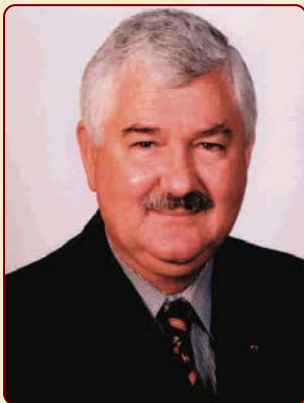


# REPORT OF THE HEAD OF DEPARTMENT

## Public Safety & Communication



**Head: Public Safety &  
Communication**  
Mr. Thabang Chiloane



**Director:  
Road Traffic**  
Mr. John Schnell



**Director:  
Road Safety**  
Ms. Thoko Mabaso



**Director:  
Communication Support  
(Vacant)**



**Director:  
Media Liaison & Public Relations  
(Vacant)**

# REPORT OF THE HEAD OF DEPARTMENT

## Public Safety & Communication

### Introduction

This chief directorate deals with the safety of the public and then communicates within and outside the department. We strive to save people's lives through road safety education and road traffic enforcement whilst communicating the achievements of the entire department and the MEC.

Chief directorate entails:

- Road Safety - Directorate
- Communication Support - Directorate
- Media Liaison and Public Relations - Directorate
- Road Traffic Inspectorate - Directorate

### Communications

The Communications section is the ultimate structure that deals with communication within the Department. Its vision is to implement an efficient and effective communication support service that promotes the open exchange of knowledge, understanding and information about the activities of the Department amongst stakeholders and the wider public in a manner that will assist in promoting the Department's image.

Key Outcomes and Outputs:

Maintenance of effective internal and external communications  
Sound public relations  
Effective media liaison  
Comprehensive marketing  
Promotions, advertising, regular publications  
On-going research and monitoring  
Speech writing  
Effective and user friendly internet and intranet system

#### Internal Communications

Internal Newsletter

Ezethu News (Ezethu means *ours* in isiZulu)



August 2002 edition

This section has established and is successfully maintaining a monthly issue of Ezethu News, which is both in English and isiZulu. It is distributed throughout the head office and regions.

The main aim of this newsletter is to create internal awareness for internal stakeholders to know all the events/functions that occur in all other sections and also it promotes all sections in the department.

# REPORT OF THE HEAD OF DEPARTMENT

## Public Safety & Communication

### Communications

Intranet (<http://kzndoti.kzntl.gov.za>)

The intranet was revived and is now being regularly updated. It aims at informing internal stakeholders and other government departments in an electronic format which is easy to download and is readily available thus making the intranet user-friendly.

Both these systems are informative and serve to create internal awareness about the department's activities, goals and achievements.

### External Communications

Igalelo Newsletter (Igalelo means *contribution* in isiZulu)

It is also a monthly issue, which is both in English and isiZulu. It aims at informing the wider public and external stakeholders about the KZN DOT's activities, its goals and its achievements. It is distributed throughout the KZN province via major newspapers i.e. The Daily News and Ilanga to mention a few.

KZN DOT Website ([www.kzntransport.gov.za](http://www.kzntransport.gov.za))



November/December 2002 edition

The Communications section has successfully established and is maintaining this website. It is regularly updated and like the Igalelo newsletter, it aims at informing the wider public in KZN about DOT's activities, its goals and its achievements via an electronic format, which is readily available and easy to download.

### Transport Ibandla and SABC Filler Flightings

Also a hit in the last financial year, was the birth of our highly successful Transport Ibandla initiative and the flighting of our ARRUP advertisements on TV, both the brainchild of our Chief Director (see page 46). A three-month talk show programme was also hosted on Radio Maritzburg.

### Media Liaison

A few media strategic-planning workshops were held and a media strategy has been formulated.

During the last financial year this sub directorate set a target of disseminating 150 media statements/alerts. The actual number of statements that were disseminated was 169. An annual target of 12 media conferences was set but 14 media conferences were hosted and the media was briefed on strategically important departmental activities and plans. Media clippings of the monthly media coverage are normally circulated to management at the monthly MANCO meetings.

We took journalists on a tour of 16 departmental projects. There were also on-going responses and comments to general and specific media queries as well as responses to the "Letters to the Editor" columns. At the end of last year we hosted an end of year function for the media, which was attended by over 120 journalists and was extremely successful.



