



**Road Traffic**  
Management Corporation



**DRAFT ANNUAL PERFORMANCE PLAN  
2022/2023**

Safe Roads in South Africa

## List of Acronyms & Terms

Acronym	Description
4 <sup>th</sup> IR	4 <sup>th</sup> Industrial Revolution
AARTO	Administrative Adjudication of Road Traffic Offences
AP	Annual Performance Plan
CAGR	Compound Annual Growth Rate
CPA	Criminal Procedures Act
DLTC	Driving Licence Testing Centre
DOT	Department of Transport
GDP	Gross Domestic Product
ICT	Information Communication Technology
MDGs	Millennium Development Goals
MTEF	Mid Term Expenditure Framework
MTSF	Medium Term Strategic Framework
NaTIS	National Traffic Information System
NDP	National Development Plan
NRSS	National Road Safety Strategy
NRTA	National Road Traffic Act
NRTLEC	National Road Traffic Law Enforcement Code
NTACU	National Traffic Anti-Corruption Unit
NTP	National Traffic Police
RAF	Road Accident Fund
RTIA	Road Traffic Infringement Agency
RTMC	Road Traffic Management Corporation
RTMCA	Road Traffic Management Corporation Act
SADC	Southern African Development Community
SAPS	South African Police Service
SDGs	Sustainable Development Goals
SHC	Shareholders Committee
SOE	State-Owned Enterprise
SONA	State of the Nation Address
SP	Strategic Plan
UN	United Nations
UNDA	United Nations Decade of Action for Road Safety 2011-2020
UNRSC	United Nations Road Safety Collaboration
VTC	Vehicle Testing Centre
WHO	World Health Organisation

**Table 1: List of Acronym**

## Official Sign-Off

It is hereby certified that this Annual Performance Plan:

1. Was developed by the management of the Road Traffic Management Corporation under the guidance of the Board.
2. Considers all the relevant policies, legislation and other mandates for which the Road Traffic Management Corporation is responsible.
3. Accurately reflects the Outcomes and Outputs which the Road Traffic Management Corporation will endeavour to achieve over the period 2022/2023 strategic period.

Chief Executive Officer

**Adv. Makhosini Msibi**

PP   
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Date

2022/01/28  
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Chairman of the Board

**Mr. Zola Majavu CD  
(SA)**

  
\_\_\_\_\_

Date

2022/01/28  
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## Foreword from the Chairperson of the Shareholder Committee

This plan serves as a vehicle for the implementation of the Strategic Plan for 2021-2025 that was developed in consideration of various policy directives, it further seeks to address the most glaring economic challenges through implementation of the Road Traffic Management Corporation's mandate.

Established as a partnership between national, provincial, and local spheres of government – the RTMC is mandated to enhance the overall quality of road traffic service provision to ensure safety, security, order, discipline and mobility on the roads.

The intent to deliver on the Mandate of the RTMC - whilst making a meaningful contribution towards broad-based economic empowerment, skills development, and growth of small, medium, macro enterprises and co-operatives - is evident in the outputs are outlined in this plan.

The implementation of programmes in this plan will reduce operational constraints and enhance coordination of the road traffic functions thereby affording the RTMC the realisation of its desired impact.

It remains the priority of the RTMC to plan, in consideration of various global and regional policies and instruments, while remaining focussed on Government priorities as outlined in the Medium-Term Strategic Framework (MTSF). Like other Government entities, the RTMC carries a responsibility of advancing South Africa's goals as articulated in the National Development Plan (NDP) and Agenda 2030 whilst it operates efficiently and sustainably.

I am pleased to note that management is committed to keeping the RTMC sustainable by exploring other means of generating revenue as well as efficient operations which I believe will contribute to service levels that will benefit the South African public.

On behalf of the Shareholders Committee, I therefore endorse this Annual Performance Plan. I also commit to monitor and continuously assess the progress made towards the delivery of the programmes herein



**HON. F.A MBALULA**

**MINISTER OF TRANSPORT**

**CHAIRPERSON OF THE SHAREHOLDER COMMITTEE**

## Foreword from the Chief Executive Officer

As a lead agency of road safety in South Africa, the Road Traffic Management Corporation is mandated to develop a strategy that responds to key global, regional, and national priorities. This mandate positions the RTMC as a key player in advancing safety as an enabler of service delivery and accelerating transformation towards greater economic participation as outlined in the National Department of Transport strategic priorities.

