

REPORT OF THE HEAD OF DEPARTMENT

SECTION 8: PUBLIC SAFETY AND COMMUNICATIONS



**Head: Public Safety and Communications
Mr Thabang Chiloane**



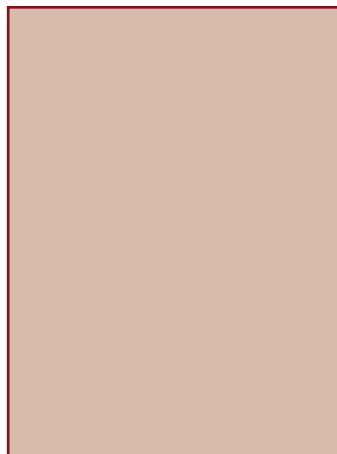
**Senior Manager:
Road Traffic
Mr John Schnell**



**Senior Manager:
Road Safety
Ms Thoko Mabaso**



**Senior Manager:
Communications &
Resource Centre (acting)
Mr Sathish Jaggernath**



**Senior Manager:
Public Relations
(vacant)**

INTRODUCTION

This Chief Directorate: Public Safety and Communications is a new Chief Directorate and still needs construction and restructuring. Through this Chief Directorate the Department is able to communicate internally and to the broader community. The Chief Directorate is also responsible for ensuring a safer road environment in the province.

Communication is the thread that ties together every aspect of the Department's work. The Department will only succeed in achieving a safe road environment when all people in this country acknowledge that road safety is their business and not just the responsibility of government. In order to communicate and educate communities, the Road Safety Directorate established 32 Community Road Safety Councils (CRSC) in predominantly rural and previously disadvantaged areas. The Directorate has backed up the efforts of the CRSC's with Road Safety Engineering ensuring that communities get professional assistance in making roads in their areas safer. For the CRSC's to be effective they require access to relevant information and training. Information is made available on a regular basis and a training programme is in place. Our education programme has been extended to schools and industry. All this work has required co-ordination with national government and other structures in the provinces, including enforcement agencies. To ensure that we remain champions of "best practice" the Directorate is engaged in ongoing researching and evaluating of the road safety programme.

While road safety communicates mostly with a public, the Directorate Communication is required to ensure that all stakeholders, including the media, are properly informed. The activities of the Communications Directorate have focussed on improving the Departments' communication with all stakeholders. This has been accomplished by engaging the media, and by marketing, promoting and advertising the work of the Department. For example, our publication Igalelo is published, on a monthly basis, in one of the regional newspapers. A media monitoring and research component has been established in order that the Department is kept informed about what the public and the media have to say about it. Speech writing, a crucial function for the Department, is a function executed by the Communication's Directorate.

It is anticipated that the establishment of the Chief Directorate will strengthen the Department's service delivery.

DIRECTORATE: COMMUNICATIONS & RESOURCE CENTRE

INTRODUCTION

The core function of the Communications Directorate is to implement a cohesive and systematic communications programme towards establishing and maintaining goodwill and understanding between the Department and the various communities and stakeholders it serves.

The objectives of the Directorate are:

- supporting the Department in all its activities and endeavours;
- developing a positive image of the Department;
- ensuring a felt presence of the Department among stakeholders and the wider public;
- communicating both internally and externally in a manner that is professional and consistent with the Department's policies and principles; and
- developing and maintaining effective channels of communication, co-ordination and dissemination of information both internally and externally.

INTERNAL COMMUNICATIONS

A functional component of the Directorate is to establish an effective and efficient flow of Departmental information through monthly newsletters, intranet system and special bulletins. The departmental newsletter, entitled Translife, provided an opportunity for various sub-directorates to enjoy exposure for their activities. In this way, internal publicity was generated for various programmes and activities such as the Minister's engagements, Zibambele, AIDS/HIV workshops, Impumelelo Awards, management workshops, the Asiphephe campaign, RTI, staff achievements, and organisational development. A proposal was submitted for the establishment of an intranet facility,

REPORT OF THE HEAD OF DEPARTMENT

and once this is in operation, this electronic medium and written publications will be used for the dissemination of internal news. In addition, newspaper clippings are provided to the Minister and Departmental senior managers on a regular basis.

