

Part 2

REPORT OF THE HEAD OF TRANSPORT

SECTION 5: PROGRAMME 4: TRAFFIC MANAGEMENT

Internal Communication

The Department promotes internal communication through publication of a monthly internal newsletter, Ezethu News as well as the Intranet site.



Edition of Ezethu News

Ezethu News is a monthly publication distributed to all internal staff. Ezethu News (which means Our Izindaba) provides a medium for regular communication with all departmental staff.

During the 2004/05 financial year, the format of Ezethu News was upgraded from newspaper to a glossy magazine, and a monthly electronic version is publicised on the Intranet site.

Intranet (<http://home.kzntransport.gov.za>)



Header of the Department's Intranet Site

The Intranet facility has been successfully used to disseminate internal news, in order to keep internal stakeholders, and particularly staff, informed about the department's activities, goals and achievements.

This site is updated on a weekly basis and staff members are constantly alerted of these updates via email.

During the year under review, a mini-revamp of the Intranet was undertaken and sources of information were re-categorised to maximise benefit to users. This created a pool of electronic information where users could access a variety of information source documents such as circulars, standardised forms, policies and procedures, legislation prescripts, manuals, media releases, speeches, reports, etc.

Features of the intranet include applications and systems, providing access to various systems such as searchable Resource Centre Catalogue, subsidised vehicle website, extensive links to related websites, advertisements, vacancy circulars, departmental photo album, and so on.

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External Communication

External communication mediums include an official monthly external departmental newsletter, Igalelo and the department's Internet website.



Igalelo is the official external newsletter of the Department and is produced monthly in both English and isiZulu. It aims at informing the wider public and external stakeholders about the department's activities, its goals and achievements. It is distributed throughout the province via independent distributors and local newspapers.

The services of Hlubi Distribution Company were procured for door-to-door distribution of Igalelo, mainly in rural areas to provide equitable access to departmental information.

Intranet (<http://www.kzntransport.gov.za>)



Header of the Department's Internet Site

The site has been regularly updated and to ensure repeat visits to the site, it has been featuring a new front-page each month. The following table presents statistics on site visits.

Table: Listing Activity on the Internet Site

Month	Requests	Pages	
Apr 2004	56074	11442	
May 2004	62436	11138	
Jun 2004	61137	12644	
Jul 2004	202091	29363	
Aug 2004	69672	12474	
Sep 2004	89625	16130	
Oct 2004	91993	19374	
Nov 2004	100519	21777	
Dec 2004	77996	17309	

The table above lists activities during each month on the Internet site with each unit representing 800 requests for pages or part, thereof. The month of July 2004 is shown to have received the most traffic to the site with 29 363 requests to the site for pages to be displayed.



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The most visited pages during 2004/05 are as follows;

Page/Section Visited	Number of Requests
Home Page	306 648
Electronic Reading Room	59 051
Vacancies	47 223
Motor Licensing	30 202
Media Releases	24 565
Supplier Information	22 521
Road Safety Education Web	17 057
Road Traffic	16 676
Corporate Information	15 464
Speeches	12 983
Road Safety	12 314
Programmes	9 962
Links	5 473
T ²	5 300
Africa T ² Conference	4 769

Research, Monitoring and Speech Writing

Ongoing research and media monitoring had been conducted and a total of thirty three (33) speeches had been produced. Translation services were also provided.

Resource Centre

The Department's Information Resource Centre serves mainly internal staff members, and to a lesser extent, members of staff from other provincial departments.

A number of collections were maintained in the Resource Centre, i.e. books, reports, journals, videos, full-text CD-ROM collections, as well as hard and electronic copies of legislation. An electronic legislation collection, consisting of various Butterworth's and Jutastat Electronic Legislation Libraries was made available via the local area network, while the Intranet serves as an electronic information repository of information sources, which included the electronic photograph collection.

During the 2004/05 financial year, the resource centre catalogued 1 551 information sources, both electronically and manually into the collection, and approximately seven hundred and sixty three (763) requests on information had been received. In response to such requests the Department issued 1 767 books/ articles/gazettes and/or legislation. A total of one hundred and eleven (111) hours were spent on researching and locating pertinent information in response to requests.

Desktop Publishing

To this end, the Department is setting up a fully functional Desktop Publishing (DTP) Section, based on both Microsoft and Apple Mac technology.