The need to co-ordinate planning and alignment of interventions across the country to achieve the desired outcomes remains at the core of the RTMC's business.

The development of this APP was based on the Strategic Plan for 2021-2025 that was crafted in line with the Mandate, current Government's priorities, and various policies that have an impact on road traffic management. This APP therefore responds to current challenges within the road traffic sector whilst continuing to place focus on promoting safety of the roads, reducing crashing, injuries, and fatalities.

This plan also seeks to ensure that the RTMC continues to seek alternative revenue streams to advance its position in becoming financially self-sustainable. I am confident that the implementation of programmes as articulated in this plan will not only benefit primary stakeholders but will further advance Government's priorities to build a capable, ethical, and developmental state as well as enhancing social cohesion and safer communities.

I therefore present the 2022/23 APP as a vehicle for the implementation of 2021-2025 Strategic Plan.

 2022/01/28  
ADVOCATE MAKHOSINI MSIBI

**CHIEF EXECUTIVE OFFICER**

**ROAD TRAFFIC MANAGEMENT CORPORATION**

# Part A – Our Mandate

## 1. Relevant Legislative and Policy Mandates

### 1.1 Constitution of the Republic of South Africa, 1996

The Constitution is the supreme law of the Republic. The RTMC abides by the obligations imposed by the Constitution. The table below reflects the RTMC's constitutional mandate in relation to other spheres of government in the execution of its responsibilities.

SECTION	IMPLICATION
Schedule 4	Sets out the areas of provincial legislative competence. Schedule 4 Part A lists the functional areas of concurrent national and provincial competence as follows: <ul style="list-style-type: none"><li>• Public Transport</li><li>• Road Traffic Regulation</li><li>• Vehicle Licensing</li></ul>
Schedule 5	Provides for traffic as a schedule 5 functional area, however the Constitution also provides for the national legislative authority over schedule 5 matters under section 44 (2) and the provision of section 76 (1) legislation, all the under section 44 (2) and the provision of section 76 (1) legislation, all the legislative mandates of the RTMC are enacted in terms of section 76 (5) of the Constitution.

Table 1: RTMC's constitutional mandate

### 1.2 Road Traffic Management Corporation Act (RTMCA)

Parliament approved the RTMCA in 1999 in line with the provisions of section 44(2) of the Constitution. In terms of the Act, the RTMC was established to pool powers and resources and to eliminate the fragmentation of responsibilities for all aspects of road traffic management across the various levels of government. The Act provides, in the public interest, for cooperative and coordinated strategic planning, regulation, facilitation and law enforcement in respect of road traffic matters by the national, provincial, and local spheres of government. The Act's objectives include:



## RTMCA OBJECTIVES

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- To establish the RTMC as a partnership between national, provincial, and local spheres of government;
- To enhance the overall quality of road traffic service provision to ensure safety, security, order, discipline and mobility on the roads;
- To protect road infrastructure and the environment through the adoption of innovative practices and implementation of innovative technology;
- To phase out, where appropriate, public funding and phase in private sector investment in road traffic on a competitive basis;
- To introduce commercial management principles to inform and guide road traffic governance and decision-making in the interest of enhanced service provision;
- To optimise the utilisation of public funds by—  
  
Limiting investment of public funds to road traffic services which meet a social or non-commercial strategic objective, and which have poor potential to generate a reasonable rate of return; and Securing, where appropriate, full cost recovery on the basis of the user-pays principle;
- To regulate, strengthen and monitor intergovernmental contact and co-operation in road traffic matters;
- To improve the exchange and dissemination of information on road traffic matters;
- To stimulate research in road traffic matters and effectively utilise the resources of existing institutes and research bodies; and
- To develop human resources in the public and private sectors that are involved in road traffic

Section 18 (1) of the RTMCA states that the Shareholders Committee (SHC) must as part of the organisational structuring of the Corporation, establish as many functional units as are required in accordance with the business and financial plan to ensure effective management of at least the 10 functional areas depicted in Figure 1:

## Functional Areas

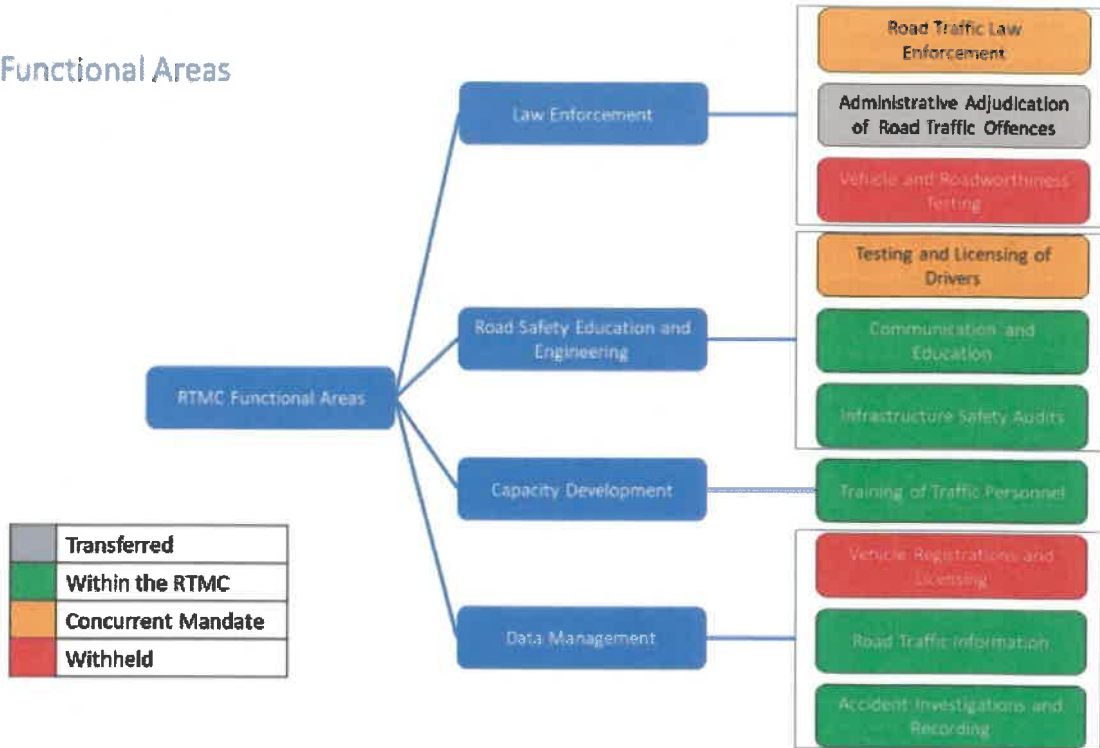


Figure 1: Functions of the RTMC as outlined in Section 18 of the RTMCA

The 10 Functional areas are executed as follows:

Functional Area	Current Practice
Road Traffic Law Enforcement	Provincial and local authorities execute law enforcement operations, the RTMC National Traffic Police (NTP) is created to conduct law enforcement operations in the nine provinces. Furthermore, the RTMC is responsible for thought leadership regarding law enforcement in the Republic.
Administrative Adjudication of Road Traffic Offences	The AARTO Act established the Road Traffic Infringement Agency (RTIA) as the agency responsible for the roll out and implementation of the AARTO system. The RTMC is responsible for the training of traffic personnel and the development and maintenance of the National Contravention Register (NCR) in support of AARTO implementation. The NTP also issues infringements in terms of the AARTO Act
Vehicle and roadworthiness testing	Function not transferred to the RTMC.
Training and licensing of drivers	The function is the competence of Provinces, however in the 2021/22 financial year, the RTMC established two DLTC which are operationalised through an agency agreement with the Gauteng Province, where functions are performed on behalf of the province.

Communication and education	The function was transferred to the RTMC and is fully executed in line with the National Road Safety Strategy.
Infrastructure safety audits	The RTMC is the custodian of the Road Safety Audit Manual and is driving the professionalisation of the Road Safety Auditor career path.
Training of Traffic Personnel	The function was transferred to the RTMC. Through the Road Traffic Training Academy and the Training Norms and Standards functions the RTMC executes on the mandate.
Vehicle Registration and Licensing	Function not transferred
Road Traffic Information	The RTMC is the custodian of Road Traffic Information, which is housed in the National Road Traffic Information System and published periodically.
Accident investigation and recording	The RTMC is responsible for the investigation and recording of crashes, these are conducted in line with the defined criteria relating to major crashes.

