> <li>- Structures have been set up throughout the country each District</li> <li>- Municipality has an Incident Management System in cooperation with provincial and municipal roads identified have begun.</li> <li>- The National Technical Committee (NTC a subcommittee of COTO) sat three times in 2013/2014</li> <li>- The NTC has 56 nominated members from affected and interested stakeholders.</li> <li>- Provincial reports are escalated to the National Department of Transport for reporting to COTO.</li> </ul> <p><b><u>Using Technology to improve response to road incidents:</u></b> SANRAL uses Intelligent Transport Systems (ITS) to manage freeway</p>

ACTIVITY	PROGRESS REPORT
	<p>operations. The use of CCTV video surveillance on urban freeways to detect the occurrence of incidents including the timely notification of the relevant emergency authorities to ensure a coordinated and speedier response has proven successful. Freeway Management Systems (FMS) have already been deployed on the country's busiest freeways in Gauteng (230 km), KwaZulu-Natal(120 km) and Western Cape (155km), and are being expanded and enhanced to ensure an even more efficient and coordinated response to incidents. To date the FMSs have detected and coordinated the responses to over 100 000 freeway incidents, and have provided valuable data and information which assists with the optimal allocation of resources.</p>

**6.6. Pillar 6:Legal and Regulatory Framework**

ACTIVITY	PROGRESS REPORT
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ACTIVITY	PROGRESS REPORT
Penalties to road offenders ( court penalties, charges murder vs co	AARTO Act
The AARTO Act was implemented on a pilot basis in 2008. It now needs to be rolled out on a national basis.	An AARTO Master Implementation Plan (AMIP) was developed and approved in 2013. Awaiting finalisation of: <ul style="list-style-type: none"> <li>• AARTO Amendment Bill;</li> <li>• Proven readiness of the NCR and Issuing authorities; and</li> <li>• Approval of increase in penalty unit value and fees Proven readiness of the NCR and Issuing authorities; and</li> </ul> Approval of increase in penalty unit value and fees
Lack of appropriate targets and monitoring performance of traffic officers.	RTMC and DoT still to finalise and publish the final draft NRTLEC as a regulation under the RTMC Act
Novice drivers need to be subjected to stricter control before final qualification for a driving licence	DoT still to develop an implementation plan
Rehabilitation programmes need to be developed for habitual traffic offenders	RTIA and DoT still to develop an implementation plan
motor vehicles is more than 10 years. Vehicle fitness aspects of vehicles need to be monitored	DoT still to develop an implementation plan
Provision must be made for a specific Act to deal exclusively with road safety matters	A National Road Safety Act still need to be developed and processed by DoT
regulations were gazetted in 2008 and needs to be updated in terms inflation variations over the years.	AARTO Regulations Amendment submitted to DoT for further processing – February 2014
Standardise demerit point's issues for all categories of road users.	Draft regulations still need to be developed and processed under the AARTO Act.
Scholar Transport regulation	Draft policy in circulation
Conditions of employment	Public service vs essential service
Public Transport	
Training of traffic officers - (Trucks)	



## 7 Conclusion

The main challenges to road safety in South Africa can be summarised as follows:

- The fragmentation of responsibilities between the various tiers of Government for road traffic management.
- A lack of adequate and co-ordinated co-operation, planning and undertaking of road safety programmes and other road traffic management functions in general.
- Very poor communication and co-operation between national, provincial and local government
- Inadequate utilisation of control measures, monitoring and management of information systems
- Inadequate training, equipment, manpower levels, infrastructure and performance management tools to perform the required functions.
- Revenue for traffic law enforcement and traffic management is decreasing.
- No uniformity with respect to legislation, appointment of agents, tariff structures, fines or collection levels. In many cases, the functions are not performed in accordance with the minimum statutory standards; and ineffective utilisation of scarce human and financial resources

# Annexures

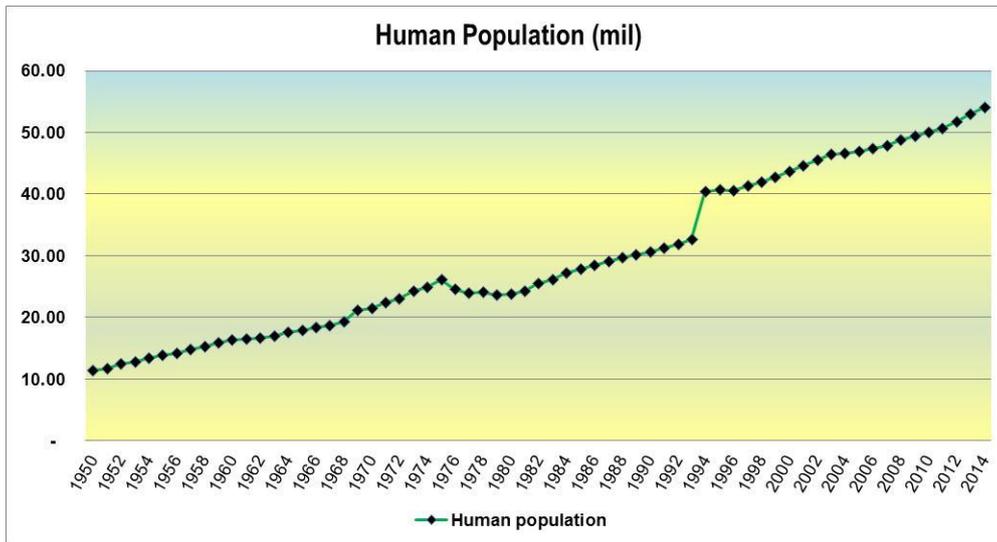
## Annexure A

### Basic Country Data

(1) **Human Population**

(Data obtained from StatsSA from 1950 to date)

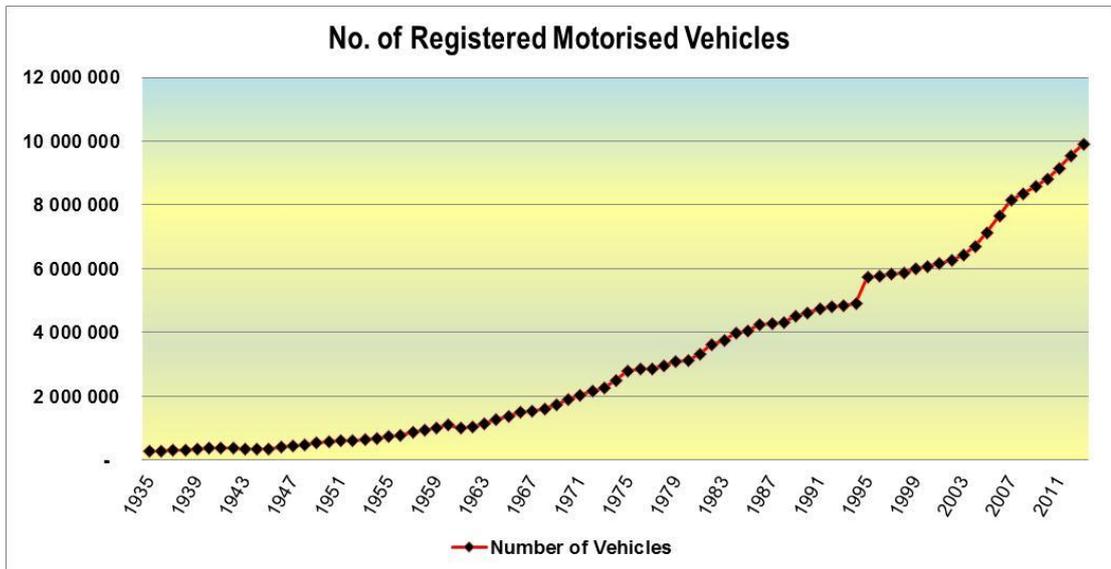
Mid-Year Human Population							
Year	Human Population		Year	Human Population		Year	Human Population
1950	11 360 000		1975	26 100 000		2000	43 685 699
1951	11 700 000		1976	24 500 000		2001	44 560 644
1952	12 380 000		1977	23 900 000		2002	45 454 211
1953	12 770 000		1978	24 100 000		2003	46 429 823
1954	13 430 000		1979	23 600 000		2004	46 586 607
1955	13 810 000		1980	23 800 000		2005	46 888 200
1956	14 160 000		1981	24 300 000		2006	47 390 900
1957	14 760 000		1982	25 500 000		2007	47 850 700
1958	15 220 000		1983	26 100 000		2008	48 687 000
1959	15 830 000		1984	27 200 000		2009	49 320 500
1960	16 260 000		1985	27 800 000		2010	49 991 300
1961	16 490 000		1986	28 400 000		2011	50 586 757
1962	16 700 000		1987	29 000 000		2012	51 672 532
1963	17 000 000		1988	29 600 000		2013	52 982 000
1964	17 500 000		1989	30 200 000		2014	54 002 000
1965	17 900 000		1990	30 600 000		2015	
1966	18 300 000		1991	31 200 000		2016	
1967	18 700 000		1992	31 900 000		2017	
1968	19 200 000		1993	32 600 000		2018	
1969	21 200 000		1994	40 400 000		2019	
1970	21 500 000		1995	40 630 000		2020	
1971	22 400 000		1996	40 583 573			
1972	23 000 000		1997	41 269 180			
1973	24 300 000		1998	41 954 787			
1974	24 900 000		1999	42 640 393			



**(2) Number of Registered Motor Vehicles**

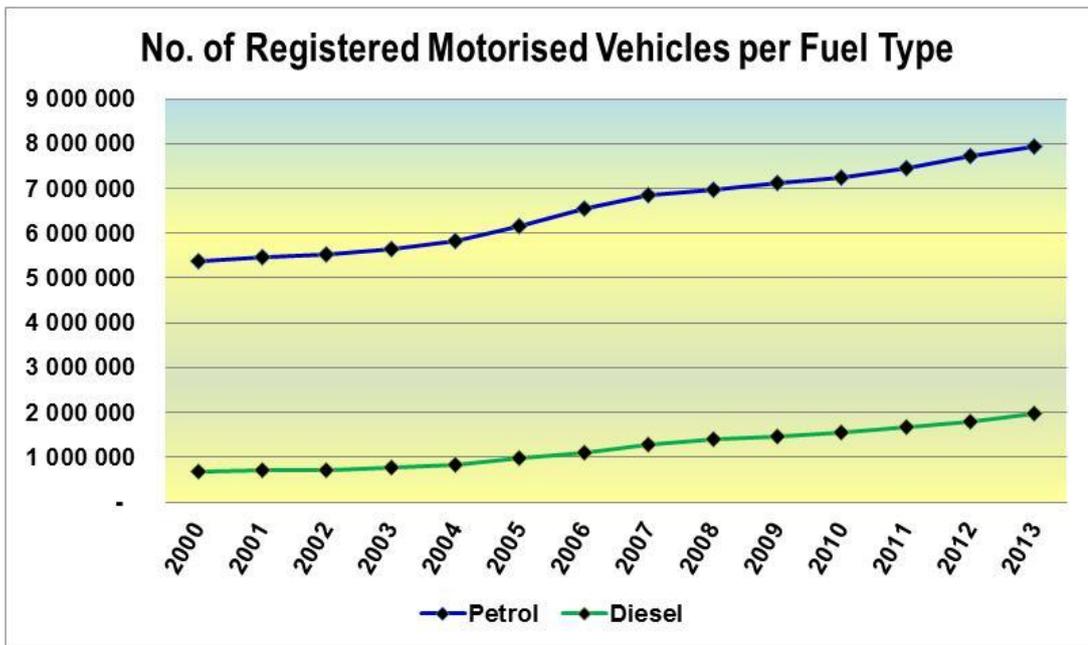
(Data obtained from StatsSA from 1930 to 1995. From 1995 from NaTIS)