PUBLIC RELATIONS

The public relations function was performed in conjunction with the Ministry, and all staff were engaged at various times in assisting at and/or participating in Ministerial/Departmental functions and engagements. Among the highlights were: the opening of various roads by the Minister, the opening of schools, the various holiday road safety launches by the Minister, and the Minister's meetings with various stakeholders. Events were co-ordinated by the directorate, and media conferences were held. Among the promotional campaigns the Department was involved in were the launch of KWANATACO, the national DOT's launch of the National Taxi Council, and the work of the Alexander Commission into Taxi Violence. The Department enjoys a very good relationship with community-based organisations, commerce and industry, other government departments and the media. The directorate's staff attended meetings convened by the Communications Directorates of the National Department of Transport and of the KwaZulu-Natal Premier's office.

MEDIA LIAISON

Media statements and alerts relating to public safety, roads, corporate services, public transport, as well as of a miscellaneous nature, were issued. Among the issues covered were the holiday road safety ASIPHEPHE campaign launches, taxi violence, launch of KWANATACO, victims of road accidents, prayer rallies, the motor licensing bureau, and the various zero tolerance campaigns. Together with these, the directorate prepared media statements for specific directorates as and when these were requested. The Department's flagship campaigns such as VUKUZAKHE, ARRUP, and ZIBAMBELE, received media exposure. During the period under review the Minister and the Department received coverage from the SABC, e-TV, and the various national, local and community-based newspapers.

MARKETING, PROMOTIONS AND ADVERTISING

An innovation for the Department was its penetration into community-based newspapers. Hitherto, the Department was receiving scant publicity from this quarter, but the placing of promotional advertisements within these newspapers opened up opportunities for greater coverage within publications that reach specific target markets. The major advantage of this is that these newspapers are distributed free, and that those who cannot afford to buy the commercial newspapers were able to receive news of the Department's activities. One of them, viz., Taxi, now carries a masthead of the minister's picture in all its editions.

PUBLICATIONS

In May 2001, an 8-page special supplement of the work of the Minister and the Department was published in the Sunday Tribune. The key focus areas were, the Department's initiative in introducing rural modes of transport, for example, through the cargo tricycle project, the Department's Annual Summit, Zibambele, the taxi industry, road safety, and RTI. Following on the success of this publication, it was decided to cater for Zulu-language readers, and negotiations were held with Ilanga to carry a monthly supplementary insert of Igalelo. 11 issues were published, and this is a continuing project, with the supplements henceforth being carried by the newly-launched Isolezwe and an English translation thereof in the Daily News.

RESEARCH, MONITORING AND SPEECH WRITING

The Communications Directorate undertook research and translation services in respect of the various directorates, and provided a news-clipping distribution service as well as a translation service.

The Directorate's activities are closely linked to the Department's various development initiatives, as the various media releases, speeches, promotional campaigns, and public relations initiatives help serve as a window to the Department's work.

DIRECTORATE: ROAD SAFETY

Latest statistics demonstrate that fatalities in the Province dropped from 1,770 in the year 2000, to 1,450 in 2001 (DOT Transport Engineering Sub-Directorate). This is a considerable reduction in fatalities and substantially better than national figures. Although this is a very encouraging result, each death is a tragedy, and we must do much more to reduce road carnage. The saving of lives is a core function of the Department of Transport, and the Road Safety Directorate is the prime facilitator of this function, together with the Road Traffic Inspectorate.

Efforts of the Directorate are concentrated around the internationally accepted strategic focus areas: education of children and adults (especially those in "at risk" areas); public awareness programmes to support enforcement, concentrating primarily on speed, alcohol abuse and wearing of seat belts; engineering of hazardous locations and evaluation of results and research to ensure effective planning and implementation, contextual to our actual environment.

