###### National Assembly

###### Question Number: 328

**328. Mr H B Groenewald (DA) to ask the Minister of Transport:**

(1) (a) What were the main objectives of the Third National Road Safety Summit held in November 2016, (b)(i) which objectives were met, (ii) how were the objectives measured, (iii) what objectives have not yet been met from the previous summits and (iv) what is being done to meet each objective that has not been met and (c) what was the total cost of the summit;

(2) (a) how many people (i) were invited and (ii) attended the summit and (b)(i) who attended the summit and (ii) what organisations were represented? NW347E

**REPLY**

1. (a) The Objectives of the 3rd Annual Road Safety Summit held in November 2016:

The overall objective is to follow-up on the implementation progress of the previous Summit Resolutions. The Road Safety Summit is an annual Summit which the Department uses as a monitoring tool to assess progress and what interventions are required in the implementation of the previous Resolutions.

The following are the objectives that speak to the different components of the Summit:

* Review results of the 365 day road safety programme detailing successes and failures including devising strategies how best these programmes can be achieved collectively
* Refocus on how best set targets in the road safety strategy can be met through a collaborative effort among all stakeholders
* Strengthening of law enforcement authorities among these being the increase of law enforcement officers
* Focus on the review of existing legislation particularly the National Road Traffic Act and AARTO Amendment Bill
* road structural challenges and educational campaigns aimed at raising awareness about road safety hazards among motorists, passengers and pedestrians
* AARTO national rollout and points demerit system
* Tackling corruption and bribery mainly in the licensing testing stations and driving schools
* Improve road user behavior and attitude by involving communities
* Improve driving skills and abilities of drivers
* map out and devise funding strategies for road safety programmes between government, business, Ngos and communities
* work out implementation mechanism of Summit resolutions at national, provincial, district, metro and municipal levels of government to ensure effective implementation of the National Road Safety Strategy 2014/19 to derive tangible and measurable results
* Improve coordination of road safety managment

(b)(i) which objectives were met

The following objectives were met while others remain work-in-progress

* Tackling corruption and bribery mainly in the licensing testing stations and driving schools
* Review results of the 365 day road safety programme detailing successes and failures including devising strategies how best these programmes can be achieved collectively
* Strengthening of law enforcement authorities among these being the increase of law enforcement officers
* Improve road user behavior and attitude by involving communities
* Improve driving skills and abilities of drivers
* Improve coordination of road safety management

(ii) The objectives are measured based on the following Key Performance Indicators:

* Development of national anti-fraud policy for implementation by all entities in all regions by 2018
* Number of anti-corruption training interventions rolled out to government officials and members of the public
* Number of officials trained on anti-corruption
* Number of members of the public trained on anti-corruption
* Number of incidents of fraud and corruption reported, charges investigated, prosecuted successfully

Number of new systems and processes introduced to address fraud and corruption.

* Number of educational/road safety awareness campaigns initiated
* Incorporation of specific road safety content in basic education curriculum by 2017

Improved road safety knowledge of South Africans year-on-year (measured through surveys)

* Number of traffic violations occurred
* Development of intelligence-led enforcement campaigns for national implementation
* Increased visibility of traffic police, 24/7 (measured by surveys)
* Successful implementation of AARTO - Implement systems to identify repeat offenders by 2018
* Number of Vulnerable Road User (VRU) crash statistics: cyclists; motor passengers, , pedestrians etc.
* Number of educational programmes, activities to promote community discussion and involvement in road safety at school and community levels
* Number of learners and community members engaged in road safety programmes
* Number of incentives developed for good driving/road user behaviour
* Development of bi-annual conference for youth on road safety

Number of youth role models included in Road Safety Ambassador programme

* Regulate driving schools by 2019
* Introduction of driver re-testing by 2022

Number of drivers re-tested periodically

* Establishment of inter-departmental National Roads Safety Council (NRSC) with fixed scheduled meetings by 2017
* Adherence to defined meeting schedule

(iii) what objectives have not yet been met from the previous summits

* AARTO national rollout and points demerit system
* map out and devise funding strategies for road safety programmes between government, business, Ngos and communities
* Refocus on how best set targets in the road safety strategy can be met through a collaborative effort among all stakeholders
* map out and devise funding strategies for road safety programmes between government, business, Ngos and communities
* work out implementation mechanism of Summit resolutions at national, provincial, district, metro and municipal levels of government to ensure effective implementation of the National Road Safety Strategy 2014/19 to derive tangible and measurable results

(iv) what is being done to meet each objective that has not been met

The respective Roads entities of the Department have incorporated the above in their annual performance plans to ensure that measures are in place to implement these objectives as well as concrete synchronisation of plans with Metro and Municipal to ensure effective implementation of the Road Safety strategy to derive tangible and measurable results.

A special Funding and Implementation committee has been established whose sole role is to establish a funding model strategy which will speak to the implementation of the overall National Road Safety Strategy.

(v) what was the total cost of the summit

 R431 297.00

1. (a) (i) Invitations were sent to more than 350 people and also used the Word of Mouth at the targeted audience

(ii) About 550 people attended the Summit

 (b)(i) The Minister of Transport, senior officials from the Department of Transport, MEC of Transport in KZN province, MEC of Social Development in the KZN Province, CEOs of state owned entities of Transport, officials from the entities of state owned entities

(ii) The Provincial Governments of Transport, Basic Education, Social Development, Health and Community Safety, the National Government Department of Transport, private sector companies, NGO representatives, Youth sector representatives, Faith based representatives, Driving Schools representatives, Taxi and Bus industry representatives, Provincial Legislature members, South African Roads federation representatives, Zoleka Mandela Foundation, Global Road Safety Projects representative, Women in Transport representative, Community based organisations and Media houses