Table 2: Execution of the 10 Functional Areas

### The functions of the CEO - Section 29 of the RTMCA

- a) manage and control the day-to-day affairs of the Corporation in accordance with the business and financial plan;
- b) undertake, in accordance with this Act and any other legislation concerning road traffic matters, the provision and rendering of road traffic services;
- c) execute any directive of the Shareholders Committee issued in terms of section 13 and report to the Shareholders Committee on the implementation of the directive;
- d) undertake research into road traffic matters;
- e) after consultation with the Minister of Finance and every MEC responsible for finance, draw up a governance agreement to be concluded between the Shareholders Committee and the board on the appointment of the board;
- f) facilitate private sector investment by—
  - (i) undertaking feasibility and investment studies to ascertain technical, commercial, and economical viability of projects;
  - (ii) assisting the private sector to prepare business plans to provide equity and loan finance;
  - (iii) assisting potential private investors to ensure compliance with any legal requirements; and
  - (iv) providing the private sector with advice;
- g) promote private sector investment in road traffic by—
  - (i) the establishment of investment help lines to assist potential investors;
  - (ii) the publication of investment related publications;
  - (iii) holding national or localised conferences;
  - (iv) Organizing investment contact visits;

- (v) initiating contacts with other Ministries, Departments, state-owned enterprises, investment promotion centres and related parties;
  - (vi) collecting, updating and disseminating appropriate promotional and facilitator information; and
  - (vii) any other appropriate method:
- h) report to the Shareholders Committee -
- (i) on the level and scope of performance of the Corporation in terms of the 5 business and financial plan
  - (ii) on the impact of investment contracts contemplated in section 37 and performance contracts contemplated in sections 15(4) and 19(4); and
  - (iii) subject to section 38(2), on whether a private sector entity is better suited to perform the function envisaged in a public contract;
- i) perform the functions assigned to him or her by the Shareholders Committee and the board on its appointment;
- j) assign functions to the managers of functional units if authorised thereto by the Shareholders Committee in terms of section 28(2)(u);
- k) exercise and perform all the powers and duties conferred or imposed by this 15 Act or by any other law: and
- l) exercise and perform all the powers and duties incidental to the abovementioned powers and duties.

The Department of Transport, Provincial Departments, Local Municipalities through the RTMC collaborate in planning, coordination, and facilitation in line with the RTMCA.

### 1.3 National Road Traffic Act (NRTA)

The NRTA provides for road traffic matters that apply uniformly throughout the republic and for matters connected therewith. It prescribes national principles, requirements, guidelines, frameworks and national norms and standards that must be applied uniformly in the provinces and other matters contemplated in section 146 (2) of the Constitution; and to consolidate land transport functions and locate them in the appropriate sphere of government.

### 1.4 Administrative Adjudication of Road Traffic Offences Act 46 of 1998 ("AARTO Act")

The AARTO Act promotes road traffic quality by providing for a scheme to discourage road traffic contraventions and to facilitate the adjudication of road traffic infringements. The RTMC is an issuing authority, through the National Traffic Police, applies the AARTO infringement processes and procedures.

## 1.5 Criminal Procedures Act 51 of 1977 (“the CPA”)

The purpose of the CPA is to regulate procedures and related matters in criminal proceedings. The Act governs how criminal cases are handled in courts of law by establishing due processes in criminal prosecutions. A Traffic Officer is appointed as a peace officer as per section 334(2) (A) of the CPA and contains schedules of offences that a peace officer may impose.

## 1.6 The Protection of Personal Information (Act 4 of 2013) (POPIA)

The purpose of the POPIA is to promote the protection of personal information processed by public and private bodies and introduces certain conditions to establish minimum requirements for the processing of personal information.