Number of Registered Motor Vehicles at the end of each year								
Year	Total Vehicle Population Year end	Motorised Vehicle Population Year end	Year	Total Vehicle Population Year end	Motorised Vehicle Population Year end	Year	Total Vehicle Population Year end	Motorised Vehicle Population Year end
1930	186 073	165 185	1960	1 236 570	1 097 756	1990	5 200 153	4 616 398
1931	218 643	193 936	1961	1 106 851	982 599	1991	5 324 749	4 727 007
1932	235 789	209 145	1962	1 161 412	1 031 035	1992	5 391 291	4 786 079
1933	298 037	264 359	1963	1 288 068	1 143 472	1993	5 457 833	4 845 151
1934	398 209	353 211	1964	1 414 723	1 255 910	1994	5 524 375	4 904 223
1935	284 216	252 311	1965	1 541 379	1 368 347	1995	6 458 513	5 733 497
1936	307 923	273 356	1966	1 668 034	1 480 785	1996	6 506 868	5 776 424
1937	331 630	294 402	1967	1 722 470	1 529 110	1997	6 555 223	5 819 351
1938	355 337	315 448	1968	1 776 905	1 577 434	1998	6 603 578	5 850 566
1939	379 044	336 494	1969	1 949 066	1 730 269	1999	6 729 032	5 992 057
1940	402 757	357 545	1970	2 121 227	1 883 104	2000	6 814 531	6 074 201
1941	398 953	354 168	1971	2 265 323	2 011 024	2001	6 904 355	6 159 679
1942	395 547	351 144	1972	2 409 419	2 138 944	2002	7 000 316	6 245 392
1943	392 142	348 121	1973	2 532 658	2 248 348	2003	7 186 537	6 417 484
1944	388 732	345 094	1974	2 786 375	2 473 584	2004	7 479 178	6 677 239
1945	383 735	340 658	1975	3 118 901	2 768 781	2005	7 971 187	7 128 791
1946	434 246	385 499	1976	3 201 718	2 842 302	2006	8 544 902	7 653 044
1947	484 758	430 340	1977	3 203 830	2 844 176	2007	9 068 120	8 133 723
1948	535 269	475 181	1978	3 315 323	2 943 154	2008	9 304 508	8 357 564
1949	585 781	520 022	1979	3 457 570	3 069 432	2009	9 587 781	8 583 179
1950	636 292	564 864	1980	3 494 748	3 102 437	2010	9 829 400	8 799 521
1951	661 812	587 519	1981	3 739 207	3 319 453	2011	10 193 050	9 133 986
1952	688 744	611 427	1982	4 055 860	3 600 560	2012	10 610 608	9 522 796
1953	727 350	645 700	1983	4 203 945	3 732 021	2013	11 006 184	9 893 231
1954	755 759	670 919	1984	4 470 021	3 968 228	2014		
1955	809 396	718 535	1985	4 569 520	4 056 558	2015		
1956	870 250	772 558	1986	4 763 231	4 228 523	2016		
1957	961 545	853 604	1987	4 827 225	4 285 333	2017		
1958	1 049 221	931 438	1988	4 862 988	4 317 082	2018		
1959	1 134 014	1 006 713	1989	5 081 527	4 511 088	2019		
						2020		

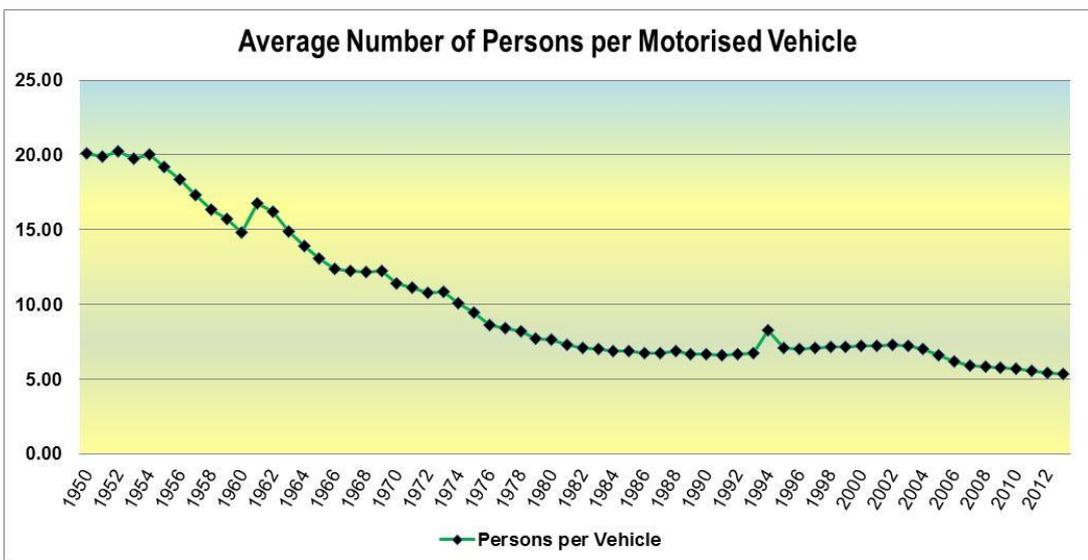


Number of vehicles registered per fuel type

Number of Vehicles Registered per Fuel Type					
Year	Petrol	Diesel	Total	Change	% Change
2000	5 376 733	697 468	6 074 201		
2001	5 455 796	703 882	6 159 679	85 477	1.41%
2002	5 532 732	712 660	6 245 392	85 714	1.39%
2003	5 647 843	769 641	6 417 484	172 092	2.76%
2004	5 828 291	848 948	6 677 239	259 755	4.05%
2005	6 157 609	971 181	7 128 791	451 551	6.76%
2006	6 534 981	1 118 062	7 653 044	524 253	7.35%
2007	6 855 758	1 277 965	8 133 723	480 680	6.28%
2008	6 963 940	1 393 624	8 357 564	223 841	2.75%
2009	7 115 095	1 468 084	8 583 179	225 615	2.70%
2010	7 240 278	1 559 243	8 799 521	216 342	2.52%
2011	7 463 250	1 670 736	9 133 986	334 465	3.80%
2012	7 714 924	1 807 872	9 522 796	388 810	4.26%
2013	7 928 021	1 965 210	9 893 231	370 435	3.89%



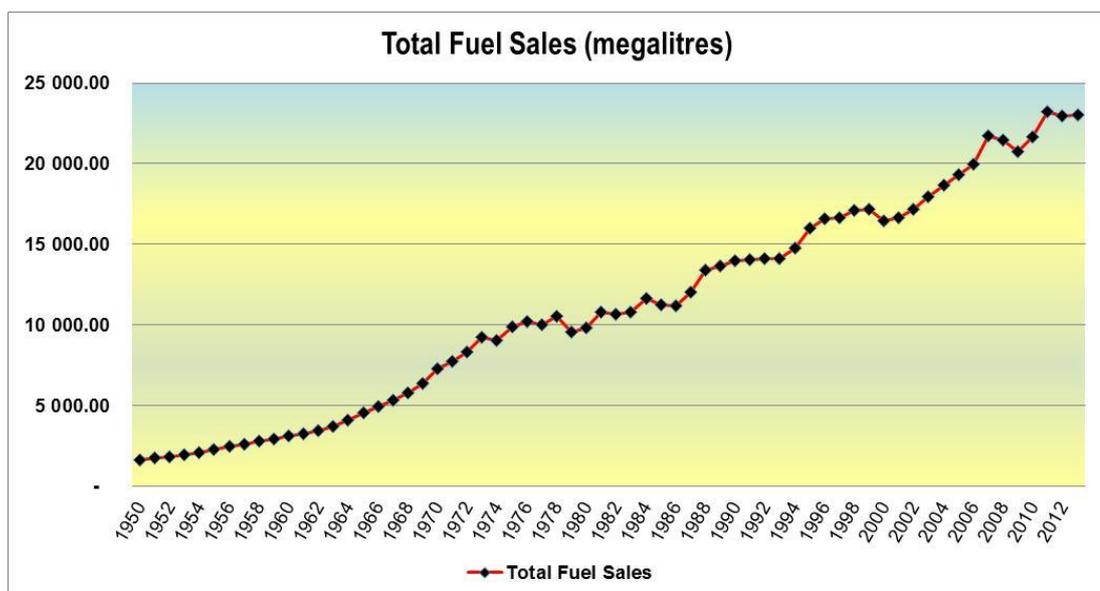
Average number of persons per motorised vehicle



### (3) Fuel Sales

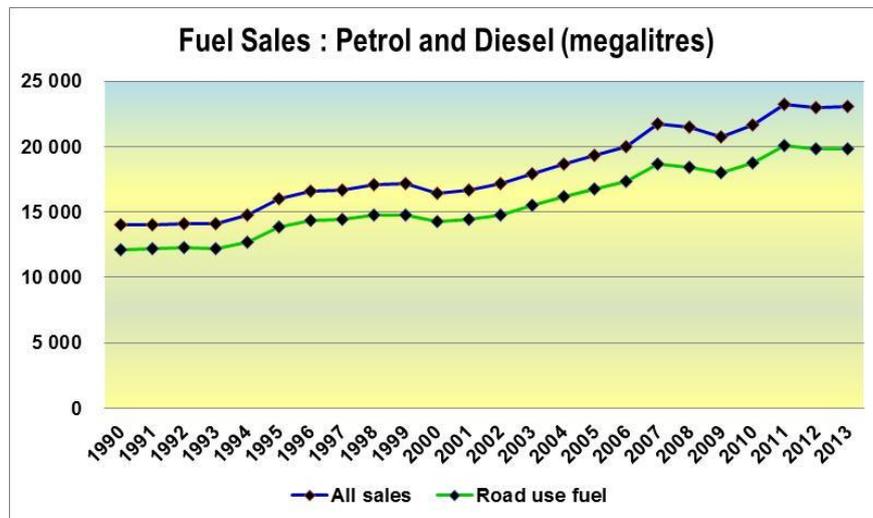
(Data obtained from StatsSA from 1950 to 1999. From 2000 from Dept. of Energy)

Total Fuel Sales during each Year (megalitres petrol & diesel)					
Year	Total Fuel Sales (megalitres)	Year	Total Fuel Sales (megalitres)	Year	Total Fuel Sales (megalitres)
1950	1 596.00	1975	9 900.00	2000	16 419.63
1951	1 755.00	1976	10 181.00	2001	16 666.05
1952	1 833.00	1977	10 035.00	2002	17 170.96
1953	1 943.00	1978	10 535.00	2003	17 933.01
1954	2 072.00	1979	9 537.00	2004	18 667.79
1955	2 273.00	1980	9 830.00	2005	19 287.28
1956	2 446.00	1981	10 765.00	2006	19 985.82
1957	2 614.00	1982	10 653.00	2007	21 710.40
1958	2 808.00	1983	10 767.00	2008	21 471.97
1959	2 927.00	1984	11 619.00	2009	20 758.32
1960	3 110.00	1985	11 264.00	2010	21 625.18
1961	3 249.00	1986	11 177.00	2011	23 187.86
1962	3 427.00	1987	11 995.00	2012	22 975.82
1963	3 677.00	1988	13 382.00	2013	23 043.22
1964	4 099.00	1989	13 650.00	2014	
1965	4 560.00	1990	13 977.00	2015	
1966	4 932.00	1991	14 048.00	2016	
1967	5 328.00	1992	14 124.00	2017	
1968	5 801.00	1993	14 125.00	2018	
1969	6 332.00	1994	14 738.00	2019	
1970	7 288.00	1995	15 991.97	2020	
1971	7 733.00	1996	16 548.08		
1972	8 341.00	1997	16 668.98		
1973	9 211.00	1998	17 114.35		
1974	9 053.00	1999	17 177.71		



Total fuel sales per fuel type from 2000 to 2013 are shown in the table and reflected in the graph below.