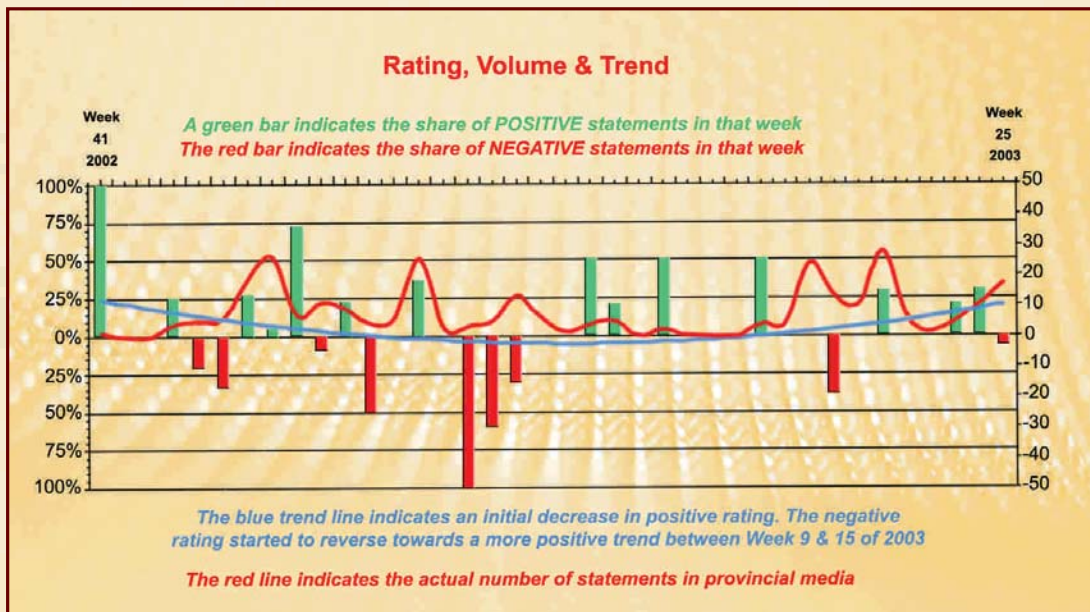
# REPORT OF THE HEAD OF DEPARTMENT

## Public Safety & Communication

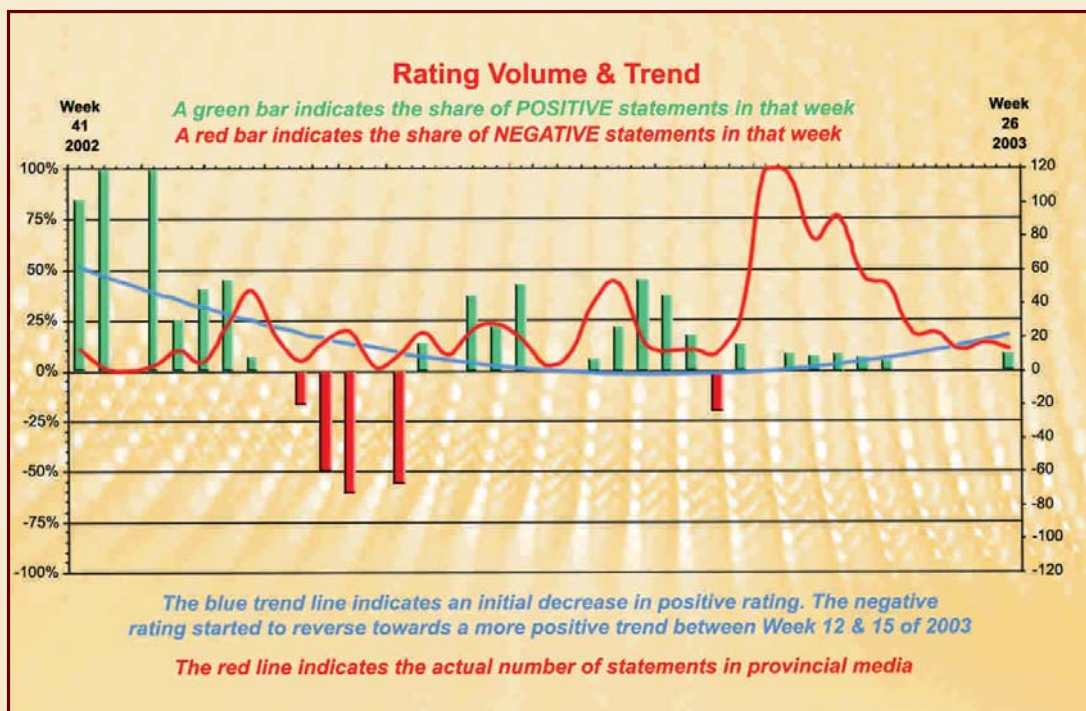
### Communications

We have definitely made inroads with respect to establishing media contacts and coverage of events/activities of the KZN Transport Department by both the electronic and print media has generally been excellent. The Media Liaison sub directorate has received several positive comments from numerous journalists regarding its efforts to continuously improve media liaison. However, coverage of our department in the national print media has been poor and this year we plan to rectify this situation.

