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SAFE ROADS IN SOUTH AFRICA!

"THE CHANGE WE WANT TO SEE."

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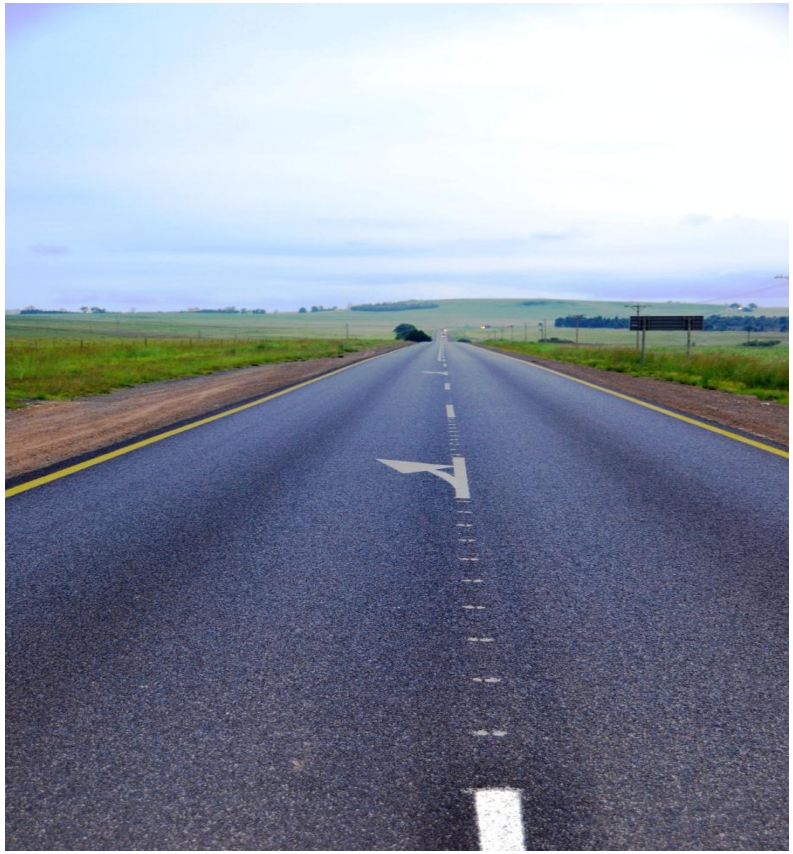
Parliamentary Portfolio Committee on Transport

28 August 2012

DECADE OF ACTION FOR ROAD SAFETY
2011 - 2020

Contents



- Millennium Development Goals Response to MDG Targets
- Ghana Conference Resolutions
- Road Safety Strategy
- The Pillars of the Decade of Action
- Pillar 1: Road Safety Management
- Pillar 2: Safer Vehicles
- Pillar 3: Safer Road Users
- Pillar 4: Safer Roads
- Pillar 5: Post Crash Care
- Co-ordination and Implementation
- Results of Implementation
- Challenges and Threats
- Final thought
- Conclusion

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Millennium Development Goal Targets

- Eradicate extreme poverty and hunger
- Reduce child mortality
- Improve maternal health
- Ensure environmental sustainability
- Develop a global partnership for development
- Achieve universal primary education
- Combat HIV/AIDS Malaria and other diseases
- Provide gender equality and empower women

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Transport Response in support of MDG Targets

- **While there is no specific target for road safety, there is a relationship between transport and poverty.**
- Rural access and urban mobility to be improved and cost reduced.
- Reduce response time for medical emergencies.
- Ensure that the transport sector ceases to be an agent for the spread of HIV/AIDS.
- Reduce by half the rate of crash fatalities by 2020
- Improve access to employment.
- Promote environmental sustainability in all transport sectors.
- Harmonize standards in respect of axle load limits.