Total Fuel Sales - Megalitres					
Year	Petrol	Diesel	Total	Change	% Change
2000	10 343	6 077	16 420		
2001	10 315	6 351	16 666	246	1.50%
2002	10 336	6 835	17 171	505	3.03%
2003	10 670	7 263	17 933	762	4.44%
2004	10 985	7 682	18 668	735	4.10%
2005	11 171	8 117	19 287	619	3.32%
2006	11 278	8 707	19 986	699	3.62%
2007	11 569	10 142	21 710	1 725	8.63%
2008	11 087	10 385	21 472	-238	-1.10%
2009	11 321	9 437	20 758	-714	-3.32%
2010	11 455	10 170	21 625	867	4.18%
2011	11 963	11 225	23 188	1 563	7.23%
2012	11 714	11 262	22 976	-212	-0.91%
2013	11 153	11 890	23 043	67	0.29%

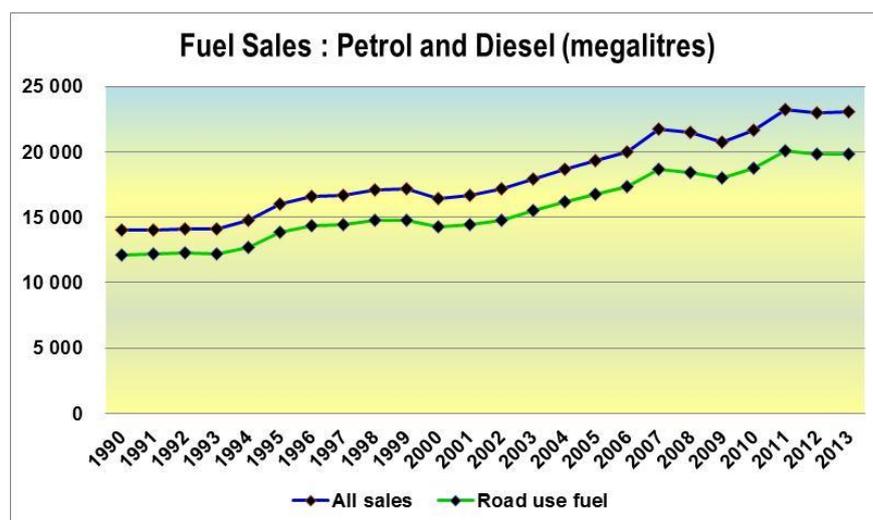


The estimated fuel sales for road use from 1990 to 2013 are shown in the table below. Estimated fuel sales for road use are based on CSIR Research Report CR 2002/79 – Estimating Vehicle Kilometres Travelled in South Africa, Nov 2002.

Fuel Sales for Road Use (megalitres)			
Year	Fuel Sales for Road Use (megalitres)	Year	Fuel Sales for Road Use (megalitres)
1990	12 129.80	2005	16 752.71
1991	12 201.93	2006	17 331.12
1992	12 247.93	2007	18 697.83
1993	12 164.99	2008	18 447.18
1994	12 661.83	2009	18 021.04
1995	13 883.20	2010	18 723.71
1996	14 327.81	2011	20 033.19
1997	14 401.20	2012	19 846.91
1998	14 783.67	2013	19 797.16
1999	14 757.92	2014	
2000	14 228.40	2015	
2001	14 458.40	2016	
2002	14 758.52	2017	
2003	15 478.55	2018	
2004	16 200.65	2019	
		2020	

The estimated fuel sales for road use per fuel type from 2000 to 2013 are shown in the table and graph below.

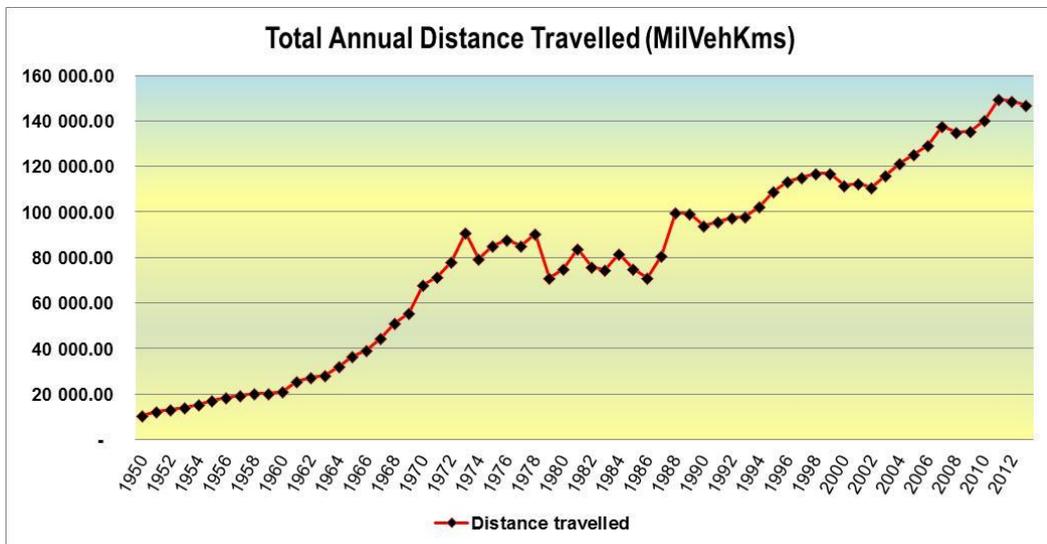
Fuel Sales for Road Use - Megalitres					
Year	Petrol	Diesel	Total	Change	% Change
2000	10 231	3 998	14 228		
2001	10 179	4 280	14 458	230	1.62%
2002	10 183	4 576	14 759	300	2.08%
2003	10 499	4 980	15 479	720	4.88%
2004	10 817	5 383	16 201	722	4.67%
2005	10 992	5 761	16 753	552	3.41%
2006	11 087	6 244	17 331	578	3.45%
2007	11 361	7 337	18 698	1 367	7.89%
2008	10 876	7 571	18 447	-251	-1.34%
2009	11 095	6 926	18 021	-426	-2.31%
2010	11 214	7 510	18 724	703	3.90%
2011	11 700	8 333	20 033	1 309	6.99%
2012	11 444	8 403	19 847	-186	-0.93%
2013	10 885	8 912	19 797	-50	-0.25%

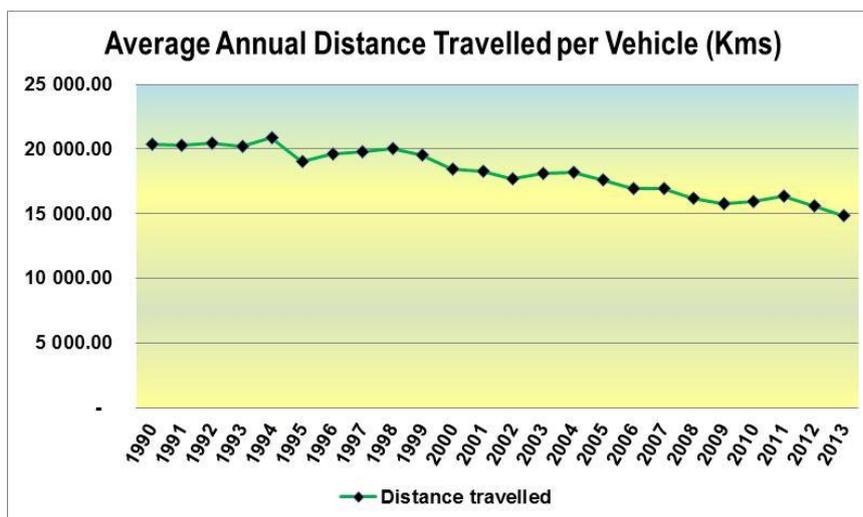


#### (4) Estimated Annual Distance Travelled

Estimated distances travelled are based on CSIR Research Report CR 2002/79 – Estimating Vehicle Kilometres Travelled in South Africa, Nov 2002 with fuel consumption figures per vehicle category amended by RTIA to provide for better fuel consumption due to improved vehicle technology over the years.

Estimated Annual Distance Travelled (Mil Veh Kms)					
Year	Million Vehicle Kilometres Travelled	Year	Million Vehicle Kilometres Travelled	Year	Million Vehicle Kilometres Travelled
1950	10 842.40	1975	85 110.85	2000	111 797.79
1951	12 604.79	1976	87 682.70	2001	112 403.95
1952	13 212.45	1977	85 129.76	2002	110 702.91
1953	14 057.83	1978	90 669.11	2003	116 019.16
1954	15 385.52	1979	71 247.35	2004	121 434.23
1955	17 288.37	1980	74 887.15	2005	125 508.37
1956	18 620.23	1981	83 939.17	2006	129 394.12
1957	19 246.76	1982	75 783.91	2007	137 746.40
1958	20 353.70	1983	74 687.60	2008	135 284.43
1959	20 461.77	1984	81 798.26	2009	135 352.51
1960	21 184.50	1985	75 202.25	2010	140 164.10
1961	25 830.12	1986	71 033.79	2011	149 655.40
1962	27 387.85	1987	80 727.05	2012	148 696.04
1963	28 429.21	1988	99 736.69	2013	146 885.13
1964	32 166.26	1989	99 308.67	2014	
1965	36 537.30	1990	94 091.57	2015	
1966	39 496.39	1991	95 908.38	2016	
1967	44 636.79	1992	97 676.87	2017	
1968	51 292.94	1993	97 866.18	2018	
1969	55 714.90	1994	102 256.04	2019	
1970	67 818.11	1995	109 240.69	2020	
1971	71 496.04	1996	113 376.26		
1972	78 205.99	1997	115 017.25		
1973	90 730.46	1998	117 025.48		
1974	79 663.90	1999	116 911.36		