#### Provincial Media Analysis



#### National Media Analysis

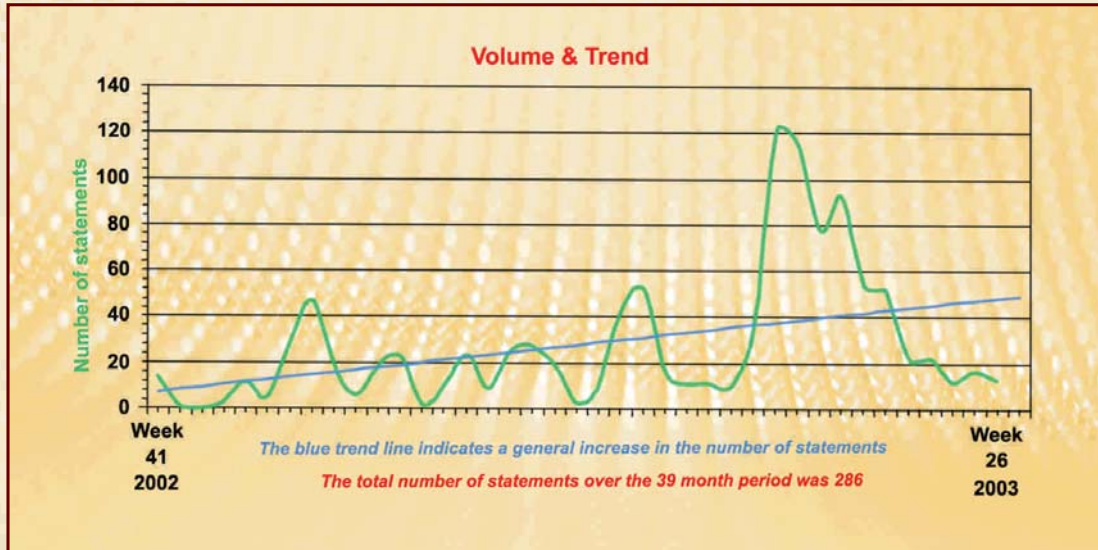


# REPORT OF THE HEAD OF DEPARTMENT

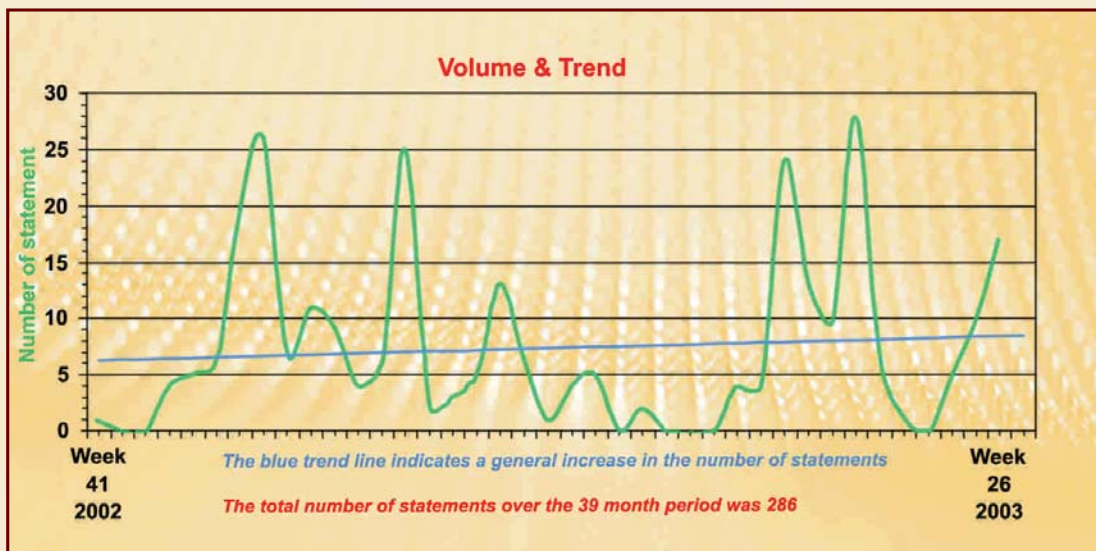
## Public Safety & Communication

### Communications

#### Provincial Media Analysis



#### Provincial Media Analysis





# REPORT OF THE HEAD OF DEPARTMENT

## Public Safety & Communication

### Communications

#### Marketing, Promotions & Advertising

Over the past year, we have continued implementing new ways of talking to the public whom we serve. The department finds it absolutely important to always tell the public what it does with their money.



Billboard in Umlazi



Zimbabwe moving media

This time, we have produced another CD/Cassette on infrastructure, road safety and road traffic inspectorate (RTI) achievements and programmes. This recording is aimed at the rural audience quite often forgotten by markets. We have two comedians, who make it easy for our message to permeate to the intended audience, Makitaza and Vusi Ximba. This cassette is not for sale yet the public demand for it has been excessive.

There is also a special song composed for the "Omela Ngasekhaya" Road Safety Project, which features in one of the video products that we have done. This was done by the world renowned Durban's own Madala Kunene. This was especially produced for this Omela Ngasekhaya Video.



Departmental Programmes' CD/Cassette

# REPORT OF THE HEAD OF DEPARTMENT

## Public Safety & Communication

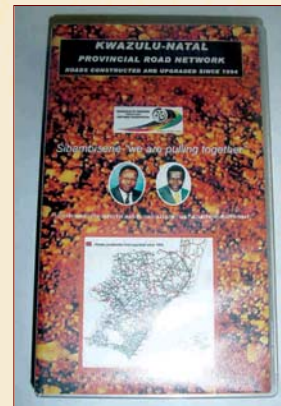
### Communications

#### Video Production

In the course of our work, we have realized that we are witnessing history in the making. Therefore, we need to preserve as much of it as possible. This is the reason behind our video productions to preserve and showcase our history as a department.