COMMUNITY ROAD SAFETY COUNCILS

In order to facilitate people centred development thirty two (32) Community Road Safety Councils have been established, mainly in rural and previously disadvantaged areas. Training has taken place in these communities on identification of black spots, good governance, democratic management and formulation of business plans and other skills necessary to obtain full involvement. All road safety programmes are worked in conjunction with the Community Road Safety Councils. Council members assist in taking the programmes to the community, thereby ensuring that we have wider coverage throughout the Province.

ENGINEERING

The establishment of Community Road Safety Councils has enabled communities to take ownership of road safety. The Councils have identified more than 100 hazardous locations for low-cost engineering remediation. Ninety of these sites have been evaluated and approved for improvement, and plans have been passed to the regions for implementation.

The Transport Engineering Sub-Directorate is also responsible for collection, input and analysis of all accident data. During the year 80325 Officer Accident report forms have been received. All of the records have been transferred via our interface to NATIS. The National Department of Transport has informed all provinces that we are the most successful Accident Data Centre in the country.

EDUCATION AND PUBLIC AWARENESS

The Community Road Safety Councils have also been involved in public awareness projects for communities, especially in the area of pedestrian behaviour, and have held meetings throughout the province to encourage more responsible use of the roads by this "at risk" group.

To solve the pedestrian problem in KwaZulu-Natal we implemented the Pedestrian Management Plan in three identified high pedestrian incident areas namely; Nongoma, Shakaskraal to Groutville and Nottingham Road. Mass communication was also undertaken to convey the pedestrian safety message. The campaign included radio advertisements, adverts on taxi's, buses, billboards and dustbins. Commuta FM aired the message at railway stations and in-house videos were shown at Post offices, Hyperamas and Home Affairs offices. Posters and pamphlets with the same messages were also distributed.

More than 125 schools participate in Scholar Patrol activities, enabling learners to take responsibility for their own safety. Other programmes in junior schools are Child in Traffic, and Safe Routes to School. Community Road Safety Councils have been trained to assist with these projects. All schools in the province are invited to participate in the Participatory Education Techniques (PET) competition which takes place annually. Sixteen schools participated in the finals. Prince Myayiza and Amaphisi High schools were the winners in the rural category and in the urban category,

REPORT OF THE HEAD OF DEPARTMENT

Indonsa High and Trenance Park Secondary were the winners. Winning schools were each presented with a computer and printer while Trenance Park received sporting equipment in place of a computer.

A special programme for youth is also in place, and a sports competition highlights road safety issues for the thousands of participants and their families. The need for safe road usage is encouraged through the sporting activities. Church projects brought the religious community on board to raise awareness through prayer days and other events where church leaders can make a difference. The Driver Training Programme targets adults, especially taxi drivers and drivers of heavy vehicles. The province participated successfully in the National Department of Transport Taxi Driver of the Year competition, and a team of heavy-duty drivers represented our province nationally in the finals. Peak holiday projects are undertaken in the form of alcohol awareness programmes, rest stops on all major routes, awareness programmes for HIV / Aids Day and long distance taxi driver awareness programmes.



RESEARCH AND EVALUATION

Research and Evaluation continues to play an important role in Road Safety. Projects on Daytime Running Lights, (Edendale Road) Scholar Patrols and Golden Hour emergency response times have been undertaken at the specific request of the Department. The University of Natal Interdisciplinary Accident Research Centre is working on more than 20 projects, all of which will materially affect our ability to reduce road carnage in ways that are practical and can be implemented. An internal evaluation of road safety initiatives, measuring success against the recognised issues identified at the start of Asiphephe, was done at the end of the period.

CO-ORDINATION

An important aspect of road safety management is co-ordination with other stakeholders, and the Directorate is represented on several other bodies including the eThekweni Road Safety Technical Committee and Arrive Alive. Participation in Arrive Alive gives us an extra R5 million annually, which is spent on education and communication, enforcement and engineering. Involvement with other stakeholders enables us to share our success with others, and also to learn from other projects and initiatives.

