The Road To Safety

".. the Road to Safety Strategy .. is not a Utopian wish list but a set of carefully measured, balanced and prioritized actions that are practical, affordable and do-able. Today I want you to see that The Road to Safety is a living document that is already making hard demands on all those at the delivery end who have been tasked with getting results"

(Minister of Transport, Abdulah M. Omar, at the launch of the Road to Safety Strategy, 20 November 2001)

An update on the implementation of the
Road To Safety Strategy - 20 November 2002

CONTENT

The Road to Safety Strategy aims to reduce accidents, deaths and injuries by 5% per year between now and 2005. From then until 2009 the aim is an annual reduction of 10%

Foreword by the Minister of Transport

On 20 November 2001, I - together with the MEC's of Transport - was privileged to launch the "Road to Safety Strategy" with our Deputy President, Jacob Zuma. The objective of the Strategy is to reduce crashes, deaths and injuries on South Africa's roads by 5% year-on-year until the year 2005 – at a saving to the economy of R 770 million per annum – and then, based on the strengthened institutional platform, by at least 10% per year-on-year until the year 2009.

My Department started translating the strategy into actions immediately and, by February 2002, an implementation business plan for the Strategy was approved by Parliament. This plan is the culmination of detailed planning and research. It sets out an achievable plan of action, and identifies key deliverables, which will ensure timeous delivery on the commitments made in the strategy.

Four key thematic areas, namely traffic law enforcement and law compliance; operator, vehicle and driver fitness; infrastructure, management and information systems; and communication, public education and participation were defined as areas of action.

These areas are all related to the road user, the road environment and the vehicle. Measures are applied to these areas to ensure that all the actions taken to address safety on our roads mutually reinforce one another. These measures include putting appropriate legislative and regulatory norms and the right systems and institutions in place and enhancing compliance.
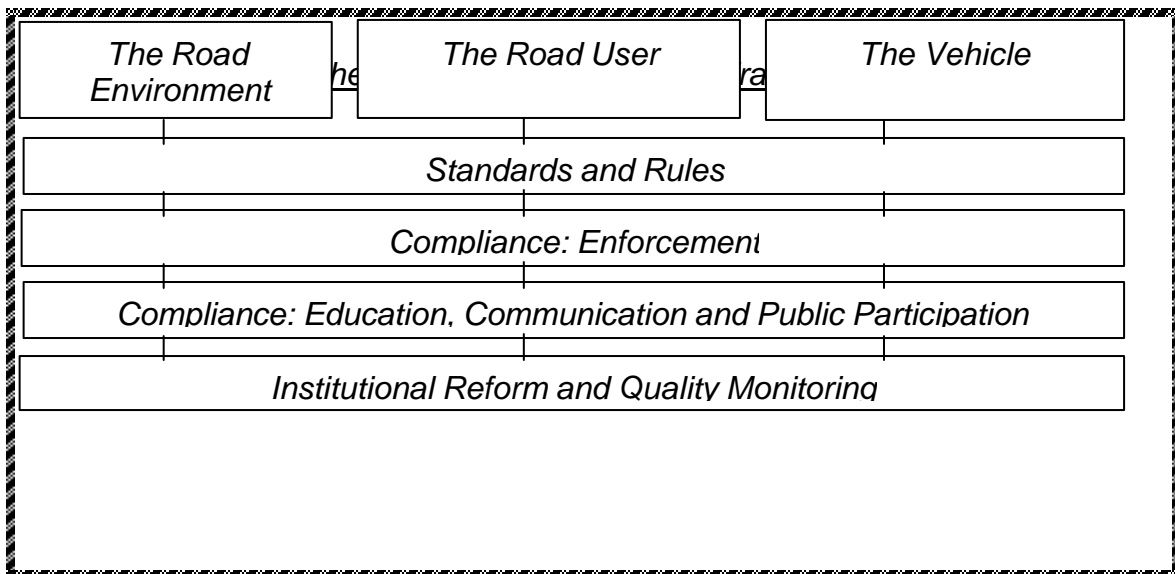
We restructured our division responsible for road traffic management and created nine projects teams to ensure that the Road to Safety Strategy is implemented.