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African Road Safety Conference

- The African Road Safety Conference was held in Ghana in 2007 and was organized by the WHO and the UN Economic Commission for Africa.
- Supported by a number of international road safety institutions.
- Attended by most African countries.
- Objectives of the conference:

  * review progress made by African countries in improving road safety.
  * Implement recommendations of the World Report on Injury Prevention
  * Prepare for the First UN Global Road Safety Week
  * Develop National Action Plans for road safety for countries in the region.
  * Identify ways to mobilize resources for road safety

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Ghana Conference Resolutions

Recommendation	Progress
Establish a lead agency	* RTMC established in 2005
Improve data collection and management	* Crash Information Management System * Monthly Road Safety Report
Commit to Road Safety Education	•Participatory Educational Techniques •Road Safety Debates Competition •Introduction of road safety into school curricula
Commit to improve road safety management	* Approval of an integrated, comprehensive and holistic National Road Safety Strategy.
Harmonize national action plans at sub-regional level	* SADC Ministerial Summit on the Decade of Action
Develop quick win enforcement plans in respect of serious traffic violations	*Development of the National Rolling Enforcement Plan with monthly targets.

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Conference Resolutions cont.

Recommendations	Progress
Partnership and collaboration	RTMC has established relations with the UNRSC, SWOV (Netherlands) , IRTAD (international Road Traffic and Data Analyses Group - OECD) and Indian High Commission. At sub regional level, collaboration with SADC Countries in respect of harmonization and UICR Contest. Various national traffic, transport and road safety NGO's, academic & research institutions (MRC) Collaboration between NIMS /CIMS), community based organizations and the private sector.
Develop rural road safety programmes	Incorporated into the NREP targets especially with regards to vulnerable road users, cyclists, pedestrians and scholar transport. (School debates)
National Road Safety Targets	Very limited progress

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Major threat…

- Given the threats and challenges experienced in the traffic management environment and if these are not adequately addressed, it is clear that we will **NOT** reach the 50% reduction target by 2015.

- Sample fatalities for a four-year cycle:

Year	Fatalities
2005 - 2006	14 317
2006 - 2007	15 515
2007 - 2008	14 627
2008 – 2009	13 707

Road Safety Strategy

VISION

Safe Roads in South Africa

MISSION

Ensure Safe, Secure and Sustainable Roads in South Africa

***Emphasis on building consensus with our stakeholders**

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Road Safety Strategy

- The UN proclaimed 2011 – 2021 the Decade of Action for Road Safety.
- The guiding principles underlying the Global Plan are included in the "Safe Systems Approach" which are captured by five key pillars.
- This approach aims to develop a road transport system that is better able to accommodate human error and take into consideration the vulnerability of the human body.
- The aim is to reduce fatalities by 50% by 2015.