ENFORCEMENT

Most of the activities undertaken by this section are largely focussed on education followed by enforcement to encourage road users to comply with road rules. The essential goal is to ensure that road safety messages make a significant impact towards the improvement of road use skills, and the creation of a more responsible road traffic culture in KwaZulu-Natal. Five Drager Breathalyzers were purchased and handed on loan to the SAPS collision unit.

Asiphephe alcohol road blocks, and selective enforcement operations were conducted throughout the province on a fairly large scale generating much media coverage and public attention. The operations were carried out by the KwaZulu-Natal Road Traffic Inspectorate and various local traffic authorities, supported by the South African Police Services.

DIRECTORATE: ROAD TRAFFIC INSPECTORATE (RTI)

INTRODUCTION

The primary functions of the Road Traffic Inspectorate are in the areas of enforcement and regulation. As part of these functions we contribute towards legislative changes and amendments. Some of our proposals have come about as a result of our interface with the Victoria Police exchange teams, the assessment processes and the Road to Safety Strategy 2001-2005.



SPECIFIC BUDGET AREAS

The Road Traffic Inspectorate Traffic Training College received R182, 581-88 for the 2001/2002 financial year for courses held as follows:

Course	No. of Rti & Municipal Officers	Passed	Failed
Traffic Officers	64	56	8
Examiner of Vehicles	14	14	0
Examiner of Drivers	35	34	1
Examiner for Learners	7	7	0
Drager SAPS	18	15	3
Orthorator (Eye Test)	3	3	0
Management Review	18	15	3
Identification of Unroadworthy Vehicles	55	37	18
Fire-arm (CZ759 mm Parabelum)	82	54	28
Fire-arm (Winchester 12 gauge shotgun)	62	30	32
Speedtiming: Truvelo Combi	29	22	7
Speedtiming: Prolaser MK II	63	52	11
Speedtiming: Prolaser MK III	24	21	3
Speedtiming: Ultralyte	24	21	3

REPORT OF THE HEAD OF DEPARTMENT

DRIVERS' LICENCE CONVERSIONS: CREDIT CARD FORMAT

In March 1998 a new driving licence was introduced to conform with the requirements of the Southern African Development Community (SADC) protocols. The credit card format driving licences also resulted in the introduction of harmonised driving licence codes for the various classes of motor vehicles. These classifications also conform with the SADC protocols. The conversion process was scheduled over a five-year period, commencing in March 1998 for those holders of driving licences born in June, successive conversion periods were set aside in order to manage the process. Simultaneously all new applicants for driving licences who passed the prescribed K53 test were issued with credit card format licences.

Further, first time applicants for Professional Driving Licences (PrDP) were, upon application also issued with credit card type licences, as were applicants who renewed their PrDPs. The conversion process is now drawing to a close and persons who are the holders of drivers licences who were born in May have until the end of August 2002 to convert, where after there will be a period of time until February 2003 for the final conversion of problematic licences. Those who have not yet converted according to the widely advertised schedule will be required to pay a fixed scale of penalties and are encouraged to apply for the conversion of their licenses as soon as possible.

Initially we were informed that about 660 000 driving licences were to be converted in KwaZulu-Natal. With the final merging of the Home Affairs data and that on NaTIS this figure was revised to 929,812. Province wide 689,138 conversions have been completed to date. Of these 427,427 have been carried out at Provincial Test Centres (Rossburgh is the second busiest centre in the country after Johannesburg).

The provincial test centres operated by the Road Traffic Inspectorate have, in pursuit of the Good Governance principles, offered a conversion service on Saturday mornings to accommodate public demand. This service has been well supported. The credit card format driving licence is tamper proof with various security features, which make fraud impossible. Due to its size the card can be carried on drivers person in compliance with the Traffic Act. In due course it will be possible to scan the card and so link the driver to other vehicles and outstanding offences. The move to credit card type licences has removed from circulation fraudulent driving licences and permits which were previously in circulation thus improving the overall road safety environment.

