

Media Statement by the national Minister of Transport Honourable Dipuo Peters following the Annual General Meeting of the Road Traffic Management Corporation

Date: 11 September 2015

Ladies and Gentlemen it gives me great pleasure to welcome you to the briefing session. We have met today as the Shareholders and the Board of Directors of the RTMC to review the performance of the Corporation in the 2014/15 financial year. We have received the Annual Report in terms of section 22 (4) of the RTMC Act, including Annual Financial Statements, Performance Report, Report of the Accounting Authority, Report on the Surplus Funds, Report of the Auditor General and Report of the Audit and Risk Committee.

Furthermore the meeting considered the State Road Safety in our country and interventions that need to be made to reduce carnage on the roads and save lives.

The meeting noted progress that had been made in the year under review to turnaround the RTMC and to rebuild it as an embodiment of efficiency and effectiveness able to lead in all aspects of road safety as embodied in its founding legislation and its mandate. It was particularly pleasing to note that the Auditor General gave the RTMC an unqualified report with minimum matters of emphasis. This was a significant milestone compared to the qualified report that was previously given.

Other noteworthy development included the fact the RTMC had succeed in ensuring that **67% of its Executive Managers are women**. The Corporation has also succeeded in reducing its vacancy rate from 31% to 26% and cut its non-costs by 51% against the planned the planned target

of 10%. The reduction in non-core costs enabled the RTMC to declare a **surplus of R313.2 million** which will be used to fund identified priorities such as, among others, the intensifying road safety mobilisation and education campaigns and training of road safety as well as traffic personnel.

However more still needs to be done before we can declare that the RTMC is finally on the growth trajectory and is able to execute its mandate as a lead agency on road safety. The vacancy rate needs to be reduced further by recruiting personnel with specialised skills particularly in road safety and crash investigation. More work will be required to strengthen internal controls and supply chain management guidelines as identified by the Auditor-General.

Now let me turn to the State of Safety Reports that the meeting of MECs and Heads of Departments considered yesterday. The report covered the five months period from April to August and it painted a grim picture of bad behaviour and negative attitudes displayed by road users.

In this period there were **10.3 million** registered vehicles in the country with the majority of them in Gauteng, the Western Cape and KwaZulu Natal. However the majority of crashes took place in Gauteng, KwaZulu Natal, Eastern Cape, Mpumalanga and Limpopo.

The analysis identified five major contributory factors to crashes. These were **speeds** that were too high for circumstance leading to loss of control and inability to avoid hazards. Secondly **abuse of alcohol** by both drivers and pedestrian, followed by **dangerous overtaking** i.e. overtaking in the face of oncoming traffic. **Vehicle fitness** namely defective tyres, steering and brake systems especially on public passenger and freight transport vehicles was another important factor as well as **pedestrian negligence**

namely jaywalking, walking on freeways, drinking and walking and failing to wear bright clothes.

Of extreme concern is that 80% of road fatalities were **adults and males** aged between 19 and 34 years. Pedestrians were the most vulnerable constituting just under 40% of fatalities in both urban and rural areas. **New and inexperience drivers** between the age of 25 and 34 years of age were most likely to die on the roads. **Women** were most likely to die on the roads as passengers especially in public transport vehicles while **children** were affected as passengers and pedestrians.

Contrary to popular view, statistics showed that **light passenger vehicles** and light delivery vehicles contributed the highest number of fatal crashes. Light passenger vehicles accounted for 47% of fatal crashes followed by light delivery vehicles at 17%. **Minibuses** contributed 7%, buses 1.3% and trucks 1.7%. However crashes involving buses, minibuses and truck grab headlines because of the high number of fatalities that occur whenever these vehicles are involved.

The report therefore showed that there were 4528 crashes between April and August this year resulting in 5433 fatalities. This is an unacceptably high number of people who died on our roads and we send our condolences to their families and wish a speedy recovery to those that are still in hospitals. A high number of fatalities occurred in the months of May and August compared to other months.

After intense discussion the MECs and HODs concluded that:

- There should be heightened, integrated and targeted law enforcement operation in the top six corridors. The corridors were identified as routes with the highest traffic volumes. These are the N1 between Pretoria – Polokwane and Beitbridge. The N2 between

Somerset West and Cape Town, the N3 between Johannesburg and Cape Town, the N4 between Pretoria, Nelspruit and Lebombo, the N1 between Mangaung and Cape Town and the R61 between Aberdeen and Beaufort West.

- There should be periodic, integrated operations focussed on checking the roadworthiness heavy vehicles, buses, taxis and scholar transport with fines of R50 000 imposed on impounded heavy vehicles and R15 000 for light vehicles.
- The laws authorising private vehicle testing centres should be reviewed with a view to clamping down on non-compliant private centres.
- There should be a dedicated attention to stray animals and interventions on fencing, provision of animal reflective belts and animal identification tags.
- There should be a review of regulation on the utilisation of blue lights by private vehicles.
- Mobile roadworthiness testing equipment should be deployed in all province and in rural areas to reduce risky un-roadworthy vehicles on the roads.

We must also decisively address drunken driving. Despite the numerous legal challenges on the utilisation of the Dragger that lead to the use of it as illegal. It gives us pride that we have finally satisfied the legal requirements of the use of the dragger and we are humbled and will religiously ensure that the introduction and reinforcement of the dragger is rolled out throughout the country. Key to the requirements are the following amongst others:

Authorities will have to procure the equipment

The equipment procured should be calibrated

Traffic Officers to be trained on the operation of the equipment

The NPA under the guidance from Adv. Van der Vijver is in the process of developing guidelines to be used by prosecutors.

The reintroduction of the dragger will be managed with extreme caution as we will do everything in our power to avoid unsuccessful prosecution of those that continued unabated to kill our innocent road users and equally avoid the contestation as it was the case in the Hendricks Court Case.

These measures must assist us to ensure that the experience on our roads changes and we have improved safety over weekends and peak periods throughout the year. The above measures must assist us to realise the goals of the United Nations Global Action on Road Safety to reduce fatalities by 50% in 2020.

We rise from this AGM with confidence and un-paralleled hope that we are on course and ready to tackle the challenges we are confronted with. May I urge all citizens of our country to take charge of their lives and be the ambassadors of Road Safety. Collectively we can overcome.

I thank you.

Attachments

Road Traffic Information April to August 2015 Crashes

The image part with relationship ID r1d4 was not found in the file.

Month	GP	KZN	WC	EC	FS	MP	NW	LI	NC	Total
April	190	115	89	96	63	102	71	102	18	846
May	197	169	90	112	63	122	78	98	28	957
June	191	156	76	120	54	93	55	90	27	862
July	214	189	77	110	62	107	72	101	17	949
August	177	193	79	95	80	86	61	119	24	914
Total	969	822	411	533	322	510	337	510	114	4528

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Road Traffic Information April to August 2015 Fatalities

The image part with relationship ID r1d4 was not found in the file.

Month	GP	KZN	WC	EC	FS	MP	NW	LI	NC	Total
April	227	132	94	133	84	138	81	138	25	1052
May	227	190	100	132	73	146	89	141	28	1126
June	222	171	91	146	86	114	66	110	36	1042
July	225	214	84	131	70	137	89	124	19	1093
August	192	229	91	148	87	111	82	151	29	1120
Total	1093	936	416	690	400	646	407	664	137	5433

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