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assist in the layout of publications such as the Departmental Annual Report, Strategic Plan, Budget Speech, Performance Plan as well as advertisements. In the forthcoming financial year, DTP will also be fully responsible for the design and layout of departmental news letters, Igalelo and Ezethu News.

Publishing and Audio-Visual Services

The Department is in the process of establishing a publishing and audio-visual centre to compile and produce special supplements and provide video and photographic services for departmental events.

Achievements

The Department was selected as a finalist in the 2004/05 Annual GCIS Government Communicators' Awards in the PROVINCIAL/LOCAL UBUNGWCWETI AWARD category for editorial content, layout and design. The award ceremony was held on 3rd December 2004 at Gallagher Estate in Gauteng.

There were more than thirty (30) entrants from government departments and other organs of state. An independent panel, drawn from the South African National Editors Forum (SANEF), the National Community Radio Forum (NCRF), the National Association of Broadcasters (NAB) and the Chairperson of Parliament's Communications Portfolio Committee, adjudicated the entries.

Pictured below, is the handing over of the award to one of the Department's senior staff members.



Dr Essop Pahad, Minister in the Presidency handing over the award at the Annual GCIS Communicators' Awards 2004

Communication Support was judged on the production of the Department's internal newsletter, Ezethu News and external newsletter, Igalelo, as well as for the content of the Intranet and Internet sites. Both newsletters and websites received several accolades and commendations from various stakeholders, and the Internet website was voted as the most interactive and informative in terms of road safety information on SAFM. These initiatives have raised awareness of various programmes of the Department, such as Asiphephe, Operation Shanela, Zibambele, Vukuzakhe and many others, nationally. This has undoubtedly enhanced the public image of the MEC and the Department.



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The Department's Communication Support Team

Media Liaison and Public Relations

Media Liaison

The Department established and maintained a good working relationship with all the media companies, nationally, on behalf of the MEC and itself to ensure correct and positive coverage.

A schedule of the department's events had been circulated in time to the media which had also been invited to events. That was facilitated through press alerts and statements, and through the organisation of press conferences and briefings.

Media Statements and Press conferences

The Department's Media Liaison Section issued in excess of one hundred and ninety two (192) media statements for events that were held by the different Directorates in the Department. One hundred and twenty seven (127) statements on specific issues such as road safety, road fatalities statistics during Easter and Summer Holiday periods, etc., were issued. One hundred and thirty four (134) press conferences, special press conferences and twelve (12) press briefings in response to specific issues were held. Special press conferences included clampdown on the transportation of school children with light delivery vans, the closure of operations for the Mpumalanga and Pinetown Taxi Associations, disarmament campaign, etc.

All these efforts resulted in massive coverage for the Department. Reports from Media Monitoring SA, which monitors positive and negative media converge on behalf of the Department indicated that the Department was to this end, the second most mentioned/covered Department in the province. Media Tenor, an international company which gauges the media and public's response to messages sent out also indicated that the Department had received, both in quantity and quality, the most favourable media coverage in the province.

Public Relations

The Department organises and manages its talk-shows, "Transport Ibandla" on Ukhozi FM and "Straight Talk with Department of Transport" on P4 Radio. The purpose of the talk shows is to enhance access to and/or interaction with the department. During the year under review, listeners

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have grown in number and feedback on the Department's progress from listeners had been noted, constructively.

Some of the highlights include a joint show by the MEC, Head of Department and Provincial Commissioner of Police. Another joint show between the Department's MEC and National Minister of Transport, Honourable Minister Jeff Radebe was also hosted.

Out of fifty four (54) slots during the 2004/05 financial year, the MEC attended approximately 50% where crucial feedback from the public on service delivery and strategic direction of the Department had been received.

The Department had developed an internal programme to ensure that each Directorate interacts with the public through these talk shows.

The following stakeholders were also given an opportunity to present crosscutting matters at these talk shows.

- KWANATACO - presented the Taxi Recapitalisation Programme and improved relationship between the Department and Taxi Industry.
- SAPS Provincial Commissioner - presented relationship between the department's Road Traffic Inspectorate and the SAPS in fighting crime and joint operations.
- Metro Rail - presented rejuvenation and development of rail transport in the province.
- Cosatu and Business - presented role and commitment by workers and business in fighting road carnage.