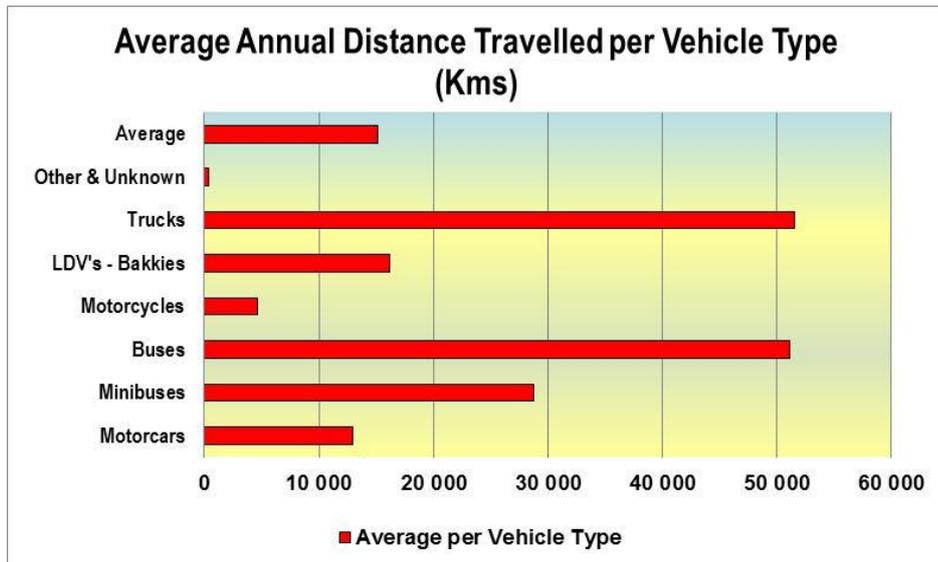


### 2013 - Mid-Year Number of Motorised Vehicles Registered per Type and Fuel Type

Vehicle Type	Petrol Driven Vehicles	Diesel Driven Vehicles	Total
Motorcars	5 716 142	527 554	6 243 697
Minibuses	244 377	43 091	287 468
Buses	3 203	49 887	53 090
Motorcycles	361 084	354	361 438
LDV's - Bakkies	1 306 928	883 741	2 190 669
Trucks	10 116	336 201	346 317
Other & Unknown	179 622	45 713	225 335
<b>Total</b>	<b>7 821 472</b>	<b>1 886 541</b>	<b>9 708 014</b>

### 2013 - Estimated Average Annual Distance Travelled per Vehicle per Type (kms)

Vehicle Type	Petrol Driven Vehicles	Diesel Driven Vehicles	Average per Vehicle Type
Motorcars	13 364	8 474	12 951
Minibuses	27 335	37 195	28 813
Buses	16 496	53 422	51 194
Motorcycles	4 574	24 225	4 593
LDV's - Bakkies	14 971	17 954	16 175
Trucks	58 925	51 292	51 515
Other & Unknown	124	1 439	391
<b>Average</b>	<b>13 420</b>	<b>22 223</b>	<b>15 130</b>



## Annexure B

### Historic Overview of Road Traffic Safety in the RSA

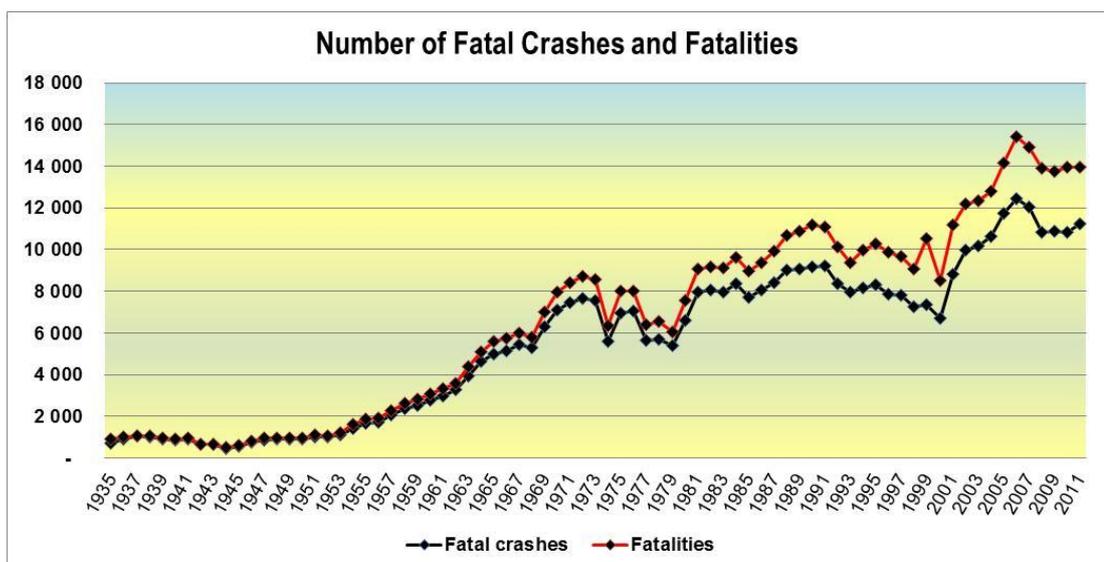
#### (1) Number of Total and Fatal Road Traffic Crashes

(Data obtained from StatsSA from 1935 to 1999. From 2000 to 2005 collected by the Dept. of Transport and from 2005 the RTMC)



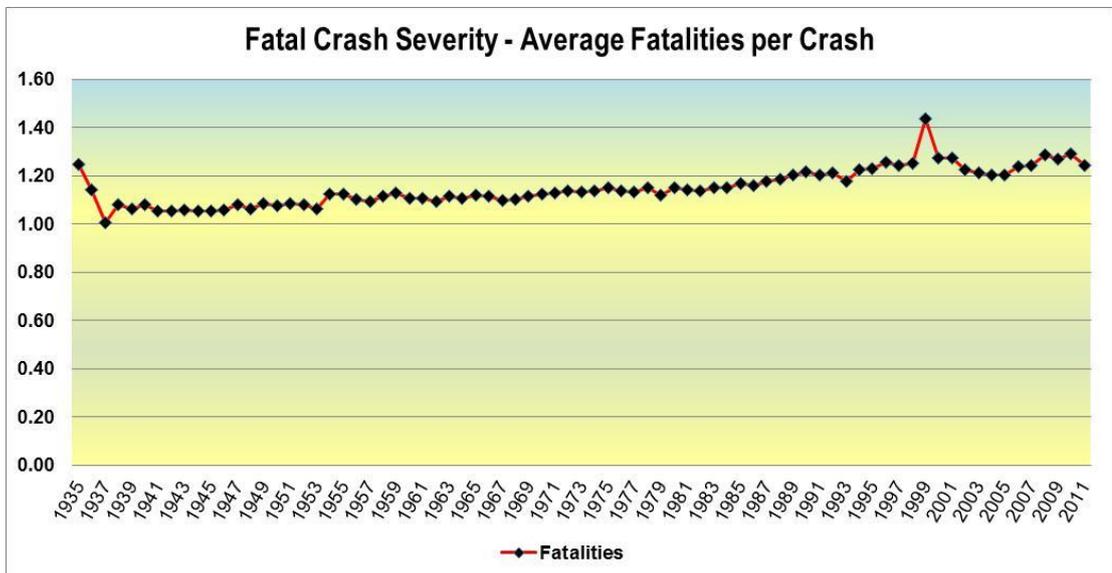
## (2) Number of Total and Fatal Casualties

Number of Fatalities and Total Road Traffic Casualties per Year								
Year	Persons killed (Fatalities)	All Casualties	Year	Persons killed (Fatalities)	All Casualties	Year	Persons killed (Fatalities)	All Casualties
1935	897	13 532	1965	5 602	52 179	1995	10 256	146 725
1936	1 015	15 421	1966	5 728	55 320	1996	9 848	135 049
1937	1 046	16 756	1967	5 975	58 525	1997	9 691	140 753
1938	1 074	17 528	1968	5 810	60 321	1998	9 068	129 672
1939	969	15 835	1969	6 987	66 843	1999	10 523	161 717
1940	910	13 723	1970	7 948	70 181	2000	8 494	159 704
1941	956	13 227	1971	8 417	72 230	2001	11 201	182 157
1942	673	10 700	1972	8 713	75 187	2002	12 198	193 987
1943	672	9 322	1973	8 580	73 582	2003	12 353	196 193
1944	508	8 015	1974	6 346	62 575	2004	12 772	201 660
1945	595	8 878	1975	8 001	76 717	2005	14 135	222 393
1946	815	13 952	1976	8 030	77 478	2006	15 419	245 038
1947	944	16 613	1977	6 420	77 310	2007	14 920	234 897
1948	964	17 519	1978	6 550	81 278	2008	13 873	
1949	983	18 267	1979	6 037	71 186	2009	13 768	
1950	952	17 497	1980	7 572	88 791	2010	13 968	
1951	1 116	18 753	1981	9 087	102 729	2011	13 954	
1952	1 065	19 234	1982	9 154	104 707	2012		
1953	1 195	19 124	1983	9 121	106 457	2013		
1954	1 596	23 917	1984	9 621	110 333	2014		
1955	1 876	26 378	1985	8 972	102 685	2015		
1956	1 896	27 492	1986	9 343	112 210	2016		
1957	2 260	32 620	1987	9 905	117 697	2017		
1958	2 633	36 448	1988	10 691	126 983	2018		
1959	2 842	38 673	1989	10 877	127 388	2019		
1960	3 051	42 416	1990	11 157	130 773	2020		
1961	3 306	42 537	1991	11 069	136 446			
1962	3 591	41 266	1992	10 142	126 404			
1963	4 394	45 180	1993	9 351	128 036			
1964	5 104	50 813	1994	9 981	138 416			



**(3) Severity of Fatal Crashes**

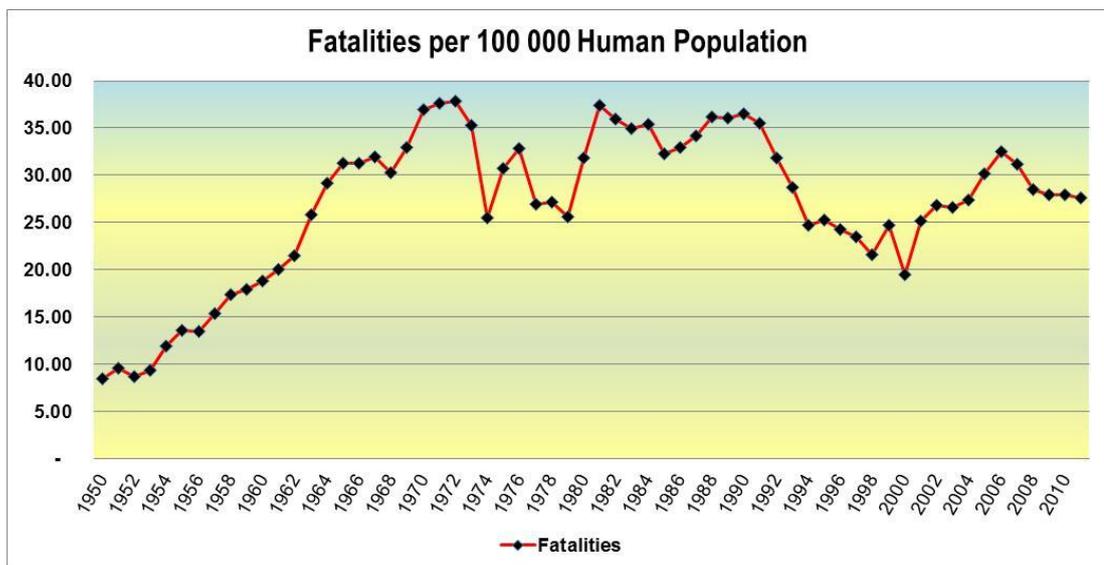
Fatal Crash Severity (no. of Persons Killed per Fatal Crash)					
Year	Severity - Fatalities per Fatal Crash	Year	Severity - Fatalities per Fatal Crash	Year	Severity - Fatalities per Fatal Crash
1935	1.25	1965	1.12	1995	1.23
1936	1.14	1966	1.12	1996	1.25
1937	1.00	1967	1.10	1997	1.24
1938	1.08	1968	1.10	1998	1.25
1939	1.06	1969	1.11	1999	1.43
1940	1.08	1970	1.12	2000	1.27
1941	1.05	1971	1.13	2001	1.27
1942	1.05	1972	1.14	2002	1.22
1943	1.06	1973	1.13	2003	1.21
1944	1.05	1974	1.13	2004	1.20
1945	1.05	1975	1.15	2005	1.20
1946	1.06	1976	1.14	2006	1.24
1947	1.08	1977	1.13	2007	1.24
1948	1.06	1978	1.15	2008	1.28
1949	1.08	1979	1.12	2009	1.27
1950	1.07	1980	1.15	2010	1.29
1951	1.08	1981	1.14	2011	1.24
1952	1.08	1982	1.14	2012	
1953	1.06	1983	1.15	2013	
1954	1.12	1984	1.15	2014	
1955	1.12	1985	1.17	2015	
1956	1.10	1986	1.16	2016	
1957	1.09	1987	1.17	2017	
1958	1.11	1988	1.19	2018	
1959	1.13	1989	1.20	2019	
1960	1.11	1990	1.22	2020	
1961	1.11	1991	1.20		
1962	1.09	1992	1.21		
1963	1.11	1993	1.18		
1964	1.11	1994	1.23		