ARRUP Fillers



Sibambiseni video

There are three video productions that have been done in 2002/2003

1. The Road Safety's - Omela Ngesekhaya (60 mins)
2. African Renaissance Roads Upgrading Programme (ARRUP)
3. Sibambiseni - A 54 minute-long student video production, which was accompanied by an audio section to be flight on radio.

#### Publications

In December 2002, a 12 page economic empowerment supplement was produced. It was inserted into the Sunday Tribune and distributed throughout the country.

A total of 38 corporate advertisements were produced and were placed in strategic specific-market publications, including the Washington Post.

#### Research, Monitoring and Speech Writing

In support of the MEC, the Communications Section has undertaken ongoing research and monitoring of the media. This has resulted in various speeches being written for delivery by the MEC, HOD and other senior managers.

# REPORT OF THE HEAD OF DEPARTMENT

## Public Safety & Communication

### Communications

High television viewership exposure was achieved for the enhancement of the Transport department's image during the November 2002 period as it can be seen below:

| Day | Date     | Time     | Station | Duration (sec) | Film No<br>ARRUP       | Spot      |
|-----|----------|----------|---------|----------------|------------------------|-----------|
| Mon | 11/04/02 | 19:26:20 | SABC1   | 120            | Intro                  | 781 000   |
| Tue | 11/05/02 | 19:26:59 | SABC1   | 120            | Community              | 1 016 000 |
| Wed | 11/06/02 | 19:24:33 | SABC1   | 120            | Women                  | 834 000   |
| Fri | 11/08/02 | 19:26:31 | SABC1   | 120            | Craftsmen              | 892 000   |
| Sun | 11/10/02 | 19:24:03 | SABC1   | 120            | Control/<br>Inspection | 822 000   |
| Mon | 11/11/02 | 19:25:43 | SABC1   | 120            | Nongoma<br>Project     | 819 000   |
| Tue | 11/12/02 | 19:26:54 | SABC1   | 120            | Intro                  | 1 051 000 |
| Wed | 11/13/02 | 19:26:19 | SABC1   | 120            | Community              | 936 000   |
| Fri | 11/15/02 | 19:26:34 | SABC1   | 120            | Women                  | 964 000   |
| Sun | 11/17/02 | 19:22:25 | SABC1   | 120            | Craftsmen              | 805 000   |
| Mon | 11/18/02 | 19:25:49 | SABC1   | 120            | Control/<br>Inspection | 765 000   |
| Tue | 11/19/02 | 19:28:33 | SABC1   | 120            | Nongoma<br>Project     | 1 016 000 |
| Wed | 11/20/02 | 19:25:55 | SABC1   | 120            | Intro                  | 996 000   |
| Fri | 11/22/02 | 19:28:23 | SABC1   | 120            | Community              | 934 000   |
| Sun | 11/24/02 | 19:22:14 | SABC1   | 120            | Women                  | 871 000   |
| Mon | 11/25/02 | 19:26:45 | SABC1   | 120            | Craftsmen              | 824 000   |
| Tue | 11/26/02 | 19:27:34 | SABC1   | 120            | Control/<br>Inspection | 1 007 000 |
| Wed | 11/27/02 | 19:25:50 | SABC1   | 120            | Nongoma<br>Project     | 916 000   |
| Fri | 11/29/02 | 19:30:15 | SABC1   | 120            | Intro                  | 1 025 000 |

**Totals** **17 274 000**

**Margin Of Error** **1.6% - 2%**

#### Viewership exposure over November 2002

##### SABC 1 lighting

#### Definitions:

Spot - Spot Audience ratings



# REPORT OF THE HEAD OF DEPARTMENT

## Public Safety & Communication

### Media Relations

Summary Of Activities Of The Media Liaison Sub Directorate For The 2002/2003 Financial Year

The Communications Directorate was formally established in the 2002/2003 financial year with the appointment of the Chief Director: Public Safety and Communications.

To this end, as of 1 May 2002 a dedicated media liaison sub directorate was created with the appointment of a Deputy Director to head this section. Additional staff are expected to be appointed in the current financial year to bolster the efforts of this section.

A general communications strategy for the Department was formulated in the last financial year. As a result, a few media strategy planning workshops were held and a draft media strategy has been formulated and expected to be implemented soon.

During the last financial year this sub directorate set a target of disseminating 150 media statements/alerts. We actually issued 169 as compared to 62 in 2000/2001 and 129 in 2001/2002. Media-clippings of our monthly media coverage are circulated to senior management at our monthly MANCO meetings.

We also set an annual target of 12 media conferences and managed to host 14 where the media was briefed on strategically important departmental activities and plans.

Also a hit in the last financial year was the birth our highly successfully "Transport Ibandla" initiative and the flighting of our ARRUP advertisements on TV, both the brainchild of our Chief Director. A three month talk show programme was also hosted on Radio Maritzburg.

We took journalists on a tour of 16 departmental projects.

This sub directorate produced a 12 page economic empowerment supplement which was inserted into the Sunday Tribune and distributed throughout the country.