> *The Department of Transport has restructured the division responsible for road traffic management. Nine projects teams now ensure that the Road to Safety Strategy is implemented. They are:*
> *Arrive Alive*
> *Driver Fitness*
> *Vehicle Safety*
> *Pedestrian Safety*
> *Fraud and Corruption*
> *Traffic Information Systems*
> *Fleet Operations Management*
> *Professionalism in the Traffic Fraternity*
> *National Traffic Information and Call Centre*

At the launch of the Road to Safety Strategy on 20 November 2001, I promised that, in a year's time, I would give feedback to the nation about the progress my Department, the provinces and our other provinces had made with implementing the Strategy. Please read on to see for yourself what progress the project teams have achieved.

Abdulah M Omar MP
Minister of Transport
November 2002

The Road Environment	The Road User	The Vehicle
Standards and Rules		
Compliance: Enforcement		
Compliance: Education, Communication and Public Participation		
Institutional Reform and Quality Monitoring		

Introduction

Road accidents in South Africa claim nearly 10 000 lives per year.

A further 36 000 people are seriously injured on our roads annually. Many people who suffer serious injury are never able to pick up their lives as it was before the accident, because they become permanently disabled. Once these people leave the hospitals, they are physically dependent on other people and have to be cared for financially.

In many instances road accidents lead to poverty. Breadwinners are killed. Disabled road accident victims lose their jobs and their income and the families caring for them become impoverished.

Arrive Alive & The Road to Safety

Arrive Alive was initiated by the Department of Transport in October 1997. It aims to decrease the fatalities on our roads by 5% annually. This is in line with the Department of Transport's mission: "To ensure an acceptable level of quality in road traffic, with emphasis on road safety, on the South African urban and rural road network".

Arrive Alive has identified certain traffic offences that are a major contributory factors in fatal accidents, or that impact on the seriousness of injuries, as critical traffic offences. These are speed, drinking and driving and the non-wearing of seat belts. Because pedestrians constitute 38% of the fatalities, Arrive Alive also addresses pedestrian safety.

Arrive Alive coordinates and harmonises traffic law enforcement on provincial and local levels. Mass communication supports the law enforcement by illustrating the possible results of these offences. Funding by the Road Accident Fund (RAF) ensures that Arrive Alive is a sustainable project.

Arrive Alive has been built into a recognizable brand since the inception of the campaign and its implementation has resulted in a significant year-on-year decline in fatal accidents. It is now a year-round, rigorously targeted, 7 day-a-week campaign.

But while Arrive Alive is a rolling tactical programme, it is not an all-purpose strategic and operational tool. It could not address all the underlying problems such as institutional reforms, the upgrading of the road infrastructure, driver and vehicle fitness and the reformation of regulatory and monitoring institutions. That is why the "Road to Safety Strategy 2001 - 2005" was implemented.

The Strategy, which is built on the successes achieved by the Arrive Alive campaign, consists of a set of carefully measured, balanced and prioritized actions that are practical, affordable and do-able. It is the culmination of nearly two years of work by national, provincial and metropolitan Departments of Transport, during which time there has been wide and intensive consultations with many people.

The Department of Transport has followed the launch of the Road to Safety Strategy with an implementation business plan for 2002/2003. This plan was the result of detailed planning and research. It sets out an achievable plan of action and identifies key deliverables, which will ensure timeous delivery on the commitments made in the strategy.

After careful consideration and consultation within the Road Traffic Management (RTM) division, some parts of the current RTM structure has been collapsed and a projects-based implementation has been created, incorporating nine key projects identified in the Road to Safety Strategy.

The Road Traffic Management Corporation(RTMC)

The current fragmentation within the road traffic management functions is to be overcome with the establishment of the RTMC, and the appointment of Dr Khulu Mbatha as the Chief Executive Officer. The shareholders committee for the RTMC consists of the National Minister of Transport, the provincial MEC's responsible for Transport and Traffic as well as local government through the SA Local Government Association (SALGA).

As the RTMC Act is rolled out in three stages, it will steadily bring road traffic management functions into a single legal and institutional framework and unify the traffic management functions across all provinces and the hundreds of local jurisdictions.

The business plan for the RTMC has been drafted.