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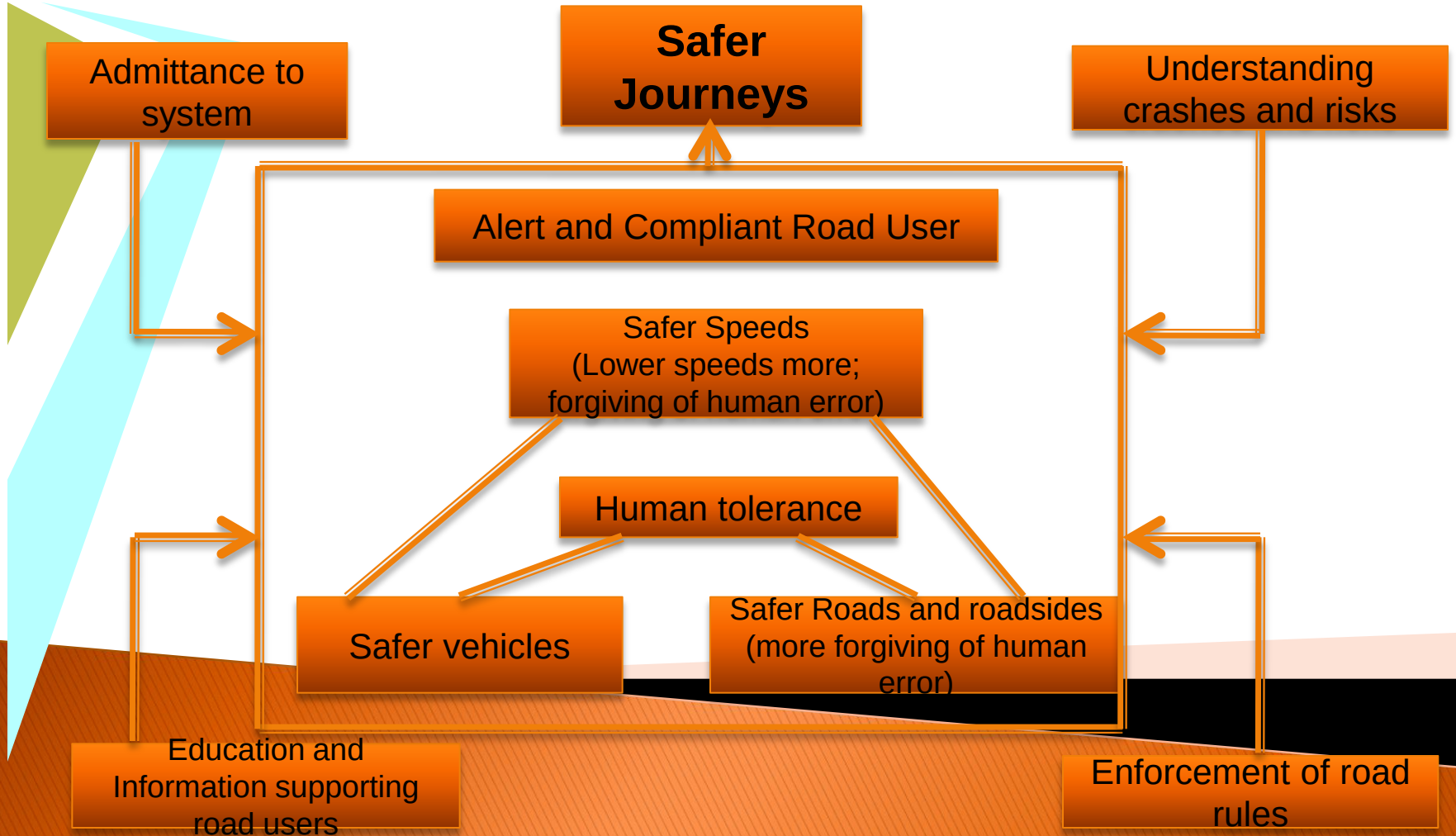
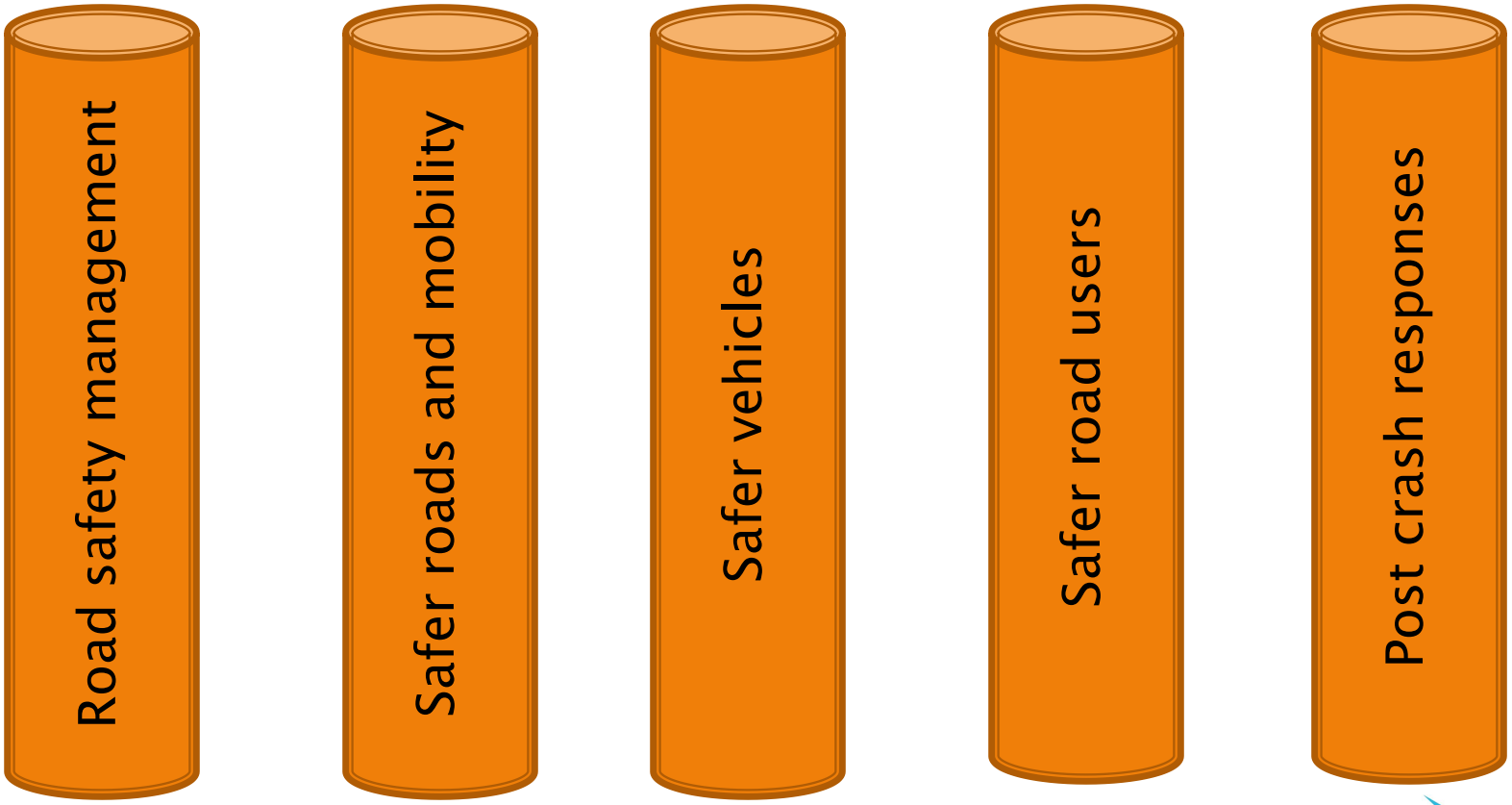
Safe Systems Approach