Activity (Data for the 2001/2002 financial year)

TYPE	PASSED	FAILED	FAILED TO ARRIVE	ISSUED/RENEWED
Driver's Licences	23,091	18,675	1,690	n/a
Learner's Licences	28,358	19,673	1,367	n/a
PRDP's	46,772	n/a	n/a	n/a
Instructors Permits	n/a	n/a	n/a	164

Total Income Received for Road Races and Events on Public Roads (2001/2002)

NUMBER OF RACES / EVENTS	230
Application Fees	R 12,240
Escorted Events	R 150,500
Income	R 162,740

SPECIAL PROJECTS

KwaZulu-Natal, Road Traffic Inspectorate, Deliverables (2001 / 2002)

OFFENCE	TARGETS	ACTUAL
Vehicles Weighed	120,000	172,503
Drivers Licence Conversions	100,000	98, 761
Drivers Licence Checks	100,000	544,523
Breath Tests	200,000	216,509
Vehicles Screened Speed	7,500,000	5,433,498
Booze Bus Operations	300	212
Seat Belt Checks	160,000	538,437
Roadside Safety Checks	50,000	331,269

OVERLOADING OF FREIGHT VEHICLES

Due to the fact that this Directorate was faced with insufficient officers to combat overloading offences effectively, the Departments agreement with SANRA, where an additional 54 funded posts were created in order to render 24 hour overloading enforcement on the N3 Corridor (N11), has been extended for another year. In conclusion the year of 2001 saw many changes. With our limited budget and demand for better services, the RTI as a whole met the challenges and delivered the goods.

It is estimated that at least 25 per cent of all heavy vehicles travelling on South African roads are overloaded. However, weigh-in-motion statistics have shown that this figure is approximately 12 percent in KwaZulu-Natal. This is because of the province's dedication to overloading control. During 2001, 147 113 vehicles were weighed in the province compared with 138 367 during 2000 and 72 640 during 1999.

Research has shown that overloaded heavy vehicles are responsible for approximately 60 percent of the damage to the road network, and in South Africa this represents at least R750 million per annum. During 1998, a strategy for vehicle overloading control was formulated for the KwaZulu-Natal Department of Transport by the CSIR. As part of the study a more detailed estimate was done on the damage caused by the overloaded portion of overloaded vehicles on the N2 and N3 national routes in KwaZulu-Natal. According to the 1998 figures the cost of road damage amounts to approximately R40 million per annum on these two routes alone. The cost of accidents involving heavy overloaded vehicles was also considered in the strategy report. It is conservatively estimated that an additional R30 million per annum can be saved in the province as a result of a reduction in accidents involving heavy vehicles by introducing increased enforcement on the main routes.

The first phase of the strategy has been implemented on the N3 corridor with the Traffic Control Centres at Westmead, Mkondeni and Midway running on a 24 hour basis and Ladysmith, Newcastle and Greytown working either 16 or 8 hour daily shifts. The South African National Roads Agency Limited is contributing to the funding of this project. It should be noted that the introduction of this phase of the overall strategy has had a major impact on weighing activities during the past two years.

During 2001 the new Windows version of the weighing module was implemented at a number of the more active weigh stations. Although the MS-DOS version of the system is still adequate for the purpose, it was recognized that

REPORT OF THE HEAD OF DEPARTMENT

there is a need to move to the Windows environment to keep up with advances in technology. The remaining weigh stations in the province will be upgraded during 2002. The new version has resulted in an improvement in the efficiency of vehicle weighing, particularly in the case of legal vehicles that are sent for static weighing. This improvement has obvious benefits for the transport industry.

GENERAL WEIGHING STATISTICS

During 2001 a total of 147 113 vehicles were weighed. This figure represents an increase of 8, 746 vehicles (6%) compared with 2000. The number of overloaded vehicles in terms of the legal limit was 42 291 (29%) compared with 46 883 (34%) in 2000. The number of vehicles charged was 12 496 (8%) compared with 18 117 (13%) vehicles charged in 2000. Thus, although the number of vehicles weighed increased by 6 percent from 2000 to 2001, the number of vehicles overloaded decreased by 5 per cent and the number charged also decreased by 5 percent. The numbers of vehicles weighed, overloaded and charged per month during 2001 are shown in Table 1.