The Administrative Adjudication of Road Traffic Offences (AARTO) Act

The Administrative Adjudication of Road Traffic Offences (AARTO) Act provides for the points demerit system and the suspension of driving licences of repeat traffic offenders.

In terms of this Act, infringements and offences will be viewed as different categories, with infringers being dealt with administratively and traffic offenders – those who commit serious offences like drinking and driving and reckless driving – going to court.

Once drivers reach the threshold of 12 demerit points, their licenses will be suspended. Once a driver's license has been suspended three times, he/she must apply for it afresh.

The necessary amendments to the AARTO Act and the Road Traffic Regulations have been drafted.

Overload Control

Economic growth demands an adequate transport infrastructure. Overloaded freight vehicles are destroying our roads, impacting negatively on all of South Africa.

To address the problem of overloaded vehicles, the Department of Transport, in conjunction with provincial traffic authorities, the South African National Roads Agency Limited (SANRAL) and the Council for Scientific and Industrial research (CSIR) has drafted the National Overload Strategy. The strategy covers the issues of self-regulation by the freight industry, funding, training and operational issues and a review of the 5% tolerance on the mass limit that is allowed for in the Road Traffic Act.

The strategy also contains several new and innovative aspects. A strategy map will assist planners in deciding on appropriate locations for additional weighbridges. A database containing information on weigh bridge operations and monitoring, as well as monthly reports will be accessible via a website. This database will also contain information of habitual offenders. Practical guidelines on how to deal with these offenders are being developed. Portable scales are being evaluated, determining their accuracy and acceptability for prosecution purposes. Legislation to extend the responsibility of overloading to the consigner and the consignee is being drafted.

Roads Development Plan

The strategy requires that systematic attention be paid to upgrading the road infrastructure and signage on the basis of continuous audits of hazardous locations and accident red spots.

A study to develop a road infrastructure strategic framework has been finalised. It provides the Minister and the Department of Transport with a preliminary discussion framework and highlights specific issues and problems in the present road infrastructure. It gives recommendations on institutional arrangements, the road network, information systems and decision management, the sustainability of funding, human capital and research and development. The document also provides for short to medium as well as medium to long-term action plans.

Arrive Alive

Arrive Alive communication supports national road safety initiatives and promotes road traffic safety countrywide. The aim of communication is to increase awareness about unsafe road usage, to change perceptions and ultimately change the behaviour of road users. The effect would be a decrease in road accidents, fatalities and injuries as well a reduction in road traffic offences.

Furthermore, presentations are being done to other departments, NGO's and private companies. These and other means of contact aim to increase the awareness for what Arrive Alive is doing and to rally support for the promotion of road traffic safety.

The Arrive Alive business plan coordinates law enforcement and communication on national, provincial and local levels.

2002/2003 Plans

- Mass communication campaigns on television, radio, billboards and on the back of busses;

- Coordinating traffic law enforcement operations in accordance with the Arrive Alive business plan.

- Obtaining financial and other support for Arrive Alive through an on-going mobilization campaign;

Achieved up to 20 November 2002

The Arrive Alive Communications project team has implemented several communication projects. These include:

- Arrive Alive messages shown on electronic screens at twenty-six Premier Soccer League / international soccer matches throughout the country. One of the messages features our former President, Mr. Nelson Mandela;

- Arrive Alive messages screened on electronic screens on forecourts of seventy petrol stations country-wide;

- Three hundred and seventy billboards countrywide that are featuring pedestrian safety messages;

- Media time to broadcast road safety features by the provinces, bought on three community radio stations per province;

- Arrive Alive messages featured on the back of three hundred buses country-wide;

- Road safety messages are screened at ten of the biggest taxi ranks in the country;

- Flighting of Arrive Alive radio advertisements from the middle of November 2002;

- Screening of Arrive Alive television advertisements from the middle of November 2002;

- The production of twenty one thousand poster and leaflets and hundred thousand bumper stickers;

- A road sign wall chart, sponsored by Pick 'n Pay, in Independent Newspapers' newspapers;

- Road safety advertorials booked in several magazines and newspapers;

- Arrive Alive's involvement in Ster-Kinekor Mobile road shows, sponsored by PriMedia. Arrive Alive is featured at two thousand four hundred showings of movies within per-urban and rural communities country-wide;

- Arrive Alive has been involved in several exhibitions and special events;

- A World Remembrance Day for the Victims of Road Traffic Accidents that was held on International World Remembrance Day on 17 November 2002;

- The co-operation of several companies and organizations that have sponsored Arrive Alive initiatives and got involved in joint ventures;

- The drafting of the business plan for the next phase of Arrive Alive, co-ordinating law enforcement and road safety communication county-wide and on all three tiers of government.