Source: Towards Zero

The Pillars of the Decade of Action



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Pillar 1 – Road Safety Management

Approved Road Safety Strategy

Data completeness and accuracy

- New processes

- CIMS (Crash Information Management System (CIMS),

(GIS based technology)

Establishment of National Traffic Anti Corruption Unit (NTACU) – CARA Funding. (In collaboration with other law enforcement agencies and civil society organizations)

24/7 Shift System for provincial traffic. (Deadlocked, most provinces have not implemented.)

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Pillar 1 continued…

MOU with Council for Scientific and Industrial Research (CSIR)

Proposed MOU with UNISA and (Medical Research Council)

MOU with Corruption Watch to develop a vigorous anti corruption strategy

Annual RTMC/SARF Conference

Two RTMC officials trained in Accident Investigations in Germany,

12 officials trained at Indian Technical and Economic Cooperation (ITEC) in management development, information technology, enforcement techniques and media management.

One Senior Official trained by the FBI in the US on Anti Corruption techniques.

Road Traffic Management Corporation

Pillar 1 continued…

- RTMC is a member of the JCPS cluster and the DEVCOMM sub-committee
- Traffic enforcement, through RTMC is represented on this body for the first time.
- Purpose is to share information, skills and best practices among various enforcement agencies in order to make optimal impact within the criminal justice system.
- National Roll-out of AARTO

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Pillar 2 – Safer Roads and Mobility

- International Road Assessment Programme (IRAP)
- Road Safety Audit Manual published in May 2012
- Loads management for heavy freight industry (weighbridges) to protect road infrastructure.
- Support of the Road Transport Management System (RTMS)

International Driver of the Year hosted for the first time in Africa with the UICR.

Establishment of specialized traffic enforcement units for deployment along major arterialroutes/weighbridges/truck-stops and toll gates.

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Introduction of Woza Re-Test

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Pillar 3 – Safer Vehicles

Introduction of New Car Assessment Programme (NCAP) for SA.

Greater collaboration between RTMC, the National Association for Automobile Manufacturers (NAAMSA), the SABS (SA Bureau of Standards) and the RMI (Retail Motor Industry).

Introduction of **Periodic Vehicle Testing – 2012/13**

Greater enforcement focus on vehicle fitness, particularly on passenger transport vehicles as part of the **National Rolling Enforcement Plan (NREP)**

Operation Juggernaut – Focus on freight vehicles

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The most vulnerable road users

80% of the fatalities are adult and male in the age category 19 -34.

- Pedestrians – just under 40% of fatalities comprise of pedestrian in both, urban and rural areas.
- Drivers, with those aged 25 – 34 (new and inexperienced) most susceptible.
- Passengers: the majority of fatalities being female who rely on public transport vehicles.
- Children are vulnerable as both pedestrians and passengers.