The Department has also been committed to its events management through mass mobilisation, design and distribution of pamphlets and/or posters, loud-hailing, etc. The Department has also created designs and placements of all electronic and print media. These advertisements vary from events advertisements to creative advertising in both the electronic and print media to promote public awareness.

Sub-Programme 4.2: Safety Engineering

Effective management of the road environment depends on the efficient co-ordination of education, enforcement, engineering and evaluation of activities. Accordingly, the Department adopted an interactive approach with communities, whereby hazardous locations on local roads are identified by Community Road Safety Councils (CRSC's). The Department conducted training sessions for CRSC members on the processes involved. Eighty (80) members were trained on identification of hazardous locations during the 2004/2005 financial year. To this end, thirty (30) sites that had been identified by CRSC's had been remediated, and fifty (50) were being remediated.

Sub-Programme 4.3: Traffic Law Enforcement

The shortage of traffic officers was slightly alleviated during the 2004/05 financial year by recruiting and training an additional hundred (100) officers who had been deployed throughout the province.

It has been encouraging to note a significant decrease in fatalities and accidents over the Easter period. Visibility of officers during nights, public holidays and over week-ends also improved. Previously, officers had to work overtime duty to ensure visibility.



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The table below represents outputs for the past three (3) financial years of traffic management per region.

Table: Resources for Traffic Management by Region

Regions of Province	Number		
	2002/03	2003/04	2004/05
Region 1 Empangeni			
Traffic officers	117	68	85
Administrative staff	20	17	19
Highway patrol vehicles	54	56	55
Region 2 Ladysmith			
Traffic officers	79	67	97
Administrative staff	20	17	20
Highway patrol vehicles	73	57	61
Region 3 Pietermaritzburg			
Traffic officers	59	44	69
Administrative staff	17	16	17
Highway patrol vehicles	55	34	52
Region 4 Durban			
Traffic officers	150	150	144
Administrative staff	79	70	79
Highway patrol vehicles	99	101	90
PTEU			
Traffic officers	39	86	103
Administrative staff	-	6	6
Highway patrol vehicles	21	24	70
Whole Province			
Traffic officers	444	415	498
Administrative staff	136	126	141
Highway patrol vehicles	302	272	328

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The following tables indicate outcomes of traffic management per region.

Table: Traffic Management Outcomes By Region

Performance Measure	Actual Outputs 2003/04	Target Outputs 2004/05	Actual Outputs 2004/05	Deviation from Projected Target	
				Unit	%
Region 1 Empangeni					
Number of accidents reported	6 710	6 375	7 093	718	11%
Number of accidents involving mini-buses or buses	897	852	1 191	339	40%
Number of fatalities	266	253	193	(60)	(24%)
Number of serious injuries	1 295	1 230	968	(262)	(21%)
Region 2 Ladysmith					
Number of accidents reported	6 994	6 644	6 330	(314)	(5%)
Number of accidents involving mini-buses or buses	1 610	1 530	945	(585)	(38%)
Number of fatalities	341	324	192	(132)	(41%)
Number of serious injuries	1 131	1 074	679	(395)	(37%)
Region 3 Pietermaritzburg					
Number of accidents reported	11 487	10 913	12 406	1 493	14%
Number of accidents involving mini-buses or buses	2 992	2 842	419	(2 423)	(85%)
Number of fatalities	189	180	153	(27)	(15%)
Number of serious injuries	979	930	811	(119)	(13%)



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Performance Measure	Actual Outputs 2003/04	Target Outputs 2004/05	Actual Outputs 2004/05	Deviation from Projected Target	
				Unit	%
Region 4 Durban					
Number of accidents reported	56 231	53 419	46 027	(7 392)	14%
Number of accidents involving mini-buses or buses	17 254	16 391	15 651	(740)	(5%)
Number of fatalities	785	746	448	(298)	(40%)
Number of serious injuries	4 046	3 844	1 906	(1 938)	(50%)
Whole Province					
Number of accidents reported	81 422	77 351	71 856	(5 495)	(7%)
Number of accidents involving mini-buses or buses	22 753	21 615	18 206	(3 409)	(16%)
Number of fatalities	1 581	1 503	986	(517)	(34%)
Number of serious injuries	7 451	7 078	4 364	(2 714)	(38%)