We also produced 38 corporate advertisements which were placed in strategic specific-market publications.

There were also on-going responses and comments to general and specific media queries as well as responses to the "Letters to the Editor" columns.

At the end of last year we hosted an end of year function for the media which was attended by over 120 journalists and was extremely successful. We are presently working around the idea of a "Transport Journalist of the Year" award which is expected to be finalised soon and the winner is expected to be announced at this year's end of year media function.

We have definitely made inroads with respect to establishing media contacts and coverage of events/activities of the KZN Transport Department by both the electronic and print media this has generally been excellent. The Media Liaison sub directorate has received several positive comments from numerous journalists regarding its efforts to continuously improve media liaison.

However, coverage of our department in the national print media has been poor and this year we plan to rectify this situation, especially in the area of writing feature articles.

# REPORT OF THE HEAD OF DEPARTMENT

## Public Safety & Communication

### Road Safety Directorate

#### Community Road Safety Councils

All the programmes for the Road Safety Directorate are done with Community Road Safety Councils (CRSC's). This has been done to ensure inclusion and buy-in, especially from previously disadvantaged and rural communities. We have 35 CRSC's in operation.

The CRSC's undergo training programmes to ensure that they are familiar with the road safety programmes. The training of CRC's involves capacity building in areas, which are important both inside and outside of road safety eg. good governance, conducting democratic meetings, preparation of business plans and implementation, and identification of hazardous locations.



CRSC training in Empangeni



First Aid Training – Ladysmith

An important module has been included this year which gives two members of each CRSC training in basic First Aid, and this goes with a First Aid kit. Not only will these trained First Aiders be able to assist with injuries arising from motor vehicle collisions, but they can also become involved in assisting with other accidents and trauma in their communities, and have the opportunity of studying further in more advanced techniques, which will improve their positions in the job market. First Aid training in rural communities is especially important because of the delays often experienced in the arrival of emergency services.

The CRSC's implement several public awareness projects including Omela Ngasekhaya (get thirsty near home). This campaign encourages tavern owners and communities to look at the consequences of drinking alcohol and then using the road, and educates people on how much alcohol impairs their senses and leads to dangerous behaviour.

We plan to increase the number of CRSC's by another five in the next year, mainly in urban areas around Durban where there is a high incidence of pedestrian related casualties – Chatsworth, Wentworth, Merebank and Lamontville, as well as in Pietermaritzburg.



Omela Ngasekhaya Campaign

# REPORT OF THE HEAD OF DEPARTMENT

## Public Safety & Communication

### Education

Education in schools is an important exercise, with long-term results.

#### The Young Road User

The Young Road User programme reaches more than a million children annually, and works in over 1 000 Primary Schools. This year Child in Traffic, Scholar Patrol and a Road Show in conjunction with P4 Radio have been the primary educational tools.



Scholar Patrol Training

#### Participatory Education Techniques - (PET)

For High School children, we offer an annual competition – Participatory Education Techniques.

Children are given training in research and implementation of solutions, and are asked to identify a dangerous spot or road in their area. When they have done this a model or drawing is made. Once the children have identified the section, they then recommend remedial measures to be implemented e.g. bridges, pavements, barriers, pedestrian crossings, signage, lighting, taxi lay-buys or other solutions.

Then a further diagram or model is made showing the suggestions to solve the problems. The competition is very popular, and the Department of Education is involved in the judging. The competition was won by Ntwenhle High from Umbumbulu and Swayimana High from Mpumalanga in the Rural category, and St Lewis Betrande from Newcastle in the Urban category.



Presentation of PET trophies at final competition held in Mooi River



# REPORT OF THE HEAD OF DEPARTMENT

## Public Safety & Communication

### Road Safety Directorate

#### Public Awareness, Advertising and Communication

We continue to provide public awareness through the media, posters and billboards. This is done in a way that ensures that the public become aware of the consequences of bad road behaviour and this is the fastest way to change attitude and improve road safety.

The highest number of road casualties still comes from pedestrians, a problem throughout the developing world. We have run an intensified Pedestrian Awareness Campaign all over the province over the past year, with 150 trainers being trained, and reaching a further 72,495 people in 89 regions. We have concentrated in Nongoma, Shakaskraal, and Nottingham Road for engineering remediations and education projects over the last year.



Pedestrian Billboard in Pinetown



Driver of the Year Competition in Pinetown

Holiday Planning is run as a project, and each holiday season, rest stops are set up across the province. This facilitates the chance for us to distribute promotional material, the opportunity for travelers to rest or ask for directions. Workshops are also held prior to holiday periods for Taxi Rank Managers, Taxi Drivers and other stakeholders. These workshops are used to encourage thorough checking of vehicles before embarking on long distance trips, and consequence of other road safety issues such as fatigue, drinking and driving and speed.



Taxi Rank Awareness Campaign in progress in Ladysmith

# REPORT OF THE HEAD OF DEPARTMENT

## Public Safety & Communication

### The Church Project



Church Leaders Workshop

The Church Project has reached 4 000 people throughout the province, in all of the 4 regions in KwaZulu-Natal. These events included church leadership training, holiday prayer campaigns, Women's Day awareness and other interaction with the churches and religious bodies.