Driver Fitness

The driver fitness project aims to ensure an acceptable level of competency of drivers through the enhancement of the driving license system and the effective adjudication of offenders.

Numerous factors have lead to the poor competency of drivers. These include fraud and corruption within the driver licensing system, different standards of operation and non-compliance of driving license testing centres, inadequate inspection of the centers due to lack of capacity and the powerlessness of the Inspectorate to suspend or cancel the registration of an examiner or testing centre. Furthermore, professional drivers are currently tested on the same standard as ordinary drivers and serious and repeat offenders are not retested after having their licenses suspended.

2002/2003 Plans

- Expanding the capacity of the driving license testing Inspectorate;

- Developing a best practice model for driving license testing centres;

- Investigating the possibility of formalising and regulating driving schools;

- Financial administration of driving license testing revenue;

- The upgrading of driving license testing centres;

- Developing a system for retesting repeat offenders;

- The revision of the K53 test.

Achieved up to 20 November 2002

- The Department has transferred R21, 5 million to the provinces to upgrade all sub-standard driver licence testing centres. This will ensure that these centres comply with provisions of the National Road Traffic Act and it will reduce the opportunities for corruption and fraud at these centers.

- The question bank for the computerised learner's licence system to be deployed at three hundred and fifty driving license testing centres country-wide has been finalised and the tender for the development of the system advertised;

- The driving schools are being audited in terms of minimum service standards;

- The K53 manual has been revised.

Vehicle Safety

The vehicle testing system needs to be improved in order to ensure an acceptable level of safety and legality of vehicles.

With the privatisation of the vehicle testing industry came widespread corruption, due to high levels of competition and poor controls. The inspectorate did not have the resources to carry out all the duties intended by the empowering legislation to combat fraud and corruption.

No common business practice regarding the technical standard and code of practice for vehicle testing stations has been applied. Best practice models need to be developed, shared and consolidated.

Because of the poor standard of physical verification at vehicle testing stations, an estimated 300 000 stolen vehicles are re-registered and on the roads. Furthermore, the integrity of data in the National Traffic Information System (NaTIS) is poor and legitimate vehicles fail verification because of historical data entry errors. There is a need for a secure, incorruptible process of verification and a clean up of the NaTIS database. Additionally, the SAPS require more secure external identifiers on vehicles, since the license plates are not a reliable form of identification.

The separation of vehicle testing stations, motor vehicle licensing offices and police clearance offices results in poor communication between these functions. This aids the criminal syndicates who fraudulently register motor vehicles.

Service delivery at registration and licensing authorities need to be improved. One option in this regard is to implement one-stop shops.

2002/2003 Plans

- Researching the viability of implementing periodic roadworthiness testing.

- Developing a best practice model for vehicle testing stations;

- Regular verification in order to secure vehicle identity;

- The restructuring of the vehicle testing Inspectorate;

- A review of the vehicle testing industry;

- The demonstration of one-stop shops;

- Legislative amendments;

- In order to reduce the number of un-roadworthy vehicles, we are in the process of introducing a system of periodic roadworthiness testing from early next year. Details in terms of specified age and kilometerage, will become known at a later stage.

- With the assistance of Business Against Crime, work has commenced to develop a model which will make it easy to identify and detect fraudulently registered vehicles. This may mean applying a non-reproducible externally visible VIN label transponder on all verified vehicles;

- Since November 2001, four hundred and thirteen of the four hundred and seventy five testing stations have been audited to determine their compliance with the relevant legislation. Audits at testing stations in the North West, KwaZulu-Natal and Mpumalanga have been completed. The auditing of testing stations in the other provinces is 80% complete.