Table: Traffic Law Enforcement

Measurable Objective	Performance Measure	Actual Outputs 2003/04	Target Outputs 2004/05	Actual Outputs 2004/05	Deviation from Target	
					Unit	%
Input						
Number of traffic officials per km of surfaced road in province	Ratio	1:73	1:47	1:54	7	15%
Number of officers per highway patrol vehicle	Ratio	2:1,52	2:1	2:1	0	0%
Process						
Number of hours speed-traps operated		361 583	336 646	72 776	(263 870)	(78%)
Number of road blocks held	Actual number	579	315	9 820	9 505	97%

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Measurable Objective	Performance Measure	Actual Outputs 2003/04	Target Outputs 2004/05	Actual Outputs 2004/05	Deviation from Target	
					Unit	%
Output						
Number of unroad worthy vehicles impounded	Actual number	3522	3675	6208	2533	69%
Number of licences suspended	Actual number	84				
Number of licences confiscated	Actual number	3560				
Quality						
Efficiency						
Number of registered vehicles per traffic officer	Ratio	1:1,884	1:1,890	1:2,087	197	10%
Ratio of fines issued paid						
Outcome						
Number of accidents reported	Number	81 422	77 351	71 856	(5 495)	(7%)
Number of accidents involving mini-buses or buses	Number	22 753	21 615	18 206	(3 409)	(16%)
Number of fatalities	Number	1 581	1 503	986	(517)	(34%)
Number of serious injuries	Number	7 451	7 078	4 364	(2 714)	(38%)

Operator Safety and Compliance

The Department has been challenged by prevalent taxi violence in the province. Accordingly, the Department's Public Transport Enforcement Unit Officers were deployed specifically to the affected areas throughout the year under review. The following table indicates performance of the unit during the 2004/05 financial year.

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Measurable Objective	Performance Measure	Actual Outputs 2003/04	Target Outputs 2004/05	Actual Outputs 2004/05	Deviation from Target	
					Unit	%
Input						
Ratio of inspectors to registered public transport vehicles	Ratio			1:404		
Process						
Number of inspections conducted per 1000 vehicles registered in province	Number per 1000			592		
Number of complaints leading to inspections	Number			56		
Output						
Number of courses run by safety unit	Number					
Number of operator licences granted	Number			9316		
Number of operator licences withdrawn	Number			52		
Quality						
Efficiency						
Outcome						
Number of accidents involving public transport vehicles	Number	22 753	21 615	18 206	(3 409)	(16%)
Number of fatalities due to accidents involving public transport vehicles	Number	575	546	287	(259)	(47%)

Sub-Programme 4.4: Road Safety Education

Young Road User

The Young Road User Programme caters for road users that are in the foundation and intermediate phases of development (pre-school to senior primary). The purpose of the programme is to formally instill a culture of road safety at a critical level of a learner's development. This is achieved through educator workshops. Educators are equipped with the necessary skills and resource material to train the learners. The Young Road User Programme comprises of the following projects:

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Child in Traffic Project

The Child in Traffic Project aims to train pre- and primary school learners between the ages of 3 and 12 years on correct pedestrian behaviour. The secondary aim is to train educators and parents on how to use the training package to train learners on safe road usage. The training programme focuses on the limitations of the child in traffic and includes lessons to empower children with road safety knowledge and skills to ensure that they act confidently and safely in traffic. It comprises of nine practical lessons to overcome the limitations and the tenth lesson is used to evaluate the learner. During the financial year 2004/05, a total of nine hundred and fifty (950) schools were reached. This translates into a total number of 323 723 learners and 3 600 educators that were reached. One hundred and sixty (160) CRSC's were trained to assist with the implementation of this project.

The Child in Traffic Programme is also linked with the Opening Learning Systems Education Trust (OLSET) in partnership with the Department of Education to promote safe pedestrian behaviour from Grade R to Grade 3.