The Road Safety Directorate also supports the community when accidents occur in their area by attending funeral services and memorial services of victims involved in fatal road collisions.



Funeral for 14 schoolchildren killed in a taxi crash at Umzinto

### Enforcement



Road Safety Exhibition

Road Safety Display at the National Road to Safety meeting in Johannesburg

Enforcement coordination involves ensuring that efforts by the Road Traffic Inspectorate and Local Authorities, including Durban Metro, clearly understand the Asiphephe strategy and work together to maximise results. The Enforcement Co-ordinator and other road safety staff serve on both regional and provincial forums of the Co-ordinating Traffic Committee structures. The Enforcement Co-ordinator is also responsible for ensuring a co-ordinated display at various events for Departmental activities. The Mpima Hotline pilot project is going on strong in this section and will be launched if it serves to be fruitful.

### Research and Evaluation

Evaluation is an integral part of any successful road safety strategy, including Asiphephe, and ensures that projects are data-driven and scientifically based. Through research we justified the building a pedestrian bridge and concrete barriers near Edendale Hospital on Edendale Road. When one uses this sort of scientific basis for projects, one is more certain of pedestrian attitudes, and confident that they will use the facilities provided, because they have been consulted and asked for their opinions and suggestions.

Some of the research which was conducted this year was:

1. Road Safety within Edendale
2. The effectiveness of daytime running lights.
3. The perception of the public on traffic officers.
4. Posttraumatic stress and its effects on traffic officers.

# REPORT OF THE HEAD OF DEPARTMENT

Public Safety & Communication



## Road Traffic Inspectorate Head Office

### Introduction

Prosperity through Mobility, Saving Lives by reducing accidents by 5% per annum through zero tolerance co-ordinated enforcement programmes.

The Directorate is a research and policy unit with responsibility for training, liaison and legislative proposals which deal with the driver, the vehicle and; which provides for public safety in the road environment.

The Directorate aims to promote professionalism in the ranks of enforcement personnel, to train and accredit such personnel and to promote ethical conduct in the ranks of uniformed personnel.

The promotion of professionalism is reliant on training programmes and access to international best practice linked to traffic policing and polices administration.

Enforcement programmes and focus areas require co-ordination throughout the Road Traffic Inspectorate and participation by Local Authorities as well as the Security Services. The co-ordination of enforcement means that concentrated resources Province-wide can be focused on a particular cluster of offences with close measurement of results.

### Specific Budget Areas

#### Courses Held At Traffic Training College

The Road Traffic Inspectorate Traffic Training College received R215 791-73 for the 2002/2003 financial year for courses held as follows:

| COURSE                                  | NO. OF RTI & MUNICIPAL OFFICERS | PASSED | FAILED |
|---|---------------------------------|--------|--------|
| Traffic Officer's (4 Withdrawals)       | 73                              | 50     | 19     |
| Examiner of Vehicles                    | 16                              | 16     | 0      |
| Examiner of Driver's & Learners         | 35                              | 34     | 1      |
| Drager SAPS                             | 37                              | 34     | 3      |
| Orthorator (Eye Test)                   | 13                              | 13     | 0      |
| Management Review                       | 38                              | 34     | 4      |
| Identification of Unroadworthy Vehicles | 55                              | 37     | 18     |
| Fire-arm (CZ759 mm Parabelum)           | 58                              | 54     | 4      |
| Fire-arm (Winchester 12 gauge shotgun)  | 58                              | 54     | 4      |
| Speedtiming: Laser LT120:20             | 6                               | 6      | 0      |
| Speedtiming: Prolaser MK II             | 53                              | 45     | 8      |
| Speedtiming: Prolaser MK III            | 59                              | 51     | 8      |
| Speedtiming: Ultralyte                  | 35                              | 32     | 3      |



# REPORT OF THE HEAD OF DEPARTMENT

## Public Safety & Communication

### Activity Data

Learner & Driver Activities for the period 1 April 2002 to 31 March 2003 with a Gross Income of R 43 787 586.

| 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 (2002/2003 Financial Year)

| NUMBER OF RACES/EVENTS | 94                    |
|------------------------|-----------------------|
| • Application Fees     | R 9 360 - 00          |
| • Escorted Events      | R 98 725 - 00         |
| <b>INCOME</b>          | <b>R 108 085 - 00</b> |

In conclusion the year of 2002 saw many changes, with the limited budget and demand for better service and the RTI as a whole met the challenges and delivered the goods.

Our future plans for 2003 /2004 will be by and large as our deliverables for 2002 / 2003 with improvement in certain focus areas.