## 1.7 Other Applicable Legislation in accordance with the Revised Framework for Strategic Plans and Annual Performance Plans

Legislation	Context
Public Service Act of 1994 as amended and applicable regulations	Forms the basis of national and provincial planning and reporting and promotes integrated planning. Chapter II (3) (1) of the PSA states that the Minister of Public Service and Administration is responsible for establishing the norms and standards relating to transformation, reform, innovation and any other matter to improve the effectiveness and efficiency of the public service and its service delivery to the public.
Public Finance Management Act, No. 1 of 1999 and applicable regulations	<p>The PFMA also provides the basis for reporting against predetermined measurable objectives contained in short and medium terms plans.</p> <ul style="list-style-type: none"><li>• Section 27 (4) of the PFMA provides the basis for the development of measurable objectives which must be included in national and provincial institutions' annual budgets.</li><li>• Sections 40 (3) and 55 (2) provide the basis for reporting performance against predetermined objectives in institutions' ARs.</li><li>• Section 38 (d) of the Act states that the Accounting Officer is responsible for managing, safe-guarding and maintaining a department's or entity's assets and for managing its liabilities.</li><li>• Sections 38 (a) (iv) and (c) (iii) provide the basis for systems that properly evaluate all major capital projects before a final decision on the project is made and that manage available working capital efficiently and economically.</li></ul>

Legislation	Context
Statistics Act, 1999	The Statistics Act provides the basis for the planning, production, analysis, documentation, storage, dissemination and use of official and other statistics. The purpose of these statistics is to help organs of state, businesses, other organisations and the public with planning, decision-making and monitoring or assessing policies. The use of official statistics strengthens the quality of government and institutional short- and medium-term plans.
Spatial Planning and Land Use Management Act, 2013	Intended to help ensure that South Africa achieves its goals of spatial justice, spatial sustainability, efficiency, spatial resilience, and good administration. The Act establishes mechanisms for negotiating spatial conflicts, issuing guidelines and monitoring compliance. Although it does not deal directly with fragmentation of the spatial planning function, it introduces a new approach to spatial planning that can be refined and linked to overall long-term planning. Embedding spatial planning within the overall planning system is critical.
Promotion of Equality and Prevention of Unfair Discrimination Act, 2000	Promotion of equality, non-racialism and non-sexism and unfair discrimination in line with Sections 9 and 10 of the constitution

Table 3: Other applicable legislation

## 2. Institutional Policies and Strategies

The DoT provides direction for traffic and road safety policy and legislation. However, the policy formulation is also carried out at a regional level and according to the global norms. Figure 5 below provides more information.

## Road Safety Policies/Instruments



Figure 2: Road Safety Policies/Instruments

### Global Policies/Instruments

- Sustainable Development Goals
- United Nations Decade of Action for Road Safety
- Global Plan for Road Safety

### Regional Policies/Instruments

- Accra Declaration
- SADC Ministerial 10 Key Points
- Africa Road Safety Charter

### Local Policies/Instruments

- National Development Plan
- Medium Term Strategic Framework
- National Road Safety Strategy

## 2.1 Global Policy Instruments

### 2.1.1 Decades of Action for Road Safety 2011-2020

In 2009, the inaugural Global Ministerial Congress on Road Safety adopted the Moscow Declaration, which called for a Decade of Action for Road Safety. The UN passed the resolution 64/255 in 2010 that recognised road traffic injuries as a public health challenge threatening progress towards the achievement of the MDGs.

#### *First Decade of Action for Road Safety*

The 11th of May 2011 saw the launch of the United Nations Decade of Action for Road Safety 2011-2020 (UNDA). The Global Plan laid out a programmatic action blueprint aimed at reducing road traffic fatalities. The Plan for the Decade of Action for Road Safety 2011-2020 provides guidelines on the approach that can be deployed to reduce road fatalities. The table outlines the pillars of the Decade of Action for Road Safety and activities that should be undertaken to reduce road crash fatalities and serious injuries.

Pillar 1	Pillar 2	Pillar 3	Pillar 4	Pillar 5
Road Safety Management	Safe Roads and Mobility	Safer Vehicles	Safer Road Users	Post-Crash Responses

Table 4: The five pillars of the first decade of action

### Second Decade of Action for Road Safety (2021-2030)

Launched in August 2020 by the United Nations General Assembly, resolution 74/299; the second Decade of Action for Road Safety builds on the gains of the previous decade to promote a coordinated effort towards sustaining the attainment of road safety goals. The decade seeks to reduce global injuries and deaths by at least 50% by 2030 using 2020 as a baseline year. The supporting global plan for road safety was launched in the 2021/2022 financial year and guides the implementation of plans towards the attainment of road safety global goals.