**(4) Fatalities per 100 000 Human Population**

Rates re-calculated by RTIA July 2014

Number of Fatalities per 100 000 Human Population					
Year	Fatalities per 100 000 human population	Year	Fatalities per 100 000 human population	Year	Fatalities per 100 000 human population
1950	8.38	1975	30.66	2000	19.44
1951	9.54	1976	32.78	2001	25.14
1952	8.60	1977	26.86	2002	26.84
1953	9.36	1978	27.18	2003	26.60
1954	11.88	1979	25.58	2004	27.42
1955	13.58	1980	31.82	2005	30.15
1956	13.39	1981	37.40	2006	32.54
1957	15.31	1982	35.90	2007	31.18
1958	17.30	1983	34.95	2008	28.49
1959	17.95	1984	35.37	2009	27.92
1960	18.76	1985	32.27	2010	27.94
1961	20.05	1986	32.90	2011	27.58
1962	21.50	1987	34.16	2012	
1963	25.85	1988	36.12	2013	
1964	29.17	1989	36.02	2014	
1965	31.30	1990	36.46	2015	
1966	31.30	1991	35.48	2016	
1967	31.95	1992	31.79	2017	
1968	30.26	1993	28.68	2018	
1969	32.96	1994	24.71	2019	
1970	36.97	1995	25.24	2020	
1971	37.58	1996	24.27		
1972	37.88	1997	23.48		
1973	35.31	1998	21.61		
1974	25.49	1999	24.68		



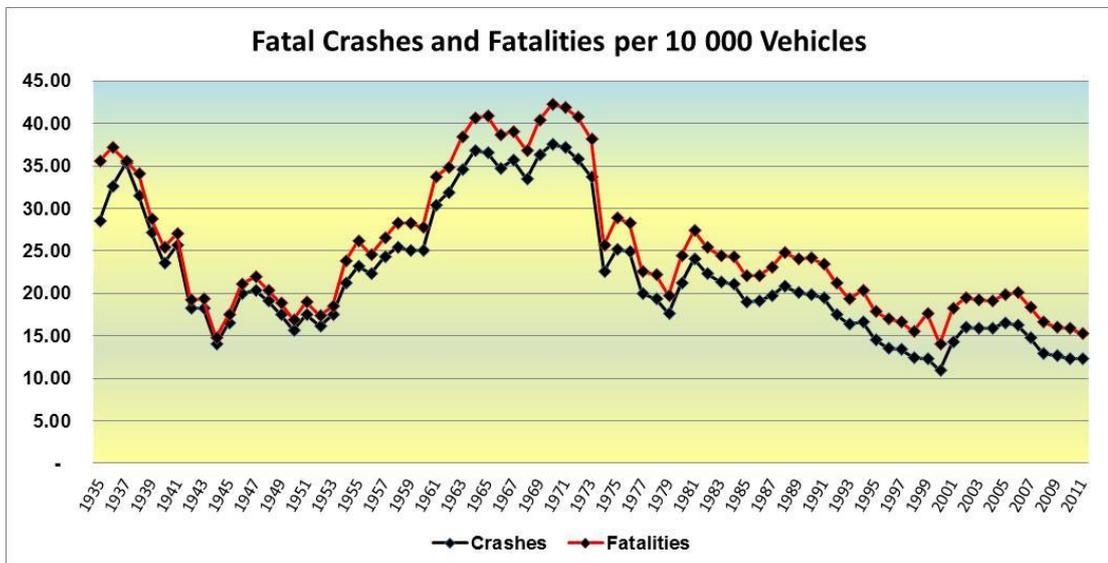
Extract from the 2013 World Health Organisation (WHO) “*Global Status Report on Road Safety*” : Country fatality rates (number of fatalities per 100 000 population) in comparison the average law enforcement rating out of 10.

2013 WHO “Global Status Report on Road Safety” - Comparative Country Fatality Rates (number of road deaths per 100,000 population) and Enforcement Quality (rating out of 10)							
No.	Country	Fatality rate	Enforcement quality	No.	Country	Fatality rate	Enforcement quality
1	Maldives	1.9	7.0	51	Uganda	9.0	1.8
2	Senegal	2.0	3.8	52	Syrian Arab Rep	9.1	7.8
3	Iceland	2.5	8.2	53	Chile	9.2	5.2
4	Sweden	2.9	6.4	54	Croatia	9.8	7.2
5	Ethiopia	3.0	5.2	55	Albania	9.9	6.0
6	Cote D'Ivoire	3.3	6.0	56	Latvia	10.0	7.4
7	Andorra	3.5	7.6	57	Namibia	10.0	4.4
8	Malta	4.0	7.6	58	Peru	10.0	4.3
9	Netherlands	4.0	7.0	59	Poland	10.0	6.8
10	Rwanda	4.0	8.0	60	Ukraine	10.0	4.6
11	Singapore	4.0	8.0	61	United Arab Emirates	10.0	8.3
12	Norway	4.2	7.8	62	Azerbaijan	10.1	6.3
13	Switzerland	4.2	7.0	63	Jordan	11.0	5.8
14	Japan	4.5	7.6	64	Korea	11.0	7.3
15	China	5.0	5.5	65	Romania	11.0	8.0
16	Finland	5.1	8.6	66	Bhutan	11.3	5.5
17	Gambia	5.5	4.0	67	Greece	11.5	6.2
18	Tayikistan	5.5	5.8	68	India	11.5	2.6
19	Turkey	5.5	7.4	69	Jamaica	11.9	3.4
20	Estonia	5.9	8.2	70	Belarus	12.0	7.6
21	Australia	6.0	7.4	71	Cambodia	12.0	5.3
22	Bahrain	6.0	4.8	72	Colombia	12.0	3.8
23	France	6.0	8.6	73	Morocco	12.0	6.8
24	Nepal	6.0	3.5	74	Panama	12.0	8.0
25	Fiji	6.1	4.2	75	Argentina	12.5	5.6
26	Luxembourg	6.2	6.8	76	Bolivia	12.5	3.0
27	Austria	6.5	8.0	77	Lao Republic	12.5	4.8
28	Canada	6.5	7.6	78	Mauritius	12.5	6.8
29	Italy	6.5	6.4	79	Bulgaria	13.0	5.8
30	Mozambique	7.0	3.8	80	Moldova	13.0	5.8
31	Portugal	7.0	8.2	81	Qatar	13.5	7.0
32	Slovenia	7.0	7.0	82	Georgia	15.0	7.2
33	Cyprus	7.5	6.2	83	Montenegro	15.0	5.3
34	Spain	7.5	7.4	84	Palau	15.0	8.3
35	Philippines	7.7	5.3	85	Trinidad	15.0	4.6
36	Cuba	7.8	6.4	86	Costa Rica	16.0	8.0
37	Hungary	7.8	7.2	87	Mexico	16.5	4.2
38	Czech Republic	7.9	7.4	88	Thailand	17.0	5.0
39	New Zealand	8.0	8.2	89	El Salvador	17.1	5.0
40	Tanzania	8.0	3.3	90	Iraq	17.5	6.0
41	Ghana	8.1	3.2	91	Mongolia	17.5	3.4
42	Indonesia	8.4	6.6	92	Paraguay	18.0	4.5
43	Belgium	8.8	6.0	93	Russia	18.0	5.8
44	Benin	8.8	3.0	94	Swaziland	18.0	5.8
45	Armenia	9.0	4.0	95	Brazil	19.0	4.2
46	Barbados	9.0	4.8	96	Kazakhstan	20.0	6.4
47	Egypt	9.0	6.4	97	Botswana	22.0	5.3
48	Lithuania	9.0	7.6	98	Ecuador	22.5	4.4
49	Serbia	9.0	4.4	99	Malaysia	24.0	3.5
50	Slovakia	9.0	5.6	100	<b>SOUTH AFRICA</b>	<b>27.9</b>	2.6

