###### National Assembly

###### Question Number: 1525

**Mr D America (DA) to ask the Minister of Transport:**

(a) What partnerships exist with regard to road safety with (i) nongovernmental and (ii) other organizations, (b) what organisations are they, (c) on what date did each partnership commence, (d) what is the nature of each partnership, (e) what are the costs to his department and/or the entities reporting to him and (f) what processes, procedures and mechanisms exist to ensure maximum return from the partnerships?

**NW1665E**

**REPLY:**

**Partnerships with regard to road safety exists between the RAF and the following**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| (i) nongovernmental organisations, | (b) which organisations are, | (c) the date of the partnership commenced on, | (d) the nature of the partnership is, | (e) the cost to the RAF is, | (f) the following processes, procedures and mechanisms exist to ensure maximum return from the partnerships, |
| Ama-Wheelies | non-profit organisation based in Mpumalanga, run by youth with disabilities, from disadvantaged backgrounds | February 2018 | the organisation runs a program that encourages society to buckle up and adhere to road safety rules, to alleviate road accidents and prevent spinal cord injuries | R242 500.00 | the policy prescripts of the RAF provide that proposals are considered by an adjudication committee which *inter alia* considers the return on investment; following the successful award, the parties enter into a legal agreement that governs the partnership arrangement; and reporting in terms of the deliverables of the partnership. |
| Kamohau Community Organisation | non-profit organisation based in the Free State, run by youth with a TETA accreditation to conduct road safety training | January 2018 | the organisation runs a program that focuses on defensive driver education and road safety education in schools and taxi ranks | R100 000.00 |
| Pedal Power Association | public benefit organisation based in Cape Town, that lobbies for professional cyclists. The organisation also educates cyclists on the safety aspects of road usage | January 2018 | the organisation distributes 6000 reflective bibs to cyclists who use bicycles to travel to and from work, and targets traditional townships such as Diepsloot, Mamelodi, Langa, Khayelitsha, Motherwell, Umlazi, etc. | R240 000.00 |
| and (ii) other organisations |  |  |  |  |
| none | not applicable | not applicable | not applicable | not applicable |

**Partnerships with regard to road safety exists between the RTIA and the following**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| (i) nongovernmental organisations, | (b) which organisations are, | (c) the date of the partnership commenced on, | (d) the nature of the partnership is, | (e) the cost to the RAF is, | (f) the following processes, procedures and mechanisms exist to ensure maximum return from the partnerships, |
| * Comrades Marathon Association (CMA) * National Interfaith Council Of South Africa (NICSA)  1. Other organisations   The RTIA also worked with a number of government agencies at national, provincial and local levels including the national Department of Transport, Gauteng Department of Community Safety as well as Gauteng Department of Roads and Transport. The road safety programme is also implemented in partnership with municipal structures such as Johannesburg Metropolitan Police Division and Tshwane Metropolitan Police Division as well as other transport entities such as the Road Traffic Management Corporation (RTMC), Road Accident Fund (RAF), Cross Border Road Traffic Agency (CBRTA), South African National Road Agency Limited (SANRAL) | The CMA is a Sports organisation while NICSA is an Interfaith Sector Organisation | The CMA partnership started in May 2017 while the RTIA/NICSA partnership from 2015-to date | * The CMA offers marketing platforms on the Agency and its mandate work during the Comrades Marathon race which takes place in KwaZulu-Natal * National Interfaith Council of South Africa (NICSA) partnership has taken the form of RTIA receiving platforms at churches to speak on road safety. The RTIA also distributes information on AARTO education and awareness. | * The CMA partnership costs the Agency R1 200 000.00 in the two-year period * The partnership with National Interfaith Council Of South Africa (NICSA) does not carry any financial implications at this stage. RTIA staff receive platform to address congregants on road safety. | * A contract was signed with CMA with clear deliverables that are monitored both parties. Such include RTIA exposure on media platforms created by CMA. The procedure also means the RTIA acquires and is granted the sole and exclusive naming, association and branding rights to the Comrades Lead Bicycles for men and women. In terms of the exclusive naming rights granted to RTIA, the Comrades Lead Bicycles rights shall be called The RTIA Lead Bicycles Rights. The RTIA shall be entitled to sole and exclusive branding of the Lead Bicycles in the form of clothing, branding or similar advertising. In addition, the RTIA shall be entitled to insert sponsor specific marketing and advertising content in whatever format, including but not limited to print and video content, on the official Comrades communications platforms. * The partnership with NICSA is being expanded to reach all parts of the country. The Agency will work through the AARTO National Task Team to reach all member organisations of NICSA to preach messages of road safety. |