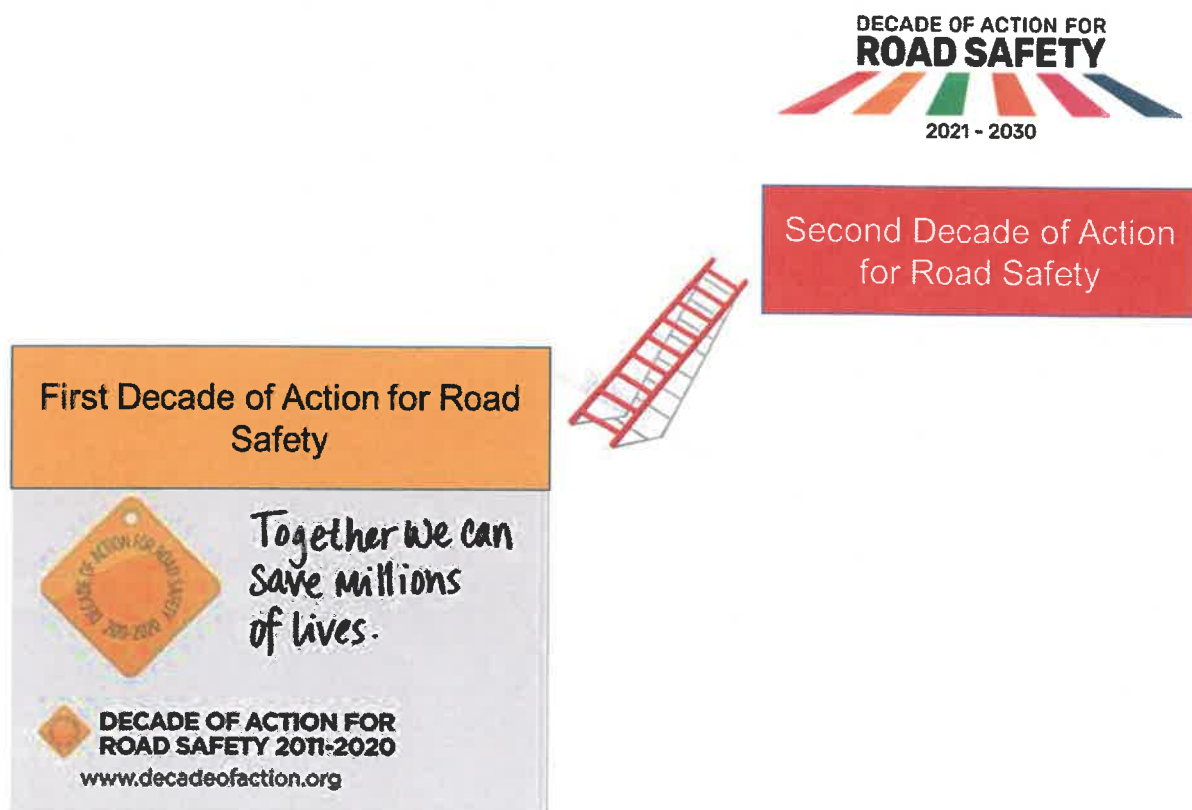


Figure 3: Decades of Action for road safety



### 2.1.2 Sustainable Development Goals

The RTMC's road safety responses are underpinned by the two important global policy instruments, the Sustainable Development Goals (SDGs) and the Global Plan for the Decade of Action for Road Safety. The SDGs were created in 2015 in Paris as a response to the development challenges facing the global community. There was acceptance globally that road safety is linked to poverty, education and health goals. The inclusion of road safety in the Sustainable Development Goals (SDGs) in 2015 shows increased international attention to road safety challenges. This new global agenda includes two (2) road safety targets in its 17 goals viz.:

- 2020 halve the number of global deaths and injuries from road traffic accidents; and
- 2030 provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

As part of the process of intensifying the participation of South Africa in the global the RTMC was admitted as a member of the United Nations Road Safety Collaboration (UNRSC) in 2011, an association of lead agencies on Road Safety. As per the Global Plan for Road Safety, the RTMC as lead agency on road safety has certain roles and responsibilities as outlined in the Global Plan for Road Safety which are stated below:

- Develop a coherent national road safety strategy that responds to key national, regional and global priorities;
- Coordinate Planning and alignment of interventions across the country to achieve the desired outcomes;
- Manage data through collection, monitoring and evaluation of programmes to measure the performance and effectiveness of the implemented programmes;
- Enhance road safety research and development (develop capacity for multi-disciplinary research and knowledge transfer);
- Implement of national campaigns to reach as many people as possible;
- Determine of norms and standard for road safety and traffic personnel; and
- Increase private sector participation.