**(5) Fatal Crashes and Fatalities per 10 000 Motorised Vehicles**

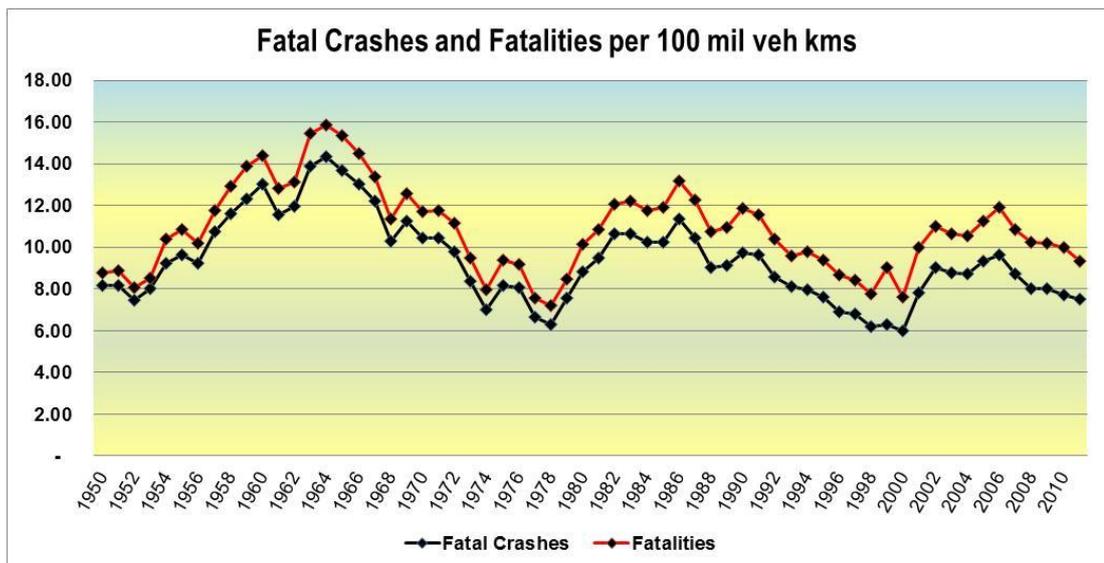
Rates re-calculated by RTIA July 2014

Number of Fatal Crashes and Fatalities per 10 000 Motorised Vehicles								
Year	Fatal Crashes per 10 000 motorised vehicles	Fatalities per 10 000 motorised vehicles	Year	Fatal Crashes per 10 000 motorised vehicles	Fatalities per 10 000 motorised vehicles	Year	Fatal Crashes per 10 000 motorised vehicles	Fatalities per 10 000 motorised vehicles
1935	28.50	35.55	1965	36.56	40.94	1995	14.54	17.89
1936	32.56	37.13	1966	34.68	38.68	1996	13.59	17.05
1937	35.36	35.53	1967	35.63	39.08	1997	13.39	16.65
1938	31.51	34.05	1968	33.50	36.83	1998	12.41	15.50
1939	27.10	28.80	1969	36.25	40.38	1999	12.25	17.56
1940	23.55	25.45	1970	37.59	42.21	2000	11.00	13.98
1941	25.61	26.99	1971	37.16	41.85	2001	14.29	18.18
1942	18.23	19.17	1972	35.80	40.74	2002	15.97	19.53
1943	18.27	19.30	1973	33.68	38.16	2003	15.89	19.25
1944	13.97	14.72	1974	22.61	25.66	2004	15.89	19.13
1945	16.56	17.47	1975	25.14	28.90	2005	16.46	19.83
1946	20.00	21.14	1976	24.88	28.25	2006	16.28	20.15
1947	20.36	21.94	1977	19.92	22.57	2007	14.77	18.34
1948	19.11	20.29	1978	19.35	22.26	2008	12.93	16.60
1949	17.46	18.90	1979	17.57	19.67	2009	12.65	16.04
1950	15.69	16.85	1980	21.24	24.41	2010	12.32	15.87
1951	17.51	19.00	1981	24.00	27.37	2011	12.29	15.28
1952	16.14	17.42	1982	22.35	25.42	2012		
1953	17.44	18.51	1983	21.28	24.44	2013		
1954	21.19	23.79	1984	21.11	24.25	2014		
1955	23.23	26.11	1985	18.96	22.12	2015		
1956	22.28	24.54	1986	19.10	22.10	2016		
1957	24.24	26.48	1987	19.67	23.11	2017		
1958	25.37	28.27	1988	20.88	24.76	2018		
1959	25.04	28.23	1989	20.09	24.11	2019		
1960	25.10	27.79	1990	19.87	24.17	2020		
1961	30.42	33.65	1991	19.51	23.42			
1962	31.81	34.83	1992	17.50	21.19			
1963	34.52	38.43	1993	16.38	19.30			
1964	36.75	40.64	1994	16.60	20.35			



**(6) Fatal Crashes and Fatalities per 100 Million Vehicle Kilometres Travelled**  
 Rates re-calculated by RTIA July 2014

Number of Fatal Crashes and Fatalities per 100 Million Vehicle Kilometres Travelled								
Year	Fatal Crashes per 100 Mil Veh Kms	Fatalities per 100 Mil Veh Kms	Year	Fatal Crashes per 100 Mil Veh Kms	Fatalities per 100 Mil Veh Kms	Year	Fatal Crashes per 100 Mil Veh Kms	Fatalities per 100 Mil Veh Kms
1950	8.17	8.78	1975	8.18	9.40	2000	5.97	7.60
1951	8.16	8.85	1976	8.06	9.16	2001	7.83	9.97
1952	7.47	8.06	1977	6.66	7.54	2002	9.01	11.02
1953	8.01	8.50	1978	6.28	7.22	2003	8.79	10.65
1954	9.24	10.37	1979	7.57	8.47	2004	8.73	10.52
1955	9.65	10.85	1980	8.80	10.11	2005	9.35	11.26
1956	9.24	10.18	1981	9.49	10.83	2006	9.63	11.92
1957	10.75	11.74	1982	10.62	12.08	2007	8.72	10.83
1958	11.61	12.94	1983	10.63	12.21	2008	7.99	10.25
1959	12.32	13.89	1984	10.24	11.76	2009	8.02	10.17
1960	13.00	14.40	1985	10.23	11.93	2010	7.73	9.97
1961	11.57	12.80	1986	11.37	13.15	2011	7.50	9.32
1962	11.98	13.11	1987	10.44	12.27	2012		
1963	13.88	15.46	1988	9.04	10.72	2013		
1964	14.35	15.87	1989	9.12	10.95	2014		
1965	13.69	15.33	1990	9.75	11.86	2015		
1966	13.00	14.50	1991	9.62	11.54	2016		
1967	12.21	13.39	1992	8.58	10.38	2017		
1968	10.30	11.33	1993	8.11	9.55	2018		
1969	11.26	12.54	1994	7.96	9.76	2019		
1970	10.44	11.72	1995	7.63	9.39	2020		
1971	10.45	11.77	1996	6.92	8.69			
1972	9.79	11.14	1997	6.77	8.43			
1973	8.35	9.46	1998	6.20	7.75			
1974	7.02	7.97	1999	6.28	9.00			



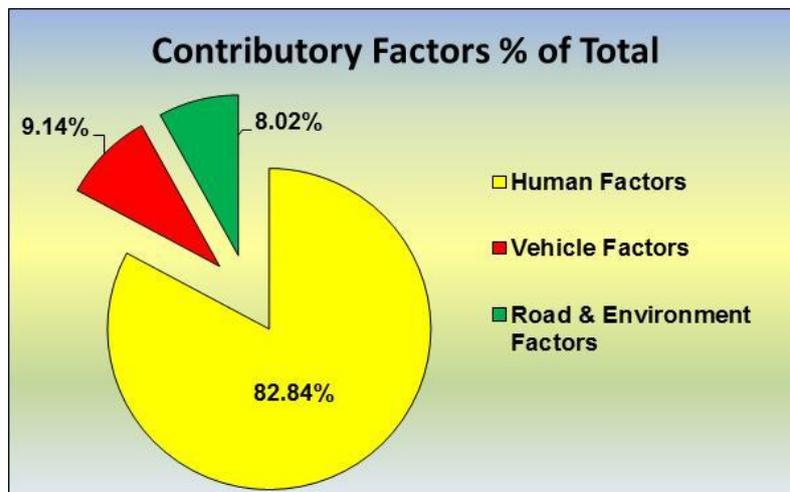
# Annexure C

## Contributory Factors to Fatal Road Crashes

### 1. Introduction

Local research showed that In the order of 95% of road traffic crashes happen as a direct result of one or more traffic offences. The main contributory factors to fatal road crashes, as submitted over a number of years by the SAPS to the DoT and RTMC on fatal accident report forms and categorised as human, vehicle and road environment are as follows :

Contributory Factors	% of Total
Human Factors	82.84%
Vehicle Factors	9.14%
Road & Environment Factors	8.02%



### 2. Human Factors

Detail on human factors are given in the table below indicating some of the main factors are the following :

- Excessive speed and ignoring of speed limits : 35.40% of the human factors group and 30.15% of all factors;
- Pedestrians jay-walking, not using pedestrian facilities or ignoring traffic signals and signs : 31.74% of the human factors group and 26.29% of all factors; and

- Unsafe and unlawful overtaking across barrier lines : 7.33% of the human factors group and 6.07% of all factors.

<b>Human Factors in Fatal Crashes</b>	<b>% of Group</b>	<b>% of Total</b>
Speed too high for circumstances	36.40%	30.15%
Pedestrian: Jay walking	31.74%	26.29%
Hit-and-run	8.69%	7.20%
Overtook when unlawful / unsafe	7.33%	6.07%
Turn in front of oncoming traffic	3.23%	2.68%
Disregard: red traffic light / stop sign / yield sign	3.12%	2.58%
Followed too closely	2.35%	1.95%
Intoxicated Driver	1.68%	1.39%
Intoxicated Pedestrian	0.62%	0.51%
Intoxicated Cyclist	0.10%	0.08%
Fatigue / Driver fell asleep	1.22%	1.01%
Illegal / Un-Safe U-turn	0.65%	0.54%
Illegal / Un-Safe Reversing	0.62%	0.51%
Other and Unknown	2.25%	1.86%
<b>Human Factors - Total</b>	<b>100.00%</b>	<b>82.84%</b>

### 3. Vehicle Factors

<b>Vehicle Factors in Fatal Crashes</b>	<b>% of Group</b>	<b>% of Total</b>
Tyres: Burst prior to crash	36.30%	3.32%
Brakes: Faulty	25.04%	2.29%
Steering: Faulty	24.15%	2.21%
Overloading: Cargo / Passengers	3.41%	0.31%
Vehicle Lights: Faulty, not switched on, blinding, etc	2.07%	0.19%
Vehicle Tyres: Smooth	1.33%	0.12%
Chevrons: Dirty / No reflective stripes	0.44%	0.04%
Bicycle: No head lamp	2.37%	0.22%
Bicycle: No rear reflectors	1.93%	0.18%
Other and Unknown	2.96%	0.27%
<b>Vehicle Factors - Total</b>	<b>100.00%</b>	<b>9.14%</b>

Detail on vehicle factors are given in the table above indicating some of the main factors as follows :

- Tyre bust prior too crash relating to damaged tyres or debris on the road : 36.30% of the vehicle factors group and 3.32% of all factors;
- Faulty brakes contributing to head-rear crashes resulting in fatalities : 25.04% of the vehicle factors group and 2.29% of all factors;
- Faulty steering due to poor maintenance and leading to un-controllable vehicles and crashes : 24.15% of the vehicle factors group and 2.21% of all factors; and
- Faulty lights (head-lights, rear-lights, brake-lights) : 2.07% of the vehicle factors group and 0.19% of all factors.

Note should be taken that due to damage to the vehicle during a crash, some of the vehicle factors cannot always accurately be detected and recorded.

#### 4. Road and Environment Factors

Road & Environment Factors in Fatal Crashes	% of Group	% of Total
Sharp bend	27.99%	2.24%
Poor condition of road surface	20.40%	1.64%
Poor visibility (Rain, mist, dust, smoke, dawn,	15.01%	1.20%
Road surface slippery / wet	11.64%	0.93%
Animals: Stray / Wild	9.12%	0.73%
Poor street lighting	4.72%	0.38%
Blind rise / Corner	3.37%	0.27%
Road works	2.36%	0.19%
Traffic light / Road sign / Road marking defective	1.85%	0.15%
Narrow road lane	1.01%	0.08%
Other and Unknown (include potholes)	2.53%	0.20%
<b>Road &amp; Environment Factors - Total</b>	<b>100.00%</b>	<b>8.02%</b>

Detail on road and environment factors are given in the table above indicating some of the main factors as follows :

- Sharp bend in the road relating to speed too high for circumstances or poor or inadequate signs indicating such bends : 27.99% of the road and environment factors group and 0.19% of all factors;
- Poor condition of the road surface relating to potholes and bumpy driving conditions : 20.40% of the road and environment factors group and 1.64% of all factors; and
- Poor visibility relating to driving too fast under adverse conditions and/or inadequate advance warning of such conditions : 15.01% of the road and environment factors group and 1.20% of all factors.

# Annexure D

## The level of lawlessness on RSA roads Annual Offence Survey Index

### (1) Introduction

Regular traffic offence surveys should be conducted with the view to:

- determine the general level of lawlessness on the road network;
- measure the effect and impact of law enforcement, road safety communication and education programs;
- to complement other traffic safety information; and
- to clarify the factors that contributes to road accidents.