Umlazi Safer Communities Project

The Umlazi Safer Communities Project was initiated by BP Southern Africa (Pty) Ltd. It was officially handed over to Mangosuthu Technikon. After intense research involving all stakeholders within the project, with a strong participation from the local community, the Umlazi Safer Communities engaged in road safety education workshops with twenty two (22) junior and senior primary schools from the area. These educational workshops were conducted in collaboration with the Departments of Education and Transport under the Young Road User Programme. Eight thousand (8000) learners and sixty eight (68) educators were trained. The result of the training culminated in schools participating in various competitions for their efforts. The top three learners in each category of each grade were awarded prizes at a Road Safety Day held on 14th October 2004 at the Mangosuthu Technikon. Sponsorship was received from Cadbury, Clover SA and ABI in the form of sweets, juices and cool drinks.

Cato Crest Pedestrian Project

eThekweni Cato Crest Library in conjunction with the Department and Cato Manor CRSC undertook a road safety campaign for schools in the Cato Crest area during February and March 2005. This was a follow-up activity to reiterate the Child in Traffic Project, which was introduced to schools by members of the Cato Manor Community Road Safety Council. Cato Crest Primary, Cato Crest Pre-primary, Mayville Primary and Golden Future Pre-primary participated in the project.

Scholar Patrol

The Scholar Patrol Project targets learners who are most vulnerable when they are crossing a busy street to get to and from school. In some areas where the risk is considerably high, High Schools are involved. The project uses school learners to assist pedestrians in crossing the road to and from school. It is a project that is holistically managed with support from the Local Municipal Traffic Department, KwaZulu-Natal Department of Transport and the school. Learners are trained to operate the scholar patrol under the supervision of an educator. The project has one hundred and thirteen (113) operational scholar patrols which protects approximately 115 000 child pedestrians daily. Twelve (12) new schools (3 in Empangeni region, 7 in Ladysmith region and 2 in Durban region) registered for the service in the financial year 2004/05. A total number of one hundred and sixty (160) community road safety council members were trained to assist with the project.



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R E P O R T O F T H E H E A D O F T R A N S P O R T

PROGRAMME 4: TRAFFIC MANAGEMENT**Junior Traffic Training Centres**

The development of the Junior Traffic Training Centre is as a result of a need to make children conscious of traffic safety without exposing them to dangerous traffic situations. At this centre, the children have the opportunity to master correct traffic behaviour. Children often have difficulty in understanding the relationship between theory and practice due to their limited experience. The centre gives children the opportunity to practice their newly acquired skills gained in the classroom and on the grounds before they are exposed to real life situations.

The South African National Roads Agency in conjunction with the Spatial Development Initiative (SDI) undertook to build a community-based centre at Makhasa and Mangusi. The KwaZulu-Natal Department of Transport supplied equipment and material for the operation of the centres. Four (4) community centres (one in each region viz, Madadeni in Ladysmith Region, Sweetwaters in Pietermaritzburg Region, Gamalakhe in Durban Region and Hluhluwe in Empangeni Region) were built by the National Department of Transport. These centres are maintained by the Department. A Junior Traffic Training Centre which is open to all schools has also been established at the Msunduzi Municipality Traffic Department.

Student Driver Education

The Student Driver Education Project targets Grade 11 and 12 learners. It prepares high school learners to obtain their driving licences by assisting them in acquiring their learner's licence and undertaking driving lessons. The objectives of the project are to create an opportunity for every high school student to be trained in the K53 system of vehicle control, and to inculcate and develop proper skills when dealing with dangerous road conditions and circumstances. This is done in order to ensure that the future generation of drivers are road safety conscious.

A total number of one hundred and forty five (145) students participated in the project in the past financial year.

Over and above the funding allocated by the Department for this project, Transaid, a non-governmental organization funded by the Department of International Development and the British Transport Industry to address issues of transport management in South Africa, sponsored R100 000 towards the programme. A further forty (40) female students were provided an opportunity to participate in the programme.

Participatory Education Techniques

The Participatory Education Techniques Project targets high schools in the province. All interested schools are invited to identify road safety problems in their communities that they are willing to conduct research on. Learners are also guided on research and project management skills and allowed two (2) months to develop solution(s) to the identified problem(s). They then present their identified problem(s) and proposed solution(s) to a panel of judges. This project develops learner's research, project management and presentation skills, as well as the ability to think innovatively and creatively.

The provincial finals for the competition took place on 30th November and 1st and 2nd December 2004. Sixteen (16) schools comprising of one hundred and sixty (160) learners, sixteen (16) CRSC members, and sixteen (16) educators participated. The winning schools won prizes to the value of R10 000 each. The picture below shows learners and educators at a prize giving ceremony.

