###### National Assembly

###### Question Number: 1602

**Mr T Z Hadebe (DA) to ask the Minister of Transport:**

Whether any technologies have been installed in all vehicles owned by (a) her department and (b) all entities reporting to her to ensure that drivers are not intoxicated; if not, (i) why not and (ii) what steps are being taken to install such technologies; if so, what are the relevant details in each case? NW1772E

**Reply:**

**Department**

1. The Department’s vehicles are not installed with technologies to detect intoxicated drivers.
2. The transport vehicle drivers by the VIP Protectors and the need to install such technology in these vehicles have not been raised by the respective Offices.
3. Should the need be identified by the Offices of the Minister and Deputy Minister, the necessary procurement and installation will be processed.

**Airports Company South Africa SOC Limited (ACSA)**

(b)(i) and (ii) Such technology has never been installed in ACSA-owned vehicles and there are no plans to do so.

**Air Traffic and Navigation Services SOC Limited (ATNS)**

(b) ATNS has not fitted any technologies to its fleet of vehicles to alert intoxication.
(b)(i) ATNS internal controls and procedures have proven sufficient to prevent intoxication in the work place, which includes driving.
(b)(ii) ATNS does not intend to fit any technologies to ensure that drivers are not intoxicated whilst driving. ATNS internal controls and procedures to prevent intoxication in the work place, are working satisfactorily;

**South African National Roads Agency Limited (SANRAL)**

(b) The 8 vehicles owned by SANRAL are all installed with real-time vehicle tracking and monitoring technologies to remotely monitor safety and security of our drivers, driver behavior and vehicle movement. The real-time vehicle tracking and monitoring system used do however not monitor if drivers are intoxicated at this stage.

(i) Currently no SANS certified vehicle inter-lock technologies are available in South Africa.

(ii) SANRAL are in frequent discussions with our vehicle tracking and monitoring system supplier to follow-up on progress made with certification of vehicle inter-lock technologies.

**Cross-Border Road Transport Agency (CBRTA)**

(b) No technologies have been installed in the two (2) vehicles that are owned by the Cross-Border Road Transport Agency.

(i) Intoxication and/or drunkenness on duty is prohibited and dealt with in line with the Agency’s Code of Conduct and Disciplinary Code, which all employees have copies of and sign-off on. To this end, there are no reported case of intoxicate within the Agency.

(ii) The Agency is not taking any steps to install such technologies, as the control measure currently in place is working effectively.

**Road Accident Fund (RAF)**

(b) The Road Accident Fund (RAF) has implemented a fleet management solution which will result in the RAF not owning any vehicles, except for two trailers. Transfer of ownership of the last three motor vehicles registered in the name of the RAF is being arranged.

The fleet management solution does not provide for technologies to ensure that drivers are not intoxicated;

(i) the RAF does not experience challenges related to intoxicated staff driving fleet vehicles, therefore the cost associated with providing for technologies to ensure that drivers are not intoxicated would not be justified, more especially since such funding could be more appropriately channeled to one of the numerous RAF road safety initiatives targeting specific road user groupings

(ii) no steps are being taken to install such technologies

**Road Traffic Management Corporations (RTMC)**

(b)The RTMC has not installed such technologies in its vehicles.

(i) There is no policy that directs the RTMC to install such technologies in its vehicles.

(ii) N/A

**Road Traffic Infringement Agency (RTIA)**

(b) There are no technologies installed for this purpose in RTIA vehicles. (b) The RTIA acquired the bulk of its fleet in 2015. Fleet management processes and policies are being aligned to ensure that appropriate control technologies are installed

(i) N/A and

(ii) Installation of technologies to track driver behaviour is being investigated and will be implemented in phases in the financial years 2016/17 and 2017/18.

**South African Maritime Safety Authority (SAMSA)**

(a) Tracking systems have been installed in the vehicles.

(b) We ensure when we issue the vehicle that drivers are not intoxicated. Guidelines for official vehicle usage are in place.

**Ports Regulator of South Africa (PRSA)**

(b) The Ports Regulator has not installed any technologies to the vehicle fleet to ensure that drivers are not intoxicated.

(i) The reason is that there is only one car which is used during business hours and for short trips. Also employees are always reminded of the policy governing the use of company vehicles which prohibits driving under the influence. The organization also has a substance abuse policy which prohibits the use of alcohol at work as well as being drunk on duty.

(ii) There are no steps being taken yet to install such technologies.

**Railway Safety Regulator( RSR)**

The RSR vehicles have been installed with tracking devices that monitor driver behaviour and confirms location. In addition to this, those using company vehicles have to undergo mandatory testing as per RSR’s vehicle policy.

**Passenger Rail Agency of South Africa (PRASA)**

(b) PRASA vehicles do not have technology to detect intoxication – the technology installed in vehicles is for tracking vehicle movement – empIoyees are tested for alcohol in the depots,

PRASA is currently preparing to go out on a bid for new technology for its vehicles and the issue of technology to detect whether drivers are intoxicated will be considered