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Pillar 4 – Safer Road Users

- Smart policing in respect of excessive speed transgressions and moving violations, particularly dangerous driving.
- 1 million stop-and-check target, per month, nationally as part of **the National Rolling Enforcement Plan (NREP)** to continue and be expanded.
- **Operation Tshwara Setagwa** – minimum of 10 000 screenings per month nationally.
- On-going road safety education and communication especially for pedestrian safety. Proposal: introduction of road safety school curriculum.
- Expansion of Scholar Patrol Project **– Safe Kids Walk This Way and Think Pedestrian Project**
- **Mobilization of communities (Community Road Safety Councils)**
- Proposed introduction of a **Graduated License System** for new drivers where restrictions will apply in respect of alcohol limits, the carrying of passengers and the application for professional driving permits for a probationary period of three years (2012/13).

Pillar 5 – Post Crash Responses

- **Proposals:**

  * to incorporate Incident Management with Disaster Management,

  * establishment of trauma information database,

  * develop effective tools to monitor compliance with Incident Management

  * Development of guidelines by the health sector for hospital trauma care to reduce fatlities and the potential permanent disablements caused through injuries.

2nd Annual Road Safety Conference

- 2011 Conference produced resolutions under the five pillars.
- Each pillar is chaired by experts from the sector with additional members from government authorities, NGO's, private sector and civil society.
- At the 2nd Annual Road Safety Conference, the draft National Road Safety Strategy will be tabled.
- Collaboration with international road safety institutions for best practice adoption.
- The strategy will be presented to the Shareholders' Committee for final approval and implementation
- Continuous progress report to the Portfolio Committee on Transport

Sub Committees (Five Pillars)

Pillar 1	Pillar 2	Pillar 3	Pillar 4	Pillar 5
Road Safety Management	**Safer Vehicles**	**Safer Roads**	**Safer Road Users**	**Post Crash Care**
SARF (Chair)	**NAAMSA (Chair)**	**SAICE (Chair)**	**RTMC (Chair)**	**TRAUMA SOCIETY (Chair)**
RTMC DOT SANRAL Provinces Metro's CSIR FleetWatch DoE SALGA RMI Private Sector NGO's	RMI AA SABS Provinces Metro's SALGA Fleetwatch DoE RMI Private Sector NGO's Taxi Councils	SARF SANRAL Provinces Metros CSIR Fleetwatch DoE NGO's Private Sector RMI SABS RFA	SADD Provinces Metros Taxi Councils SABOA Communities NGO's Private sector	MRC Red Cross SA Blood DoH Netcare ER24

The Road Safety Management, Safer Roads and Mobility (Steering Committee) is chaired by the RTMC.

Co-ordination and Implementation

- Road Traffic Management Co-ordinating Committee (mother-body that sets the mandate and monitors performance based on national prerogatives)
- Eleven technical committees covering various road safety/traffic management/enforcement/ legislation issues

Development of harmonized operations plans for spheres of government

Implementation of plans

Monitoring and evaluation of programmes

Auditing of impact, output and outcomes

Remedial measures are put in place where necessary

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Results of implementation

- Stronger co-ordination and harmonization
- Singing from the same hymn sheet
- Effective monitoring and evaluation
- Greater awareness of road safety through a vigorous media campaign
- Small, but significant year-on-year reduction in offence and casualty figures
- Increasing support from private sector

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Challenges and threats

- Lack of resources
- Inadequate funding
- 24/7 traffic surveillance
- Lack of HR capacity (17 000 officers to police a road network of 750 000 kms)
- Low morale leading to large staff turn-over
- Fraud and corruption
- Fragmentation of road safety efforts
- Views of so called “Road Safety Experts”

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Conclusion

- Statistics from high-income countries provide ample evidence that road crashes and fatalities can be reduced through specific efforts in the widely recognized practice model of the 3 “E’s”.

- With sufficient political and financial support, South Africa can a long way towards realizing the objectives of safer roads, safer vehicles and safer road users.

- A consistent, committed and sustainable Decade of Action is needed – not a Decade of Talking!

- Collaboration and co-operation are the hallmarks of this integrated National Road Safety Strategy.

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Thank you…

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