**Partnerships with regard to road safety exists between the RTMC and the following**

| 1. Partnership | 1. Sector | 1. Organisation | 1. Commencement Date | 1. Nature of Relationship | 1. Associated Costs | 1. Processes |
| --- | --- | --- | --- | --- | --- | --- |
| Aware. Org | Private | Industry body with a mandate of promoting responsible alcohol use | December 2017 | Implementation of Marketing and Communication Programme | Costs are paid by Aware.org | Regular stakeholder engagement |
| Engineering Council of South Africa (ECSA) | Other | Established in terms of the Engineering Profession Act (No. 46 of 2000). The Act empowers ECSA to perform the following functions, in order to protect the health and safety of citizens and the environment from the risks associated with engineering work: | October 2017 | Establish a subcategory for Road Safety Auditors to register with ECSA | N/A - No Costs, each Party to carry own costs. | Industry consultation session  Agreement between parties |
| Council for Scientific and Industrial Research (CSIR) | Public | Schedule 3B public entity established by section 2 of the Scientific Council Act. 1945 (Act No. 33 of 1945), shall, notwithstanding the repeal of the Scientific Research Council Act, 1984 (Act No. 82 of 1984), by this Act, continue to exist as a juristic person known as the CSIR | April 2015 | Commissioning of Road Traffic Information Research  Development of a data warehouse for Road Traffic Information | -Distracted Driving Research (2015) R 680 853.60 -Cost of Crashes in SA (2016) R2,516,023.20 -Establish National Road Traffic Safety Databank R595 627.20 | Project Committee Meetings |
| Kasi Road Safety | NGO | Township based, and youth led NGO that is involved in the Road Safety space. | 2 November 2017 | * Road Safety Schools’ Project; * Youth Road Safety projects directed at all road user types * Community Outreach Projects | Costs borne by the RTMC and these are only associated with the administrative running of the programme. | Regular meetings as determined by the programme |
| South African Breweries | Private Sector | South African Breweries (officially The South African Breweries Limited, informally SAB) is a major [brewery](https://en.wikipedia.org/wiki/Brewery) headquartered in [Johannesburg](https://en.wikipedia.org/wiki/Johannesburg), South Africa and was a wholly owned subsidiary of [SABMiller](https://en.wikipedia.org/wiki/SABMiller) until its interests were sold to [Anheuser-Busch InBev](https://en.wikipedia.org/wiki/Anheuser-Busch_InBev) on 10 October 2016. South African Breweries is now a direct subsidiary of Anheuser-Busch InBev SA/NV | 1 April 2016 | * Collaborating on road safety (Alcohol) programmes with focus:   + Youth   + Mandela Day events;   + National Road Safety Month;   + School educational programmes;   + University educational programmes;   + Tavern Education programs. * Supporting of the Alcohol Evidence Centre (AEC) Project | Costs borne by SAB | Regular meetings as determined by the programme |
| SANTACO | Private Sector | SANTACO was founded in September 2001 at the national conference held in Durban. The conference was the first ever to have taxi operators who never saw eye to eye, sit around one table and engage in robust debates that would shape the sectoral landscape of this transportation mode in the country. Prior to the conference that was coordinated by the National Conference Preparatory Committee (NCPC) led by government, there were a number of processes that preceded it to ensure maximum commitment from operators to reach this historic milestone. | 25 February 2016 | National Road Safety awareness and marketing programme;  National Taxi Driver Education Workshops; | Costs borne by the RTMC and these are only associated with the administrative running of the programme. | Regular meetings as determined by the programme needs. |
| Department of Basic Education | Government |  | 2 March 2017 | to promote road safety through the curriculum programmes;  to address the causes of road accidents in a holistic and integrated manner;  to form partnerships with all relevant stakeholders to assist road safety agencies to harness the needed resources and accelerate the process of developing safe and healthy environments for young people.  render a school-based road safety programme that is preventative, pro-active;  provide a school-based road safety programme characterised by the development, implementation and monitoring of interventions that would reduce the rate of road crashes and fatalities;  encourage an integrated road safety approach and to mobilise relevant stakeholders to participate in a broad network of services to protect children on South African roads;  use a community based and inclusive approach to address the needs of school communities through effective school-based road safety programmes;  assist in building capacity for the school community, especially learners, to prevent and manage school road safety issues by promoting participation in the development, implementation, sustaining and evaluation of school road safety programmes;  To promote compliance with road safety rules in order to reduce accidents and to build understanding regarding the importance of educating also making a joint responsibility of both the Parties. | Costs borne by both organizations. | Regular engagements |
| National Education Collaboration Trust | NPO linked to DBE | The National Education Collaboration Trust (NECT) is an organisation dedicated to strengthening partnerships within civil society and between civil society and government in order to achieve South Africa’s national goals for basic education. It strives both to support and to influence the agenda for reform of education. | August 2017 | developing road safety content and examples that are aligned with the national Curriculum Assessment Policy Statement (CAPS);  conducting safety education content workshops with expert stakeholders to ensure the road safety content and examples are well articulated for learners;  developing road safety content and examples to be included in the production processes towards compiling the state-owned Life Orientation textbooks for Grades 4 to 12;  contributing towards the cost of printing and distributing the Life Orientation text books relating to the curriculum; | The RTMC has pledged R30 Million towards the enhancement of the Road safety content in the curriculum, training of teachers on the new curriculum as well as the printing and distribution of textbooks. | Regular Project Steering Committee meetings are convened. |
| Transport Education and Training Authority | Government | The Minister of Labour in accordance with the Skills Development Act, Act No 97 of 1998 formally established the Transport Education and Training Authority (TETA) on 20th March 2000.  It was formed on the backbone of five former Industry Training Boards namely, Aerospace, Maritime, Road Freight, Road Passenger and Transnet Training Boards. These ITB’s were dissolved at the same time as the establishment of the Sector Education and Training Authorities. | 14 March 2018 | The parties will cooperate on:   * Career and Vocational Guidance; * Bursaries; * Recognition of Prior Learning; * Procurement and installation of Driving Simulators in schools and Technical and Vocational Training (TVET); * Skills development in road safety education; * Accident forensic investigation capacity building; * Capacity building and accreditation support for TVET Colleges, where appropriate. * Research in road safety * Youth road safety initiatives * Capacity development for Community Based Structures involved in road safety | Cost borne by TETA | Regular meetings of the Project Steering Committee envisaged |