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Prize Giving – Harding Secondary School 2004

The following table indicates prizes that were won by participating schools.

Table: Prizes For Education Techniques

NAME OF SCHOOL	CATEGORY	COUNCIL	PRIZES TO THE VALUE OF R10 000 00
Harding Secondary	Urban	Izingolweni	1 x TV Set 1 x DVD (all OBE material is on DVD discs) 1x Color Printer 2 x fat cats (Mats used for high jump) 1 x Javelin
Mathubeszwe High	Rural	Maphumulo	1 x Fax Machine 1 x Computer 1 x Printer 1 x Gas Burner (School Feeding Scheme) 2 x big pots (School Feeding Scheme)
Zenzeleni High	Rural	Mbuyalingana	2 x Computers 2 x Printers 2 x Speakers for the computers
Luthuli High	Rural	Umzumbe	1 x Overhead Projector with screen 1 x Photocopier



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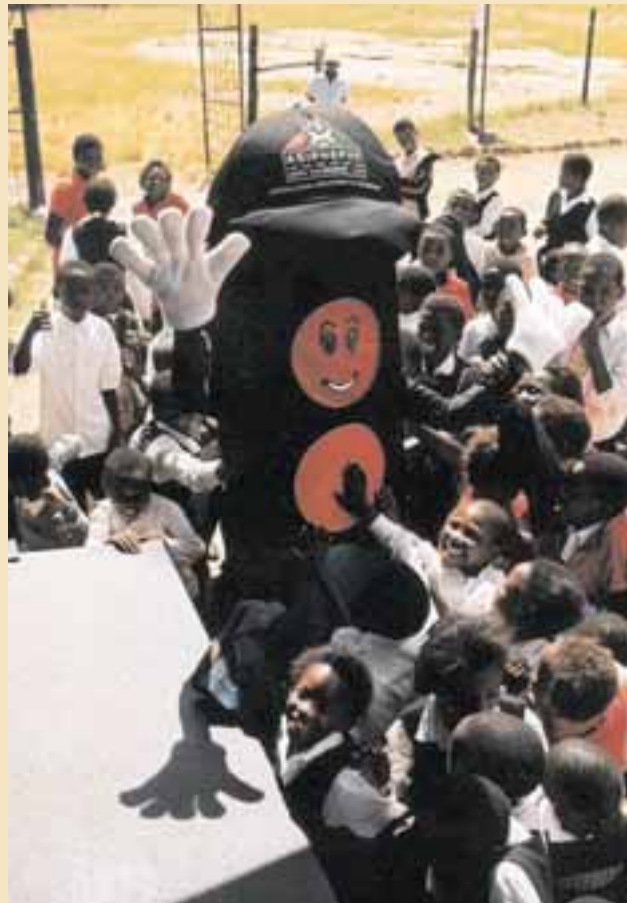
Primary School Pedestrian Programme

This project aims to reinforce road safety education via the medium of entertainment. Road Safety through entertainment allows learners to have a break from their normal classroom routine by providing an exciting, interactive and fun programme. Learners learn basic road safety rules in a fun way and activities include the following:

- Dance, Drama and Puppet shows for primary school learners;
- Asiphephe Club; and
- Holiday programme for libraries;

Each show is approximately 30 minutes long and is performed at the schools. This project was launched in October 2004.

Dance, Drama and Puppet shows for Primary Schools



This project was undertaken in Primary Schools throughout the province via the medium of road shows. The Asiphephe Road Safety Truck, which provides a mobile stage and sound effects, is used as a platform via the medium of dance to teach basic road safety rules. Research has shown that learners no longer relate to the current road safety mascot. This has resulted in the Department conceptualising a new road safety mascot called "Robbie the Robot" that is also used to educate learners on road safety issues. A total of 19 400 learners were reached during the past financial year.

Educators were also given Outcome Based Education (OBE) related resource material for their classrooms which outlines road safety promises that learners are expected to adhere to. Lower Primary Schools were also visited, shows were performed on the school premises and a total number of 7 900 learners were reached. The picture on the left reflects one of the shows that were held.