Table 1: Numbers of vehicles weighed, overloaded and charged in KwaZulu-Natal: 1998 to 2001

Year	Vehicles Weighed	Vehicles Overloaded (total)	Vehicles Charged (total)	Vehicles Overloaded (Reg 240)	Vehicles Overloaded (Reg 241)	Vehicles Overloaded (Reg 237)	% Overloaded
1988	27,284	7,323	7,139	7,071	874	-	27
1989	15,950	8,102	6,820	7,985	976	-	51
1990	15,472	9,280	7,085	9,126	1,336	-	60
1991	31,725	16,195	11,927	15,663	3,356	-	51
1992	33,108	13,897	10,057	13,722	1,309	-	42
1993	47,395	17,673	12,175	17,651	312	-	37
1994	39,230	13,643	6,803	13,579	1,620	-	35
1995	36,238	12,655	6,705	12,565	2,581	-	35
1996	50,969	14,295	9,191	12,735	415	4,507	28
1997	46,071	13,785	8,911	11,854	438	6,167	30
1998	33,312	14,313	8,045	11,898	240	6,435	43
1999	72,640	25,819	10,690	20,811	409	11,394	36
2000	138,367	46,883	18,117	36,837	709	20,958	34
2001	147,113	42,291	12,496	30,763	177	21,311	29

THE TERM "CHARGED" REFERS TO VEHICLES THAT EXCEED THE 5 PERCENT TOLERANCE (A PROSECUTION GUIDELINE) APPLIED TO ALL THE MASS LIMITS. IF THE MASS OF AN AXLE / AXLE UNIT / VEHICLE EXCEEDS ONE OF THE LEGAL LIMITS, THE VEHICLE IS OVERLOADED, BUT ONLY IF THE 5 PERCENT TOLERANCE LIMIT IS EXCEEDED, IS THE DRIVER/OPERATOR PROSECUTED

Although through the percentage of overloaded vehicles decreased by 15 percent from 2002 to 2001 (in terms of the number of vehicles weighed), the percentage of vehicles charged decreased by 38 percent, indicating a significant increase in the number of loaded vehicles operating within the 5 percent tolerance.

Table2: Comparison of vehicle weighing statistics: 1999 to 2001

	1999	2000	2001	%change 2000 to 2001
No of vehicles weighed	72,640	138,367	147,113	+6
No of vehicles overloaded	25,819	46,883	42,291	-10
Percentage overloaded	36	34	29	-15
No of vehicles charged	10,690	18,117	12,496	-31
Percentage charged	15	13	8	-38

ADMINISTRATIVE ADJUDICATION OF ROAD TRAFFIC OFFENCES (AARTO) AND THE ROAD TRAFFIC MANAGEMENT CORPORATION

This legislation was first introduced in 1998 and was amended in 1999 and again in April 2000 when draft regulations were published to support the functioning of the Act. The legislation is in the domain of the National Department of Transport supported by a shareholders committee consisting of the nine provincial Ministers for transport and traffic control.

The elements of the Road Traffic Management Corporation are Administrative Adjudication of Road Traffic Offences and the Infringement Agency as well as a much needed Points Demerit System (PDS) which will involve automatic driving licence suspension periods, or cancellation in serious cases, for chronic repeat traffic offenders. Such suspension or endorsements will be carried out on a regular basis as demerit points are accumulated against a set scale in respect of offences and will be an inescapable consequence even if the accused does not appear before court or make representations or pay any fines or penalties imposed through AARTO.

It is anticipated that this long overdue process will bring about a new appreciation of the privilege of holding a valid, unendorsed driving licence and will promote self discipline amongst most drivers, including professional drivers. Recently the Chief Executive Officer of the Road Traffic Management Corporation was appointed to steer the rapid implementation of these legislative processes. In the Australian example from the State of Victoria, as elsewhere in the world, it was the inescapable consequences of sanctions after detection that finally brought the road safety enforcement message home in a powerful and non negotiable way.