In 2016, the National Road Safety Strategy 2016-2030 was developed, it is aligned to the global plan imperatives.



Figure 4: Strategic Vision and Mission of the NRSS

## 2.2 Regional Policy Instruments - Agenda 2063

Agenda 2063, published by the African Union Commission in 2015, is a strategic framework for the socio-economic transformation of Africa over the next 50 years. It builds on, and aims to accelerate implementation of, past and existing continental initiatives for growth and sustainable development. Agenda 2063 has the following aspirations:

- an integrated continent, politically united and based on the ideals of Pan-Africanism and the vision of Africa's Renaissance;
- an Africa of good governance, democracy, respect for human rights, justice and the rule of law; a peaceful and secure Africa; an Africa with a strong cultural identity, common heritage, shared values and ethics; an Africa whose development is people-driven, relying on the potential of African people, especially its women and youth, and caring for children; and
- an Africa that is a strong, united and influential global player and partner. These aspirations have priority areas aligned to the SDGs.

The *2007 Ministerial Round Table - African Road Safety Conference* was held in Ghana. The conference declared road safety as a health, transportation, enforcement, education, and development priority and encouraged member states to substantially reduce the causes and risk factors associated with road crashes namely the non-usage of safety belts and child

restraints; driving under the influence of alcohol and drugs; the non-usage of helmets; inappropriate and excessive speed; the lack of safe infrastructure and the use of mobile phones amongst other contributory factors. The Southern African Development Community (SADC) undertook to support the Moscow declaration and adopt the Decade of Action global plan approach to address the increasing road trauma.

## 2.3 Local Policy Instruments

The developments of the strategic imperatives of the RTMC are informed by the key priorities' government adopted through the Cabinet and the National Road Safety Strategy (NRSS). The following plans and frameworks outlined below apply:

### 2.3.1 National Development Plan (NDP)

The NDP seeks to write a new story for South Africa by outlining the vision for 2030. The below priorities are closely linked to the mandate of the Corporation:

#### **Priority 8 (Health Care for all)**

The NDP sets out a target to reduce the accidents (motor vehicle crashes), injuries and violence by 50% from 2010 levels, thus, providing a clear direction on the need to focus on safety matters involving all road users. The NDP outlines the following factors for monitoring and control:



Figure 5: NDP Factors

The priority is linked to Corporation's mandate: to enhance the overall quality road traffic service provision, and to ensure safety, security, order, discipline and mobility on roads.

### **Priority 10 (Building Safer Communities)**

The NDP outlines the key delivery for this priority as: “Strengthening the Criminal Justice system by ensuring cooperation between all departments in the justice crime prevention and security cluster”.

### **Priority 12 (Fighting Corruption)**

The NDP recognises corrupt practices as a phenomenon where clear and decisive action must be taken, where the rule of law and compliance must be upheld. High levels of corruption especially within the traffic fraternity place a negative perception on the law enforcement fraternity, the Corporation aims to combat fraud and corruption by creating an integrated approach and resilient anti-corruption strategy and structures.

## **2.3.2 Medium-Term Strategic Framework (MTSF)**

The Medium-Term Strategic Framework is one of governments key means of tracking progress towards achievement of the NDP 2030, annually. As a result, the Corporations Strategic Plan (SP) and Annual Performance Plan (APP) and must be aligned to the MTSF to enable implementation of the NDP 2030.

In the current strategic cycle, informed by the Covid-19 pandemic outbreak and the declaration of a National State of Disaster on 15 March 2020, the MTSF was revised. In the main the revisions considered:

- Reprioritisation of plans and budgets in response to the pandemic, which had a devastating impact on the health, social and economic aspects of the lives of South Africans
- Measures related to the R500 billion relief package as unveiled in the Supplementary Budget
- The launch of the Economic Reconstruction and Recovery Plan (ERRP) on 15 October 2021, which sought to restore economic growth and employment.

The 2019 – 2024 MTSF outlines the seven (7) priorities that bids all government departments as follows:



Figure 6: NDP Priorities

Therefore, Priority 1 and Priority 6 align closely to the RTMC's mandate, RTMC seeks to give effect to these by implementing the following initiatives.