Road Safety – Robbie the Robot Mascot Show

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Asiphephe Road Safety Club

The Asiphephe Club for primary school children was launched in October 2004. The club is interactive in that Road Safety news, advice, road rules and activities are communicated to the members of the club on a monthly basis. Members are requested to complete activities, submit ideas on safer roads and participate in other activities of the club on a monthly basis. The membership for the club as at 31st March 2005 is 3056. The club has been well advertised and promoted.



Asiphephe Club Promotional Items & Invitation

Holiday Programmes for Libraries

Due to overwhelming support for the Primary School Pedestrian Project, it was decided to continue the project over the December Holiday period at libraries. A total number of thirteen (13) libraries were visited during the December Holiday Period reaching a total number of 5 300 learners.

School Crossing Patrol Service

The main aim of this service is to ensure that children cross the road safely and under supervision to and from school. The National Road Traffic Act 93 of 1996, Section 3 A (1) (e) refers to the School Crossing Patrol Officer as a reserve traffic warden.

In terms of existing legislation only a Municipal Authority can appoint a reserve traffic officer or warden to perform the school crossing patrol service. However, the Department has taken the initiative by entering into a Memorandum of Understanding with all interested Municipalities. The project commenced during January 2005. To date, thirty five (35) Municipalities have nominated schools and fifteen (15) schools are currently operating the service. Some municipalities are in the process of recruiting staff to provide the service.



School Crossing Patrol Service – Mount Carmel Primary School – Howick



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Adult Pedestrian

Pedestrians constitute the biggest contributing factor to road accidents in the country. The main aim of this project is to determine the knowledge, attitudes and behaviour of pedestrians in respect of road usage and alcohol consumption. The findings of this project assist in changing pedestrian attitudes towards drinking and walking and road usage; thus, encouraging pedestrians to be responsible for their behaviour. This was achieved through ongoing research, advertising, conducting Train the Trainer Instructor Courses and the Pedestrian Management Plan.

During the financial year 2004/05, one hundred and sixty five (165) trainers were trained on the programme. A total of six (6) workshops were held. Trainers were thereafter requested to complete presentations on their respective areas. The total number of adults reached in this programme is approximately 48 228 with nine hundred and four (904) presentations undertaken.

Community Outreach

The Department contributes to poverty alleviation by empowering community members with skills, such as good governance, conducting meetings, preparation of business plans and implementation and identification of hazardous locations. The trained community members are then able to be part of the CRSC's. These councils are the ears and eyes in the communities they serve which in turn assists the Department in prioritising road safety needs in these communities. Thus far, there are forty (40) CRSC's consisting of twenty (20) members per council. Each council operates on a three-year term.

The Department also supports the community when fatal road collisions occur in their area and facilitates the claim process between the victims of crashes and the Road Accident Fund. The Department is also developing an Assistance Plan for Accident Victims. This plan will not only focus on financial support for family members, but also consist of trauma counselling for accident survivors. In-roads have been made with the Provincial Department of Health and counselling for some accident victims has commenced. In cases of fatal collisions, the Department facilitates memorial services for accident victims.

Omela eKhaya

The Omela eKhaya Project is aimed at patrons of taverns. Patrons are made aware of the problems caused by drinking and driving, as well as drinking and walking. Patrons drinking at taverns are encouraged to rather drink at their homes. Tavern owners had also been encouraged to look after their patrons and take responsibility for patrons who drink excessively in their taverns. Various board games had been used to illustrate how a person's judgement is affected at various stages of intoxication. An educational video on pedestrian awareness is shown at the taverns. This increases awareness of patrons on the correct way to walk on roads. Omela eKhaya awareness days took place in the forty (40) road safety council areas.



Omela eKhaya – Patrons at Tavern

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Beach Festival

The Beach Festival targeted drivers, passengers and pedestrians at large, and road safety messages were conveyed through games, music and competitions. The festival was held during December 2004 and January 2005 and approximately 50 000 people attended.

Peak Period

This project is intensified during peak periods and includes long weekends, school holidays, focus days, Easter and the December/January holidays, and is targeted towards both holidaymakers and residents of the province. Activities during this period took place at rest stops on national and alternate routes, holiday destinations, taxi ranks and bus ranks. The themes that were reinforced during this period were the dangers of alcohol, speed, fatigue, overloading, the safe usage of seatbelts and the importance of vehicle fitness. During the year under review, eighty (80) peak period events were held throughout the province at taxi ranks and social gatherings.