# REPORT OF THE HEAD OF DEPARTMENT

## Public Safety & Communication

### Road Traffic Inspectorate

#### Overloading Of Freight Vehicles

##### Executive Summary

This report presents a summary of the weighing activities and weigh-in-motion monitoring in KwaZulu-Natal for the year 2002, as well as long-term trends. During 2002, 187 960 vehicles were weighed at KwaZulu-Natal Department of Transport weighbridges of which 47 961 (26%) were overloaded and 10 386 (6%) charged. Of the 187 960 vehicles weighed in KwaZulu-Natal, 147 431 (78%) were weighed on the N3 corridor. Of the vehicles weighed on the N3 corridor 34 467 (23%) were overloaded and 6 364 (4%) charged. The number of vehicles weighed during 2002 represents an increase of 28 per cent compared with 147 113 vehicles weighed during 2001. The number of vehicles overloaded increase by 13 per cent from 42 291 to 47 961. Despite these increases, the number of vehicles charged decreased by 17 per cent from 12 496 during 2001 to 10 386 during 2002. This is primarily due to the increased number of vehicles loaded to within the 5% tolerance limits, which represents 78 per cent of the overloaded vehicles.

A target of 140 000 vehicles to be weighed in the Province was set by the Department for the year 2002. A total of 187 960 were weighed which is 34 per cent more than the target. A target of 92 000 vehicles to be weighed on the N3 corridor was set as a minimum by the Department and the South African National Roads Agency. A total of 147 431 were weighed on the corridor which is 60 per cent more than the target.

One of the companies with the highest percentage of overloaded vehicles (in terms of the number weighed at provincial weighbridges) was Birkenstock Transport. Of the 583 vehicles weighed, 467 (80%) were overloaded of which 116 (20%) were charged. The average overload was 2 012 kg. Of the 351 vehicles that were overloaded to within the 5% tolerance, 333 (95%) were overloaded on axles/axle units. This clearly illustrates the extent to which many operators are utilizing the 5% tolerance to increase their payloads.

The highest overload reflected was by the company Naval Transport with a 22 320 kg overload. The vehicle was transporting stones and was weighed at the Empangeni weighbridge. The highest overload on the N3 corridor was 21 360 kg by a vehicle from Midlands Transport. The vehicle was transporting logs and was weighed at Mkondeni weighbridge.

The most frequent offenders (transport operators) identified during 2002 include Nabfreight, Zululand Carriers, St. Lucia Farm, East Coast Carriers, Timber Logic, Van Eeden Transport, Westmead Logistics, FST Transport, ENF Xozwa and N.C.T. These companies are clearly disregarding the Road Traffic Act with respect to the mass regulations and continue to implement policies of deliberate overloading. It is recommended that the CEOs of the most frequent offenders be approached by the Department with a view to taking serious actions if their overloading practices continue.

There has been a continued decrease in the extent of overloading on the N3 corridor from approximately 16 per cent prior to March 2000 to between 10 and 12 per cent during the past twelve months. This means, for example, that there are about 250 fewer overloaded heavy vehicles per day on the N3 between Durban and Pietermaritzburg.

# REPORT OF THE HEAD OF DEPARTMENT

## Public Safety & Communication

There has also been a significant change in the distribution of overloading in the province. During the past 7 years there has been a sharp increase in the percentage of overloaded vehicles that are marginally overloaded (0 to 2 tons) – although the past 12 months have shown a decrease in the 1 to 2 tons category – and an equally sharp decrease in the percentage of overloaded vehicles that are moderately or severely overloaded (more than 3 tons). This trend is also apparent in the increase in the percentage of overloaded vehicles that fall within the 5 per cent tolerance, whereas during 2002 more than 78 per cent of the overloaded vehicles were less than 5 per cent overloaded.

These trends are very positive and are the fruits of a sustained enforcement programme by the Road Traffic Inspectorate. However, the increasing percentage of overloaded vehicles that are overloaded to within the 5% tolerance limits is a matter for concern. These tolerance limits are currently under review by the CSIR as part of the national overload control strategy.

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 PER CENT IN KWAZULU-NATAL. THIS IS BECAUSE OF THE PROVINCE'S DEDICATION TO OVERLOADING CONTROL. DURING 2002, 187 961 VEHICLES WERE WEIGHED IN THE PROVINCE COMPARED WITH 147 113 DURING 2001 AND 138 367 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. The cost of road damage amounts to approximately R 40 million per annum on these two routes alone (1998 Rands). The cost of accidents involving heavy overloaded vehicles was also considered in the strategy report. It is conservatively estimated that an additional R 30 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 8 or 6 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 three years.

This report presents important statistics concerning vehicle weighing activities of the KwaZulu-Natal Department of Transport during 2002 and makes comparisons with weighing in previous years. The weighing data has been computerized since 1988 and therefore, it is possible to evaluate fifteen years of time series data and identify long-term trends.

All analyses of overloading data are done using the CSIR Vehicle Overloading Management System. (VOMS) both on a monthly and an annual basis. The system has been utilized in the Province since 1988 and has been updated on an ongoing basis to meet the growing needs of the Department.

During 2002 the new Windows version of the weighing module was implemented at the remaining weigh stations that were still running the DOS version. 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.