Partnerships with regard to road safety exists between the C-BRTA and the following

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| (a) (ii) other organisations, | (b) which organisations are, | (c) the date of the partnership commenced on, | (d) the nature of the partnership is, | (e) the cost to the C-BRTA is, | (f) the following processes, procedures and mechanisms exist to ensure maximum return from the partnerships, |
| Chief Albert Luthuli Local Municipality | Local Government | The partnership commenced in December 2017 | The nature of the partnership is on road safety education, information sharing and law enforcement. The partnership is centered on the Border Towns Initiative that aims to assist towns/municipalities near the borders to take advantage of economic spin-off of cross-border movement of passengers and goods. The Memorandum of Understanding (MoU) covers road safety education, information sharing, cross-border ranking facilities and law enforcement. Road safety education mainly focuses on scholars who are prone to harsh road safety risks as they cross the N17 to and from school daily and often collide with transit traffic in the area. The area also experiences varying weather conditions, which further contribute to poor visibility. The objective is to increase awareness in the area. | The partnership costs to the C-BRTA are covered from the Agency’s operational budget to implement agreed upon initiatives covered in the partnership. | There are quarterly engagements with the Chief Albert Luthuli Local Municipality to track progress on the implementation plan of the MoU. |

Partnerships with regard to road safety exists between **SANRAL** and the following:

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| (ii) Other organisations | (b) which organisations are, | (c) the date of the partnership commenced on, | (d) the nature of the partnership is, | (e) the cost to SANRAL is, | (f) the following processes, procedures and mechanisms exist to ensure maximum return from the partnerships, |
| Power FM Radio station (MSG Group) | Once-off road safety dialogue hosted on the 25th May 2017 | The dialogue was broadcasted live. The panel comprised of the Minister of Transport, CEO of RTIA, CEO of RTMC, Advocate Johan Jonck (Founder of Arrive Alive) a SANRAL Road Safety Engineer, and the programme was hosted by the Power FM DJ. In line with SANRAL’s Communications strategy and as part of the ongoing efforts to address road safety, the previous Transport Minister Joe Maswanganyi, in partnership with SANRAL and Power FM participated in a road safety dialogue. This was to create awareness around road safety and road-user behaviour. This dialogue took place shortly after the horrific crash near Bronkhorstspruit where several pupils lost their lives. Through this initiative the department and SANRAL contributed to creating a much wider awareness about road safety and sought to appeal to the thousands of South Africans to heed the calls to change their behaviour on the roads to help reduce road fatalities. Listeners were provided an opportunity to call in and engage the panellists. | In the financial year 2017/2018, R399 000.00 was paid for the live radio dialogue. | Since its launch, Power 98.7 FM radio station was named the second most influential media platform in business in an analysis of the Agenda Setting Media (ASM), which was commissioned by Media Tenor SA.  The station also emerges as one of Google’s top 10 trending search lists of 2013 in the Zeitgeist rankings, as searched by South Africans.  These statistics proved Power FM to be a good media platform for SANRAL to create media partnerships and build media relationships as well as communicating salient road safety information to the public. |

Partnerships with regard to road safety exists between **SANRAL’s Toll Concessionaire: Bakwena** and the following:

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| 1. nongovernmental organisations, | (b) which organisations are, | (c) the date of the partnership commenced on, | (d) the nature of the partnership is, | (e) the cost to Bakwena is, | (f) the following processes, procedures and mechanisms exist to ensure maximum return from the partnerships, |
| Wheel Well. A non-profit organisation which focuses on children in road safety | September 2014 | To raise awareness, educate and effect changes and enforcement of legislation on issues surrounding road safety pertaining to children both in and around the vehicle. This is accomplished through visible community and national campaigns/projects. | R80 000 | The policy prescripts of Bakwena provide that proposals are considered by an adjudication committee, which *inter alia* considers the return on investment. Following the successful award, the parties enter into a legal agreement that governs the partnership arrangement and reporting in terms of the deliverables of the partnership. |
| GRSP ZA  (Global Road Safety Partnership South Africa). A non-profit organisation committed to reducing road crash related fatalities and injuries in partnership with all sectors. | January 2015 | Brokers partnerships between business, civil society and government agencies that are dedicated to the sustainable reduction of death and injury on South Africa's roads; supports a programme that provides road safety education to learners and communities that are in the proximity of hazardous road hotspots; supports communities that are in the proximity of hazardous road hotspots by advising stakeholders on how to take ownership and responsibility for their communities' safety on the road; supports law enforcement by aligning members' programmes with the enforcement initiatives in the government's National Road Safety Strategy; works with and shares knowledge with other countries and adapts international road safety best practice | R7 500 |
| Fleetwatch Brake & Tyre.  FleetWatch**magazine, along with its traditional partners stage the highly successful Brake & Tyre Watch road safety initiative on a quarterly basis nationwide.** | Since 2014 | This initiative is designed to raise transport operators’ awareness around the subject of efficient braking and tyre checking and is linked to preventative maintenance on trucks, including all safety critical items such as lighting, reflectives, etc.  The project is also intended to empower traffic officials with specialised knowledge, enabling them to perform better in their profession and intervene more frequently in taking unroadworthy heavy vehicles off our roads. | R60 000 |
| MasterDrive. MasterDrive is an Advanced Driver training company up-skilling in excess of 1500 candidates monthly. In addition to its national footprint (which is growing to include neighboring countries) it facilitates training across Southern and other parts of Africa. | June 2014 | Support of Road Safety Initiatives | R100 000 |

Partnerships with regard to road safety exists between **SANRAL’s Toll Concessionaire: TRAC** and the following:

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| (ii) Other organisations | (b) which organisations are, | (c) the date of the partnership commenced on, | (d) the nature of the partnership is, | (e) the cost to TRAC is, | (f) the following processes, procedures and mechanisms exist to ensure maximum return from the partnerships, |
| Government-funded Primary Schools (Rural) | Not a partnership, but a major road safety campaign carried out at primary schools across two provinces (Gauteng and Mpumalanga) | Interactive Pedestrian, public transport and private vehicle road safety campaign which has reached over 6 000 children aged 5 – 9 in three years. | R120 000 (between 2014 and 2017 | Liaison with educators to ensure it is in line with their curriculum, ongoing social media presence in this regard, budgeted for on an annual basis, also forms part of our CSI portfolio |
| Provincial Department of Community Safety | July 2017 | Sponsorship of road safety debate for regional (Ehlanzeni) High school learners | R10 000 | Creates robust debate among young people which in turn creates road safety awareness and responsibility |
| Emakhazeni Local Municipality | 2016 and 2017 | Effective fire brigades along our route are essential to road safety as they are often the first respondents to incidents/accidents. Sponsorship of firefighting uniforms and bunker gear Funding for the final phase of the upgrade of the Emakhazeni Fire Station building, which included the completion of the facility’s automatic bay doors and entry gates and wall repairs. Funding to fix the station’s main fire truck | R1-million | Ongoing communication with municipality and fire station employees; community meetings, debrief sessions post accidents and pre peak-travel periods |
| Emergency and law enforcement services (State and private) | 2009 | Joint partnership over the Easter and Festive season between TRAC and major stakeholders such as Municipal traffic police, provincial traffic police, EMS, Pathology units; SAPS. On peak traffic days, TRAC accommodates all these services at specific points along the route, covering all the costs related to these standbys to ensure that visibility is boosted and reaction/response time to incidents and accidents along the route is minimised. | +R3 million | Ongoing, open communication, debriefing sessions |

Partnerships with regard to road safety exists between **SANRAL’s Toll Concessionaire: N3TC** and the following:

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| (ii) Other organisations | (b) which organisations are, | (c) the date of the partnership commenced on, | (d) the nature of the partnership is, | (e) the cost to N3TC is, | (f) the following processes, procedures and mechanisms exist to ensure maximum return from the partnerships, |
| Community Medical Services (CMS is aNPO based at van Reenen | Commencement date 2005 | CMS provides a crucial service to N3 Toll Route customers and plays an integral role in N3TC’s Road Safety imperatives, particularly in peak traffic periods such as Easter, the festive season, and long weekends; and in the event of anticipated road safety concerns such as snowfall in the Van Reenen’s Pass area.  The CMS team works alongside the N3TC Route Patrol teams; BMW-Road Service, Provincial Emergency Services, as well as the relevant police and traffic services. | Cost R270k per annum | All partnerships are monitored on an ongoing basis by way of detailed reporting against required outcomes. This ensures accountability and maximum return. In addition, N3TC conducts oversight visits and is in most instances involved in the activities of the partnership. The N3TC Board exercises ultimate stewardship of the partnerships |
| Endangered Wildlife Trust (EWT). A NPO  based in Modderfontein | Commencement date 2014 | The EWT is a leading, high-profile player in the arena of conservation. The EWT’s Wildlife and Roads Project (EWT-WRP) is the only large-scale initiative in the country that tackles the issue of wildlife deaths on our roads head on. N3TC is a proud partner in this initiative | CostR271k per annum |
| South Africans Against Drunk Driving (SADD). NPO based at Hilton | Commencement date 2016 | SADD’s objective for this partnership is to provide road safety education in schools and to assist young cyclists with essential cycling safety gear. SADD’s commitment to road safety is demonstrated in its dedication to education and its proactive approach to improving road safety in the Midlands area | CostR60k per annum |
| Duduza/Angels in Motion (AIM) . A NPO based in Ladysmith | Commencement date 2013 | AIM supports and assists accident victims in the vicinity of Ladysmith in the peak traffic periods.Duduza is a programme to visit hospitals to provide comfort (in the form of teddy bears) to children in paediatric wards. Many of the children are road accident victims | Cost R50k per annum |
| Fleetwatch - Brake and Tyre Watch (BTW). A NPO road safety initiative of Fleetwatch Magazine based in Johannesburg | Commencement date 2008 | The partnerships is intended to empower traffic officials with specialised knowledge, enabling them to perform better in their profession and allow them to intervene more frequently in taking unroadworthy heavy vehicles off our roads. The format of the partnership is for traffic officials to be trained, prior to a day of hands-on testing. The full days training session focuses on the quality of brake maintenance and determining braking efficiency through to tyre faults and general safety issues | CostR40k per annum |