Pedestrian Safety

During road traffic accidents, pedestrians and cyclists are more vulnerable than occupant of vehicles. This, and the fact that due to socio-economic factors these people often cannot make use of other modes of transport, lead to a high pedestrian injury rate.

Improving pedestrian and cyclist safety includes implementing a combination of road traffic education and engineering solutions and improving coordination between agencies in the identification and treatment of hazardous locations.

It is important to create coordinating structures to ensure community participation in the creation of awareness, assisting in education and in the identification and treatment of hazardous areas to ensure that solutions are appropriate. Resources must be made available to support community initiatives.

2002/2003 Plans

- Setting up sustainable community coordinating structures;

- Identification and treatment of hazardous locations;

- Implementing a pedestrian visibility programme;

- Formal and informal road safety education.

Achieved up to 20 November 2002

- Nine junior traffic training centers have been started in eight provinces. Another eight are under costruction. BP(SA) has sponsored two junior traffic training centres in Soshanguve and one each in Laudium, Attridgeville, Hammanskraal and Eersterus;

- Existing and functional road safety community-based structures are undergoing training in road safety matters;

- More community-based structures will be set up in previously disadvantaged areas in the course of this year and next year;

- The scholar patrol initiative is being expanded in the duisadvantaged areas;

- Ways to reduce pedestrian accidents in ten identified hazardous areas in each of the nine provinces have been investigated. Action has been taken to address the causes of accidents in these areas in five of the provinces;

- A total of three hundred and sixty five pedestrian hazardous locations have been identified in the nine provinces. The draft copy of the business plan to request funding for the improvements of all these sites is being finalised;

- Eighty eight thousand reflective strips for pedestrains have been distributed in areas with a high incidence of pedestrian accidents in each of the nine provinces.

Fraud and Corruption

Fraud and corruption contributes to the road traffic accidents in South Africa, because un-roadworthy vehicles and incompetent drivers are being given legitimacy through corrupt activities. It also leads to financial losses for individuals, organizations and the country.

Fraud and corruption exists in the registration, licensing and testing of motor vehicles and drivers and in law enforcement. These must be addressed by developing preventative and reactive mechanisms to eliminate opportunities for fraud and corruption, identifying improvements to business systems and processes, assisting in the creation of competent and empowered Inspectorates and by creating and empowering a unit to undertake ongoing investigations into corrupt activities.

The Department of Transport is to coordinate the identification of fraudulent road traffic transactions and locations and the investigation of alleged fraud and corruption in road traffic matters with the assistance of the National Intelligence Agency (NIA), the SAPS and Business Against Crime. Emphasis is placed on vehicle testing stations and driver licence testing centres.

2002/2003 Plans

- Establishment of an investigations unit.

Achieved up to 20 November 2002

- Areas targeted for the identification of fraudulent road traffic transactions and locations are Gauteng, Eastern Cape, Mpumalanga and Limpopo. Already one thousand five hundred and ninety eight fraudulent licenses have been cancelled in Limpopo, two hundred and nineteen cases regarding the licensing and registration of vehicles are being dealt with and seventy five officials have been arrested as a result, hundred and seventeen cases regarding the testing and the issuing of driving licenses are being dealt, leading to the arrest of eighty four examiners and members of the public and the thirty one cases of fraudulent roadworthiness certificates are being dealt led to the arrest of fourteen examiners and members of the public;

- The successes achieved at the licensing department in Loveday Street, Johannesburg, will be rolled out to other licensing departments as soon as funding has been secured;

Traffic Information Systems

The management of traffic information is a complex mix of legislated procedures and administration, all of which require national information systems. These systems need ongoing development to be in line with users information requirements, amendments to procedures and legislation, and to employ evolving technologies.

There are five areas that need attention:

1. Licensing and registration of vehicles

    •   Implementing a best practice model for the registration and licensing of vehicles;

    •   Implementing measures to reduce motor vehicle crime;

    •   Implementing measures to provide high levels of service to all traffic information systems users.