# REPORT OF THE HEAD OF DEPARTMENT

## Public Safety & Communication

### Road Traffic Inspectorate

#### General Weighing Statistics

During 2002 a total of 187 961 vehicles were weighed. This figure represents an INCREASE of 40 848 vehicles (28%) compared with 2001. The number of overloaded vehicles in terms of the legal limit was 47 961 (26%) compared with 42 291 (29%) in 2001. The number of vehicles charged was 10 386 (6%) compared with 12 496 (8%) vehicles charged in 2001. The number of vehicles weighed increased by 28 per cent from 2001 to 2002, the number of vehicles overloaded INCREASED by 13 per cent and the number charged decreased by 17 per cent. The numbers of vehicles weighed, overloaded and charged per month during 2002. The annual statistics from 1988 to 2002 are given in the table hereunder.

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 PER CENT TOLERANCE LIMIT IS EXCEEDED, IS THE DRIVER/OPERATOR PROSECUTED

**Numbers of vehicles weighed, overloaded and charged in KwaZulu-Natal : 1988 to 2002**

| Year | Vehicles Weighed | Vehicles Overloaded (total) | Vehicles charged (total) | Vehicles Overloaded (Reg 240) | Vehicles Overloaded (Reg 241) | Vehicles Overloaded (Reg 237) | Percentage 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                    |
| 1988 | 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                    |
| 2002 | 187 961          | 47 961                      | 10 386                   | 33 097                        | 85                            | 24 292                        | 26                    |

# REPORT OF THE HEAD OF DEPARTMENT

## Public Safety & Communication

### Summary Of Percentage Changes In The Vehicle Weighing Statistics From 2000 To 2002

| Comparison of vehicle weighing statistics: 2000 to 2002 |         |         |         |                          |
|---|---------|---------|---------|--------------------------|
|   | 2000    | 2001    | 2002    | % Change<br>2001 to 2002 |
| No of vehicles weighed                                  | 138 367 | 147 113 | 187 961 | +28                      |
| No of vehicles overloaded                               | 46 883  | 42 291  | 47 961  | +13                      |
| Percentage overloaded                                   | 34      | 29      | 26      | -3                       |
| No of vehicles charged                                  | 18 117  | 12 496  | 10 386  | -17                      |
| Percentage charged                                      | 13      | 8       | 6       | -2                       |

This shows a significant trend since 1988 in terms of the number of overloaded vehicles within the 5% tolerance versus those exceeding the 5% tolerance. In 1988, only 2,5% of the 7 323 overloaded vehicles weighed statically at weighbridges fell within the 5% tolerance. This statistic has steadily increased during the past 15 years to 78,3% during 2002. Thus only 21,7% of the overloaded vehicles that were weighed at weighbridges were prosecuted.

### 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.

# REPORT OF THE HEAD OF DEPARTMENT

## Public Safety & Communication

### Road Traffic Inspectorate

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, 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 bylaws 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 my 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.



# REPORT OF THE HEAD OF DEPARTMENT

## Public Safety & Communication

These courts have been established at the roadside at the following locations:

- N3 Bergville Interchange
- N3 Cato Ridge Interchange

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 two 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.

My 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 conspicuousness at high profile locations, in particular at Regional and Special Operations levels.



Make: IVECO, Booze Bus

### Concluding Remarks

Overall the Directorate is able to report a highly successful year:

- The Credit Card Type Drivers Licence process ended on 30th April 2003 after the original cut off date for conversions of 28th February 2003 was extended due to the large number of unconverted licenses.
- On 2nd May 2003 the position for converted licences stood as follows for KwaZulu-Natal.

|                                       |         |
|---------------------------------------|---------|
| Records transferred from Home Affairs | 925 814 |
| Conversions completed                 | 767 245 |
| % Converted                           | 82.87%  |
| Outstanding (Unconverted)             | 158 565 |

- The unconverted exclude deaths during the five year period, citizens overseas on extended leave or work opportunities, surrendered licences (about 100 per week) due to infirmity advanced age or other reasons.

Further it is thought that persons who clearly had forged licences, which would not be recognized by the system, simply discarded these and remain unlicensed.

# REPORT OF THE HEAD OF DEPARTMENT

Public Safety & Communication

## Road Traffic Inspectorate

### Public Transport Enforcement Unit (PTEU) “Shanela”

Due to escalating violence in the mini bus taxi industry and general non compliance with the “Be Legal” taxi registration programme as well as difficulties with co-ordinating enforcement through different services the Department established a Special Public Transport Enforcement Unit known as the PTEU to police the mini bus taxi industry as a whole and to give uniform effect to the Road Transportation Act and KwaZulu-Natal Interim Mini Bus Taxi Act.

Specially selected RTI officers were selected through a rigorous selection process and subjected to intensive training in legislation pertaining to the public transportation of passengers.

The successful applicants were appointed on promotion to the PTEU and commenced with high impact province wide enforcement operations which immediately had an impact on violence in the Taxi Industry and which promoted a frenzy of applications for registrations as part of the “Be Legal” campaign to legitimize the Taxi Industry and in so doing promote regulation and the safety of passengers.

The Unit continues to operate with considerable success and is both feared and respected by the mini bus and passenger bus industry in KwaZulu-Natal.

Several other provinces have indicated their intention to emulate the example of our unit and we are offering support to the Durban Metro police to form a similar unit in their area.