DEDICATED TRAFFIC COURTS

On 10 January 2002 the Head of the Department, Dr. K.B. Mbanjwa, met with senior personnel from the Road Traffic Inspectorate, the South African Police Services, the South African National Defence Force and the Director of Public Prosecutions in KwaZulu-Natal to discuss violence on our roads and security on provincial and national routes.

The question of dedicated traffic courts has been raised on a number of occasions and although such courts do exist in some metropolitan areas, they deal mainly with by laws and are still subject to numerous staff changes which does not lead to the development of professional expertise in traffic related matters. This in turn leads to an indifferent disposal of traffic cases with postponements, remands and plea bargains on overcrowded court rolls.

Further, the public is generally disinclined to honour traffic prosecutions and only pay admissions of guilt after reminders or once Warrants of Arrest have been issued by the courts. This process places a huge administrative burden on the court staff and the various traffic authorities. The move towards dedicated traffic courts with specialised staff from the prosecutor's office will streamline the adjudication of traffic offences. To this end the Department has undertaken to consider funding the establishment of selected traffic courts and to sponsor the training of additional personnel to manage such courts. The success of specialised traffic courts is already evident in the operation of various roadside courts on major routes in KwaZulu-Natal during peak holiday periods. These courts have been established at the roadside at the following locations:

- N3 Bergville Interchange
 - N3 Cato Ridge Interchange
 - N2 Umdloti at RTI
 - N2 Park Rynie at RTI
-
- A number of serious offenders have been brought directly to the court within minutes of apprehension at the roadside, where their cases are heard by a Magistrate and are presented by a Prosecutor.
 - This Easter weekend all four mobile courts operated at critical periods and a wide range of cases were heard and disposed of.
 - The highest speed recorded was 215 kmph on the N2 near Park Rynie where the driver of a BMW 525 motor car was fined R20 000 for speed and R3 000 for failing to stop for a traffic officer in an attempt to evade apprehension.

REPORT OF THE HEAD OF DEPARTMENT

- The Department will continue to liaise with the Department of Justice and Provincial Director of Public Prosecutions on the expansion of roadside courts to other areas as well as the establishment of more specialised traffic courts throughout KwaZulu-Natal.

MINI BOOZE BUS

On 27th June 2002 the Mini Booze Bus was launched which will be utilised by the Special Operations Group as a support function to breath testing and also to promote conspicuity at high profile locations, in particular at Regional and Special Operations level.

REPORTING MECHANISMS

There are a number of reporting mechanisms in place in this Directorate, namely:

- The deliverables are reported monthly and are monitored by the Commander Operations in the RTI head office.
- Ad hoc deliverables are also reported seasonally and at peak holiday periods, long weekends and special events.
- Every Monday, Regions report on activities for the preceding 48 hours in a standardised format, which includes accidents.
- Mikros S.A. traffic reports are used to count traffic volumes, measure the 85 percentile and to monitor heavy truck movements and changes in pattern. This is done monthly and ad hoc.
- The Mikros / CSIR partnership produces monthly overloading reports for all weigh-bridges and in detail on the N3 / N11 corridor in terms of our agreement with SANRA. The CSIR also reports annually on all weigh-bridge activities and provides comparative data for corresponding data.
- Financial trends, expenditure and commitments are frequently monitored through the FMS system and expenditure reports are also produced on an ad hoc basis.
- The pool vehicle fleet is managed by First Auto Fleet and expenditure is a regional responsibility but with a central overview.
- Expenditure limitations are in place to control expenditure in particular in respect of motor vehicles.
- The RTI annual report highlights prosecutions and performances in respect of hours worked, overtime, charges per hour and kilometres travelled as well as accident statistics.
- A quarterly Regional Commanders meeting is held, COMSTAT, where prosecution trends (deliverables) are measured and monitored.