2. Registration and monitoring of drivers

    •   Converting the current driving license population to the new credit card format;

    •   Including the specifications for the Administrative Adjudication of Road Traffic Offences (AARTO) Act for demerit purposes;

    •   Introducing new technology for the registration and issuing of learners and driving licenses;

    •   Providing card verification devices with access to the National Traffic Information System (NaTIS) to enable roadside verification;

    •   Controlling the issue of driving licenses by means of the NaTIS;

    •   Providing a best practice model for the recording and issuing of driving license cards.

3. <u>Registration and monitoring of accidents</u>

- Legislating the process of accident reporting, capturing and monitoring;

- Introducing new technology for the collection, recording and distribution of accident data;

- Investigating alternative capturing options.

4. <u>Registration and monitoring of contraventions</u>

- Introducing technology for the capturing and monitoring of traffic contraventions;

- Implementing a contravention module, comprising of the recording of convictions and outstanding offences against drivers and operators as well as the points demerit system.

2002/2003 Plans

- Investigating the implementation of a National Vehicle Information Sharing System (NaVISS);

- Creating a national help desk for the National Traffic Information System (NaTIS);

- Implementing a best practice model for motor vehicle registering authorities;

- Assisting with the implementation of the accident report form;

- Investigating driving license card and reader technologies;

- Establishing provincial and national accident bureaus;

- Computerising the learners license test;

- Further developing of NaTIS.

- Driving license card and reader technologies have been investigated. By the end of 2002, five hundred card verification devices will be made available to enable roadside verification by traffic officers at roadblocks;

- The links and interfaces for the National Traffic Information System (NaTIS) are complete. There is on-going work on the development and maintenance of the current NaTIS, whilst developing the new NaTIS;

- The tender for the computerized learner license is complete.

- In total, over five million of the five million eight hundred thousand driving licences have been converted to the credit card format driving licences;

- Hundred and seventy thousand credit card format driving licenses have been produced so far this year;

- StatsSA has been appointed as the National Accident Bureau for a period of two years.

Fleet Operations Management

South Africa has an unacceptably high accident and fatality rate in the freight and passenger transport sectors. Professional drivers carry a greater responsibility than ordinary drivers and yet are not required to undergo more stringent licensing requirements.

Operational issues, such as driving hours, measures to combat driver fatigue, and vehicle safety monitoring, require regulation or self regulation and these should be included in a code of practice.

Users of passenger transport are often ill informed regarding acceptable service and safety standards, and have no easy avenue of recourse when exposed to dangerous operators. For this reason a passenger charter, detailing rights of fare paying passengers and the appropriate avenues to register complaints, is proposed.

Part of the fleet operations problem includes the transportation of dangerous goods, which was managed by the Department of Health in the past. Under new legislation, the Department of Transport must establish a dangerous goods Inspectorate.

2002/2003 Plans

- Drafting an operator's code of practice for regulation and self regulation purposes;

- Investigating the establishment of a tyre safety management programme;

- Developing a passenger charter detailing rights of fare paying passengers and the appropriate avenues to register complaints;

- Conducting a study to establish if it is possible to encourage the self-regulating of the driving hours for professional drivers;

- Establishing a dangerous goods Inspectorate to manage the transport of dangerous goods under the new Act.;

- Investigating the possibility of more stringent testing and medical requirements for professional drivers.

- The Department of Transport is involved in a process of developing strict criteria for professional drivers. Discussions have already been held with the medical profession and other role players and the medical testing criteria for professional drivers have been reviewed. Together with the South African Medical Association (SAMA), we have developed a specialised training programme to enable doctors to conduct professional and adequate medical examinations and make informed decisions about drivers' health status. A document dealing with drivers and the training curriculum has been drafted;

- We are studying the measures to regulate and also encourage self regulation of driving hours. The results thereof will be out by the end of 2002;

- The draft discussion document on the passenger charter, detailing the rights of passengers and to be displayed in and on public passenger vehicles is complete and consultation with stakeholders has begun. The charter will be given teeth, with a link to the media, enforcement agencies and inspectorates;

- The brochure to educate taxi operators on vehicle tyre management is complete, and consultation with stakeholders has commenced;

- About four thousand traffic law enforcers have been trained in the new Act on the transportation of dangerous goods;

- We have developed a draft code of conduct for the bus industry in conjunction with the South African Bureau of Standards (SABS).