#### Priority 1: A Capable, Ethical and Developmental State

- capable state has the required human capabilities, institutional capacity, service processes and technological platforms to deliver on the NDP through a social contract with the people
- ethical state is driven by the constitutional values and principles of public administration and the rule of law, focused on the progressive realisation of socio-economic rights and social justice as outlined in the Bill of Rights
- developmental state aims to meet people's needs through interventionist, developmental, participatory public administration. Building an autonomous developmental state driven by the public interest and not individual or sectional interests; embedded in South African society leading an active citizenry through partnerships with all sectors of society

#### Priority 6: Social Cohesion and Safer Communities

- Bring about behavioural change
- Enable the sharing of common space and services across society.
- Reduce inequality of opportunity
- Redress – spatial, economic, cultural; building individual and communal agency
- Awaken the populace to speak when things go wrong and to be active in their own development
- Engender knowledge of the Constitution and foster the values contained therein

Figure 7: Alignment of MTSF Priorities

### 2.3.3 Institutional Policies and Strategies over the five-year planning period

The following are some of the key policies and strategies that the Corporation subscribes to:

#### **The Department of Transport key priorities**

The strategy of the DoT has been guided by five strategic priorities that define the work of the Department and the political agenda over the term of this administration. The following key five (5) priorities have been identified which will guide the effort of the sector:



Figure 8: DOT Priorities

The Corporation aligned its key strategic deliverables to the following DOT priorities.

**Priority 1** which encapsulate the roll out 365-Days Action Agenda which seeks to create a vertical alignment of traffic policing activity through syndicated themes and activities. Also, vertical integration of traffic policing to create a single chain of command and proclaim traffic policing as a 7-day, 24-hour job.

**Priority 5:** The transformation agenda of the transport sector must focus on the following objectives contribution to broad-based black economic empowerment, skills development and the growth of small, medium, macro enterprises and co-operatives, with a particular bias towards township, dorpie and rural economies

### **National Road Safety Strategy (NRSS)**

The National Road Safety Strategy which was developed for the period of 2016 – 2030 is a product of both national and international policy on road safety. The purpose of the NRSS is to enable the reduction of fatalities and crashes on the country’s roads through effective action by all South Africans led by the RTMC. The NRSS vision is for “Safe and Secure Roads” and aims to achieve a reduction in road fatalities by 50% from the 2010 baseline, by 2030. To achieve this the NRSS recognises four areas which require critical intervention these are: (1) Road User Behaviour, (2) Effective Leadership, Management and Coordination, (3) Data and Knowledge Management, and (4) Road Infrastructure and Design. The responsibility of implementation of the NRSS is shared across several key road safety entities.

### 3. Updates to Relevant Court Rulings

#### 3.1 ROAD TRAFFIC MANAGEMENT CORPORATION (applicant) and TASIMA (PTY) LIMITED (respondent) (Case CCT 86/19)

The matter between the RTMC and Tasima on the transfer of former Tasima employees was heard on 13 August 2019 and decided on 4 August 2020, where the court found that:

*“The first judgment found that the operation, maintenance and management of the eNaTIS was Tasima’s sole business and that it was this business that was transferred to the RTMC. The RTMC took over Tasima’s business “as is”, immediately after the transfer, carrying on the business on the same premises, using the same assets, performing an identical function and rendering the same services. The first judgment accordingly held that the transfer of the eNaTIS constituted the transfer of a business as a going concern for the purposes of section 197 and dismissed the appeal.”*

#### 3.2 ORGANISATION UNDOING TAX ABUSE (applicant) and MINISTER OF TRANSPORT (first respondent), MINISTER OF CO-OPERATIVE GOVERNANCE AND TRADITIONAL AFFAIRS (second respondent) ROAD TRAFFIC INFRINGEMENT AUTHORITY (third respondent), APPEALS TRIBUNAL (fourth respondent) (Case No: 32097/2020)

The matter on the constitutionality of the AARTO and Amendments Act and was heard in October 2021 and judgment was handed down on 13 January 2022, where the court found that:

*“The AARO and Amendments Act unlawfully intrude upon the exclusive executive and legislative competence of the local and provincial governments, respectively and as such the two Acts are unconstitutional.”*