Offence surveys are conducted on the most critical road traffic offences that contribute to the occurrence of road crashes and the severity thereof; and include the following:

- Speed: urban and rural (for grouped categories of vehicles);
- Alcohol levels (only drivers);
- Wearing of seatbelts – Surveyors were not observed by the drivers and passengers of the vehicles (Unobserved Drivers & front passengers);
- Drivers of vehicles ignoring of traffic signals;
- Vehicles overtaking across barrier (no-overtaking) lines;
- Pedestrian traffic signal compliance at intersections in urban areas;
- Driver documentation:
  - Driving licences;
  - Professional driving permits (PrDPs);
- Vehicle documentation; agreement between the license number on the number plate of vehicles and the licence disc;
- Vehicle fitness:
  - Condition of tyres, worn and/or damaged; and
  - Functioning of vehicle lights.

For the purpose of these surveys vehicles are grouped into the following 4 categories:

- Light motor vehicles (LMVs) : motorcars, light delivery vehicle (LDVs) and motorcycles; as well as minibuses not registered to transport passengers for reward;
- Minibus taxis : minibuses registered to transport passengers for reward;
- Buses : for the transportation of 18 and more passengers; and
- Trucks : for the transportation of freight > 3,5 t.

Offence surveys are conducted on roads and streets in urban and rural areas which are defined as follows:

- Urban areas : roads and streets in cities, towns and built-up areas where the speed limit may vary between 60km/h to 80km/h; and
- Rural areas : including inter-city, inter-regional and inter-provincial roads, which may be national, provincial and regional roads with speed limits between 100km/h and 120km/h.

In order to enable the comparison of the different types of traffic offences on an equal basis, index numbers (offence indexes) were developed. Without such indices it would be difficult to compare and sum offences which are measured in different terms, for example, “milligrams per litre” (alcohol); “kilometres per hour” (speed) or “percentage of red phases with offence” (skipping traffic signals). By reducing all these offences to index numbers which relate the offence levels to their respective targets, the rates of the different offences become mutually comparable and can also be used to calculate combined (or joint) indices for the different offences.

By comparing the indexes on an annual basis, the long term progress with regard to traffic discipline, law abidance and quality and safety in road traffic can be monitored.

## **(2) Calculation of offence indexes**

In order to assist in the calculation of indices, desired maximum offence rates for the various types of traffic offences were determined. These are given in the table below.

Offence Type	Desired maximum offence rate
Speed	5% - not more than 5 out of every 100 vehicles measured exceed the set speed limit on a particular road or street
Alcohol	0,4% - not more than 1 driver in every 250 tested exceed the legal breath alcohol limit
Barrier line	1% - 1 illegal overtaking offence across a barrier or no-overtaking line for every 100 traffic convoys observed
Traffic signals	1% - maximum of 1% of red phases with an offence where the driver of any vehicle failed to clear the junction in time
Seat belts	15% - maximum of 15 vehicle occupants, drivers and passengers, fail to wear seatbelts
Driving licence	1% - maximum of 1 driver out of every 100 interviewed fail to carry or produce a valid driving licence
PrDP (Professional Driving Permit)	1% - maximum of 1 driver of a public passenger or freight transport vehicle out of every 100 interviewed fail to carry or produce a valid professional driving permit
Vehicle Tyres	1% - maximum of 1 tyre out of every 100 tested are damaged or worn below the legal limit
Vehicle Lights	1% - maximum of 1 light (head, tail and brake lights) out of every 100 tested are not functioning properly

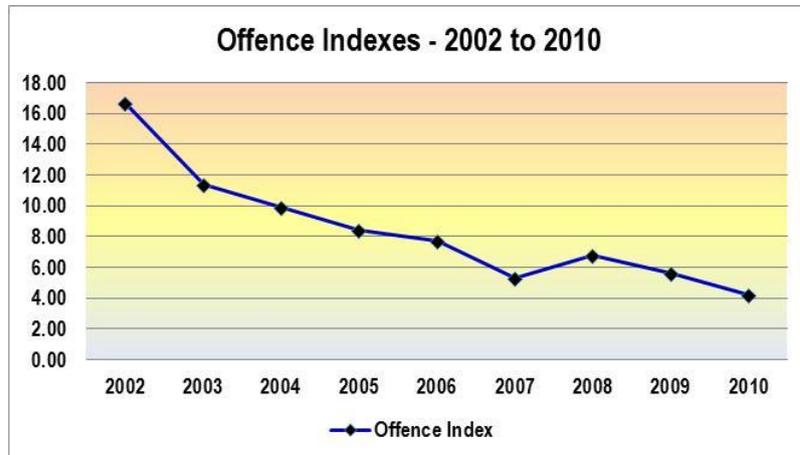
The index numbers or indices have been formulated in such a way that all these standards are expressed as 1 index unit. This means that when any of these standards have been reached, the index number of that offence will be equal to 1. For example: An index number of 1 for alcohol offences would mean that an offence rate of 0,4% was observed during the survey (this is exactly on the standard rate of 0,4%). An index number of 0,5 for seat belts would mean that an offence rate of 7,5% was observed during the survey (this is 0,5 times the standard rate of 15%). An index number of 2,0 for speeding offences would mean that an offence rate of 10% was observed during the survey (this is 2 times the standard rate of 5%).

Combined offence index numbers or indices across all types of traffic offences are calculated because they represent the joint results for various offences on a provincial and national basis. These combined indices allow for the comparison of annual and provincial traffic offence results. The overall offence index is calculated by weighting the results of a subset of the offence results.

### (3) Comparison of latest combined offence indexes

The combined offence indexes from 2002 to 2010 are given in the table and reflected in the graph below. (No surveys were done in 2000, 2001 and 2011).

Offence Indexes per year from 2000 to 2011												
Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Offence Index	-	-	16.70	11.40	9.90	8.40	7.70	5.30	6.80	5.60	4.20	-



The information above shows a gradual decrease in the offences indexes from a value of 16.70 in 2002 to 4.20 in 2010 indicating that the overall level of traffic discipline is improving on South African roads.

Although the downward trend in offence indexes is a positive sign, the offence levels are still far too high. Ideally these indexes should be brought down to below 1.

**(4) Detailed specific offence indexes for 2009 and 2010**

Detailed offence indexes for specific traffic offences for the year 2010 in comparison with 2009 are given in the table below.

Offence Categories for drivers and vehicles	Desired Max %	Index value	%	%	Index	Index
			2009	2010	2009	2010
Drivers - exceeding the speed limit (Urban)	5.00%	1	31.50%	28.00%	6.30	5.60
Drivers - exceeding the speed limit (Rural)	5.00%	1	39.50%	28.00%	7.90	5.60
Drivers - exceeding the legal breath alcohol limit (Day)	0.40%	1	0.50%	0.27%	1.26	0.68
Drivers - exceeding the legal breath alcohol limit (Night)	0.40%	1	0.96%	0.94%	2.40	2.34
Drivers - not wearing seatbelts	15.00%	1	58.50%	67.50%	3.90	4.50
Front seat passengers - not wearing seatbelts	15.00%	1	67.50%	75.00%	4.50	5.00
Drivers - ignoring red traffic signals - daytime	1.00%	1	24.60%	12.30%	24.60	12.30
Drivers - ignoring red traffic signals - nighttime	1.00%	1	19.60%	11.80%	19.60	11.80
Pedestrians - ignoring red traffic signals - urban areas	1.00%	1	97.30%	77.00%	97.30	77.00
Drivers - overtaking over barrier lines - daytime	1.00%	1	16.10%	10.30%	16.10	10.30
Drivers - overtaking over barrier lines - nighttime	1.00%	1	12.12%	8.31%	12.12	8.31
Drivers - not carrying/having driving licences	1.00%	1	1.50%	0.80%	1.50	0.80
Drivers - not carrying/having PrDPs	1.00%	1	2.00%	0.80%	2.00	0.80
Drivers - use of cellular phones while driving	1.00%	1	11.53%	22.75%	11.53	22.75
Vehicles - worn tyres	1.00%	1	6.90%	5.60%	6.90	5.60
Vehicles - faulty headlights	1.00%	1	1.10%	1.00%	1.10	1.00
Vehicles - faulty tail lights	1.00%	1	0.60%	0.50%	0.60	0.50
Vehicles - faulty brake lights	1.00%	1	2.30%	4.20%	2.30	4.20
Vehicles - no correlation between licence disc & plate	1.00%	1	0.20%	0.30%	0.20	0.30
<b>Combined Weighted Offence Index</b>					<b>5.60</b>	<b>4.20</b>

The information in the table above, amongst others indicate the following :

- In 2010 28.00% of drivers in urban areas exceeded the speed limit in comparison with 31.50% in 2009. The offence index in this regard decreased from 6.30 in 2009 to an index of 5.60 in 2010;
- Drivers of vehicles not wearing seatbelts increased from 58.50% in 2009 to 67.50% in 2010 (offence index increased from 3.90 to 4.50);
- Drivers making use of cellular phones while driving increased from 11.53% in 2009 to 22.75% in 2010 (offence index increased from 11.53 to 22.75 in 2010); and
- Vehicles with faulty brake lights increased 2.30% to 4.20% in 2010 (offence index increased from 2.30 to 4.20).

Based on the percentages (%) given the table above and applied to the number of registered holders of driving licences and PrDPs at the time, the estimated number of drivers on the road not carrying or having a valid driving licence or PrDP were calculated and shown in the table below.

Estimated number of drivers on the road not carrying or having a valid driving licence or PrDP : 2009 and 2010				
Driver Offence Types	2009	2010	Change	% Change
Drivers - not carrying/having driving licences	131 329	73 592	-57 737	-43.96%
Drivers - not carrying/having PrDPs	16 899	7 003	-9 896	-58.56%

The information in the table above shows :

- Although a decrease of 43.96% was recorded, in 2010 a possible total of 73 592 drivers were on the road without a valid driving licence (assuming that if they had one they would carry it with them); and
- Even after a decrease of 58.56% from 2009, in 2010 there were an estimated 7 003 drivers on the road driving buses with passengers or heavy trucks without a valid PrDP.

Based on the percentages (%) given the table above and applied to the number of registered vehicles at the time, the estimated number of vehicles with the identified defects were calculated and shown in the table below.

<b>Estimated number of vehicles in use on the road not complying with certain roadworthy requirements : 2009 and 2010</b>				
<b>Vehicle Offence Types</b>	<b>2009</b>	<b>2010</b>	<b>Change</b>	<b>% Change</b>
Vehicles with worn tyres	592 239	492 773	-99 466	-16.79%
Vehicles with faulty headlights	94 415	87 995	-6 420	-6.80%
Vehicles with faulty tail lights	51 499	43 998	-7 501	-14.57%
Vehicles with faulty brake lights	197 413	369 580	172 167	87.21%
Vehicles - no correlation between licence disc & plate	17 166	26 399	9 232	53.78%

Amongst others, the information in the table above shows :

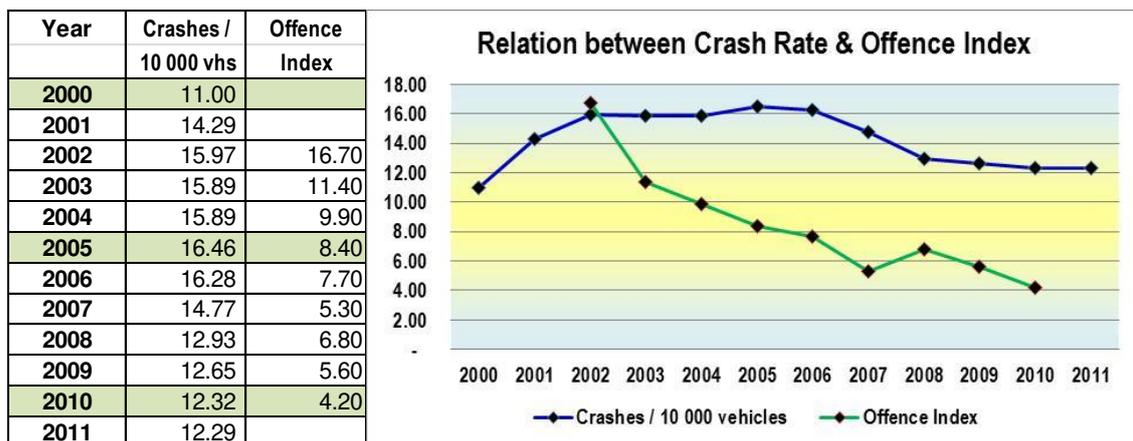
- Although a decrease of 16.79% was recorded, in 2010 a total of 492 773 vehicles with worn tyres, contributing to tyre bursts and fatal crashes, still roamed the roads and streets on daily basis, of which about 250 000 (50%) could have been in Gauteng;
- The number of vehicles with faulty brake lights, leading to head-rear crashes and fatalities, increased by a massive 172 167 (87.21%) from 197 413 to 369 580 in 2010; and
- The number of vehicles with fraudulent licence discs and plates increased by 26 399 (53.78%) from 17 166 to 26 399 in 2010. With the introduction of the e-toll system on national roads in Gauteng it is expected that the number of vehicles with fraudulent plates increased even further.