Professionalism in the Traffic Fraternity

The professional status of officials employed in road traffic management and law enforcement will be enhanced through the creation of career structures and appropriate qualifications. Different aspects, namely a formal career structure for traffic officers, a new professional qualification and examination system and refresher courses for driving license and vehicle examiners, as well as uniformity amongst traffic training colleges, need to be addressed. The status of the traffic fraternity will be improved by reviewing their salaries, qualifications needed for appointment and the duration, content and accreditation of training courses.

2002/2003 Plans

- Developing a new professional qualification and examination system for examiners of driving licenses;

- Developing a new professional qualification and examination system for examiners of vehicles;

- Developing a career structure or professional status of traffic officers;

- Evaluating the traffic training colleges.

Achieved up to 20 November 2002

- Traffic training institutions have agreed to increase the entry requirements for candidate traffic law enforcement from a grade 10 and a valid drivers license to a Grade 12 and a valid drivers licence;

- The duration of training for traffic officers has been increased from six to twelve months, with nine months tuition. Traffic training colleges have agreed to implement this in 2004;

- The current qualification does not meet the requirement of South African Qualifications Authority (SAQA) and as such the course is not registered, but only recorded. The Standard Generating Body is in the process of developing unit standards to have the traffic officer's course registered with SAQA;

- All colleges have been visited and evaluated for the first time since 1998;

- New courses for examiners of vehicles and driving licenses have been developed;

- The negotiations for the implementation of a new salary scale for provincial traffic law enforcement officers is ongoing.

National Traffic Information and Call Centre

The Road to Safety Strategy has the specific measurable goal of reducing road traffic accidents, deaths and injuries by 5% per year. The reporting of accidents and injuries needs to be up to date and be analysed to effectively monitor whether the goals of the Strategy are met.

This project looks at five areas:

1. The National Traffic Call Centre

    This will provide road users with an avenue to report reckless and negligent driver behaviour; unfit vehicles; fraud and corruption; etc.

2. Special Accident Investigations

    Special in-depth and detailed investigations are done into road traffic accidents in which four or more persons are killed, five or more vehicles are involved or in which a vehicle transporting hazardous substances is involved. As much as possible information about the contributory factors will be gleaned, as well as information about the driver license testing centre where the drivers involved obtained their licenses, the vehicle testing centres at which roadworthy certificates were issued and employment conditions and remuneration agreements that could play a role.

3. National Fatal Accident Information Centre:

    Information about fatal accident information is received from SAPS stations on a daily basis. This information is compared to previous periods and analysed with regard to rates and trends. Monthly reports are prepared and distributed.

4. Annual Accident Report:

    The comprehensive annual accident data on the National Traffic Information System (NaTIS) will be analysed with regard to decreases, rates and trends and a full annual report prepared, printed and distributed.

5. <u>Information support:</u>

    Additional information needed includes:

    - The monitoring of traffic offences;

    - Establishing how many vehicle kilometres are travelled on an annual basis;

    - Determining the traffic volumes, speed and following distances;

    - Checking the monthly Arrive Alive reports.

    2002/2003 Plans

- Supporting the collection and analysis of fatal accidents by implementing a supportive, computerized data and information management system;

- Investigating accidents in which more than four people are killed, more than five vehicles are involved, or involving a vehicle carrying dangerous goods;

- Implementing a system that monitors traffic counts, speeds and following distances on national roads;

- Checking and evaluating the monthly Arrive Alive reports and administering the penalty points for late and incomplete reports;

- Producing annual accident reports;

- Determining the annual vehicle kilometers traveled;

- Implementing a National Traffic Call Centre;

- Monitoring traffic offences;

    Achieved up to 20 November 2002

- Seven special accident investigations have been undertaken;

- A temporary computer system was developed for the National Traffic Call Centre and is ready for implementation in a pilot project, probably involving only Mpumalanga. The plan is to give the public the opportunity to report good and bad behaviour on the road;

- Under-reporting as well as late submission of reports by SAPS to the Arrive Alive National Information Centre remain a major problem. New computer software for the evaluation of data and preparation of monthly reports is being developed;

- Work to redesign the Officer's Accident Report (OAR) has been completed.

National Department of Transport
Road to Safety Strategy
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