## Annexure E

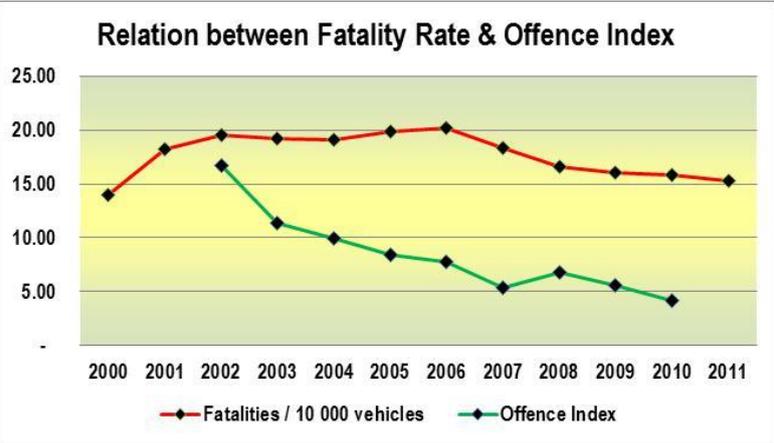
### Relation between Crash and Fatality Rates and Offence Survey Indexes

The tables and graphs below provide an indication of the relation between the annual fatal crash and fatality rates per 10 000 vehicles and the road traffic offence survey indexes.

#### (1) Fatal Crashes and Fatalities per 10 000 vehicles



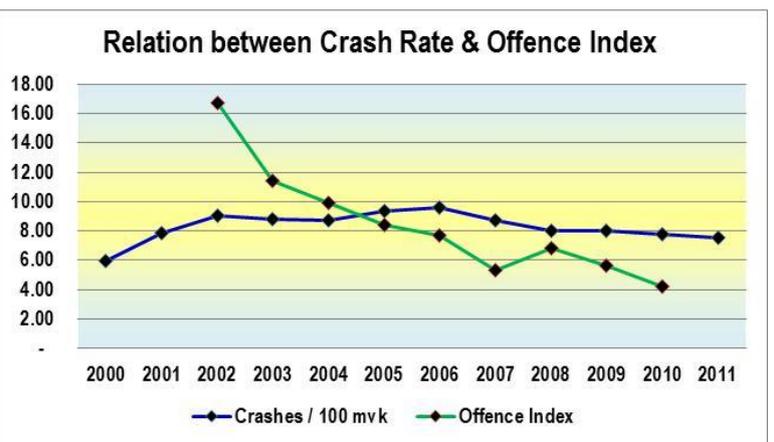
Year	Fatalities / 10 000 vhs	Offence Index
2000	13.98	
2001	18.18	
2002	19.53	16.70
2003	19.25	11.40
2004	19.13	9.90
2005	19.83	8.40
2006	20.15	7.70
2007	18.34	5.30
2008	16.60	6.80
2009	16.04	5.60
2010	15.87	4.20
2011	15.28	



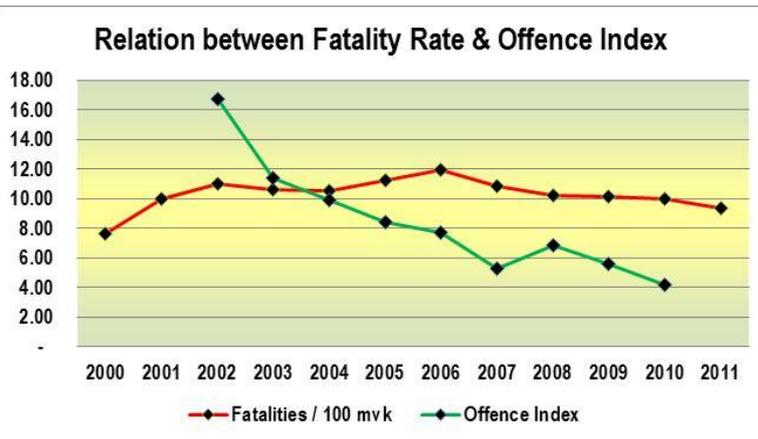
The tables and graphs below provide an indication of the relation between the annual fatal crash and fatality rates per 100 million vehicle kilometres travelled and the road traffic offence survey indexes.

(2) Fatal Crashes and Fatalities per 100 million vehicle kilometres (mvk) travelled

Year	Crashes / 100 mvk	Offence Index
2000	5.97	
2001	7.83	
2002	9.01	16.70
2003	8.79	11.40
2004	8.73	9.90
2005	9.35	8.40
2006	9.63	7.70
2007	8.72	5.30
2008	7.99	6.80
2009	8.02	5.60
2010	7.73	4.20
2011	7.50	



Year	Fatalities / 100 mvk	Offence Index
2000	7.60	
2001	9.97	
2002	11.02	16.70
2003	10.65	11.40
2004	10.52	9.90
2005	11.26	8.40
2006	11.92	7.70
2007	10.83	5.30
2008	10.25	6.80
2009	10.17	5.60
2010	9.97	4.20
2011	9.32	



## Annexure F

### Historic Road Traffic and Safety Strategies

South African road traffic and safety management has seen a number of documents and strategies being developed since the early 1990's in an attempt to addressing road safety within the Country. A brief summary of the issues and some objectives of these documents is given below.

#### 1. 1991 Road Safety Strategy

Since about the 1950's road safety promotion efforts in the RSA concentrated mainly on the so-called 3-E's approach - Education, Enforcement and Engineering. The 1991 Strategy expanded on the number of issues that had to be addressed as follows :

- (i) Road traffic legislation;

- (ii) Driving licence testing centres and driver testing requirements and procedures;
- (iii) Vehicle registration and licencing procedures;
- (iv) Vehicle testing stations and vehicle roadworthy testing requirements and procedures;
- (v) Road traffic information systems;
- (vi) Road traffic safety awareness, education and communication;
- (vii) Roads and traffic engineering;
- (viii) Road traffic law enforcement and adjudication of offences;
- (ix) Road traffic incident management systems;
- (x) Road safety data collection, analysis and reporting.

## **2. 1996 Road Traffic Management Strategy**

Following on a 2-day road safety summit lead by the Minister of Transport in July 1996, the 1996 strategy was developed which included basically most of the issues of the 1991 strategy with the addition of the following :

- (i) The establishment of a lead agency to manage and oversee the promotion of road safety, which lead to the introduction of the Road Traffic Management Corporation Act in 1998 and the establishment of the Corporation;
- (ii) The introduction of points demerit system for traffic offenders, which lead to the introduction of the Administrative Adjudication of Road Traffic Offences Act (AARTO) in 1999 and the establishment of the Road Traffic Infringement Agency (RTIA); and
- (iii) The introduction of the Arrive Alive road safety project on 1 October 1996.

The successful Arrive Alive project, which received dedicated attention during its first 5 years, was aimed at promoting road traffic safety throughout South Africa and to reduce road accidents, fatalities and injuries through :

- (i) Increased traffic law enforcement targeting traffic offences that mainly contribute to the occurrence of crashes and the severity thereof;
- (ii) Road traffic safety awareness, communication and education programmes; and
- (iii) Conducting annual road traffic offence surveys with the view to collect, analyse and report on information related to the effectiveness of law enforcement and communication and education interventions with the view to monitor the increases and decreases in the level of lawlessness on the roads, particularly those offences targeted by the law enforcement and communication projects.

### **3. The Road to Safety 2001-2005**

The Road to Safety was developed and launched by the Minister of Transport in November 1991. The Road to Safety identified six interlocking and overlapping focal areas requiring intervention in terms of both systems and structures. These are the following:

- (i) Road environment quality;
- (ii) Driver fitness;
- (iii) Vehicle fitness;
- (iv) Pedestrian safety and fitness (safe road usage by pedestrians);
- (v) Reform of regulatory and monitoring institutions; and
- (vi) Targeted communication campaigns to challenge public attitudes and behaviour, supported by private sector sponsorship; practical road safety training in schools and tertiary institutions; community road safety forums and programmes.

### **4. National Road Safety Strategy – 2006 Onwards**

The critical targets set in the 2006 strategy that was approved towards the end of that year were the following :

- (i) Reduction in number of crashes, measured in number of deaths per 100 million kilometres travelled, at the 88 identified most hazardous locations on the rural road network where the highest number of road death occur;
- (ii) Reduction in the number of fatalities and serious injuries throughout South Africa. Millennium Development Goal target – halve by 2014, ie 10% reduction per annum;
- (iii) Improved deployment of traffic personnel, particularly at hazardous locations – where the highest concentration of crashes take place.
- (iv) Deployment of technology to increase performance rates of officers and encourage compliance.
- (v) Improvement of reporting procedures, from 60% for all crash categories (fatal, major, minor and damage only) to 100% by 2008.
- (vi) Improved levels of compliance to road rules by at least 10% annum, measured in the Annual Offence Survey.
- (vii) More drivers and vehicles legally registered and licensed, to ensure compliance rate of 95% by 2010.
- (viii) Decrease in the number of un-roadworthy and unlicensed vehicles to ensure 95% compliance by 2010.
- (ix) Compliance with road traffic legislation. Officers to check licences, lights, brakes and tyres as well as for substance abuse. The use of pocket

computers for officers is the driving element in this area. The target is a 10% increase in compliance; and

- (x) Reduction in rate of pedestrian deaths by 5% per annum, with a target of 25% of total fatalities by 2010 and 15% by 2014.

Various specific interventions to achieve the set targets were listed under implementation priorities as follows :

- (i) Management and Coordination
- (ii) Institutional Reform
- (iii) Road Environment
- (iv) Driver Fitness
- (v) Vehicle Fitness
- (vi) Pedestrian Initiatives

The relation between the various strategies listed above and the fatal crash and fatality rates per 100 million vehicle kilometres (mvk) travelled from 1990 is shown in the image below. The information below shows :

- A continued decrease in the number of fatal crashes and fatalities per 100 mvk from 1990 up to 2000, the period when the 1991 and 1996 Strategies were in place;
- An increase in the rates per 100 mvk from 2001 to 2006 over the period of the 2001 Strategy; and
- A steady decrease from 2007 during the 2006 Strategy.