Inter-faith Project

Churches and Religious Denominations are critical pillars of civil society in South Africa. The Department has therefore entered into a partnership with various religious bodies to promote road safety within their respective organisations. Mass prayer days were organised in the regions to pray for victims of and the prevention of road accidents during the holiday periods. Prayer days were held in Pietermaritzburg, Durban, Port Shepstone, Ladysmith and Empangeni. A total of 83 000 people attended these events.



Musical Item during Prayer Session

Billboards and Mass Media Advertising

Billboards and mass media advertising on road safety took place throughout the year with more emphasis during peak periods when traffic volumes increase. Billboards and mass media advertising support all road safety projects and reinforces the importance of being road safety wise. The predominant themes for the past financial year were "Cabanga-Think", "Stay Refreshed, Drink Water", "Omela eKhaya", and from "Zero Tolerance to 100% Compliance"



X-mas Billboard



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Enforcement Co-ordination

Road safety is a fundamental right of every road user. Safer roads in which road trauma is controlled in order to preserve the well being of individuals and communities, is a rewarding aspect of road safety. Previously, traffic law enforcement was carried out in a fragmented and often independent manner by the various law enforcement agencies in the province. Since the establishment of the KwaZulu-Natal Co-ordinating Traffic Committee, traffic policing has now become more community orientated and centers on a co-ordinated approach in dealing with traffic offenders.

Many road traffic incidents are caused by drivers who have been drinking. There is no doubt that law enforcement against drunk drivers has had a marked effect on driving habits, resulting in increased multi-disciplinary roadblocks funded by the Department. Thus, the use of cutting edge law enforcement technology is a critical tool to detect offenders. However, technology should never replace adequate human visible police presence.

The essential goal is to ensure that traffic law enforcement makes a significant impact towards the improvement and the creation of a more responsible road traffic culture in the Province of KwaZulu-Natal.

The following were achieved during 2004/05 financial year:

- Four (4) new-fixed camera sites have been constructed. The cameras are located on the N2 at Pinetown, Queensburgh and Winkelspruit. These cameras are operational 24 hours a day and are strategically located at high accident areas. Data captured by these cameras indicate a marked reduction of speed profiles and these areas have now become less hazardous for road crashes. The installation of these cameras are specifically aimed at speedsters who continue to break the law. Equipping traffic officers with new enforcement technology not only results in speedy prosecutions and increased traffic policing, but more importantly, it is central to enforcing the department's 100% compliance policy.



Fixed Camera Site – N3

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

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Holiday Period Launches

The 2004 festive season road safety plan was unveiled by the MEC at the Summer Holiday Launch that was held on the N2 at Umtentweni near Port Shepstone. This was followed by the 2005 Easter Holiday launch which took place at the Umvoti Toll Plaza near Groutville.



MEC: Transport, Community Safety & Liaison, Mr. Bheki Cele, addressing Members of the Media at the Road Safety Easter Plan unveiling

Mpimpa Call Centre

A total of 1 301 traffic related complaints were logged and attended to by the Mpimpa Call Centre consultants.



Mpimpa Call Centre Operators

Approximately 65% of complaints have been followed up with letters being sent out to alleged offenders with positive responses. The other 35% of complaints mostly concern the Taxi Industry.

Research and Evaluation

All road safety projects are based on scientifically researched data. This ensures that the Department remains within the scope of world best practice, programmes are implemented within set time frames and targets are set to assess the feasibility of the project.

Extensive research was conducted by the University of Natal Inter-disciplinary Accident Research Centre (UNIARC) on primary school children's attitude towards road safety. This also resulted in an audit of all primary schools in the province, which formed the basis for the Primary School Pedestrian Project.



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Table: Road Safety Education

Measurable Objective	Performance Measure	Actual Outputs 2003/04	Target Outputs 2004/05	Actual Outputs 2004/05	Deviation from Target	
					Unit	%
Input						
Number of staff providing road safety education programmes at schools	Number	11	11	11		
Number of staff providing road safety education programmes to public transport operators	Number	8	8	8		
Process						
Schools involved in road safety education programmes	Percentage (Number)	950	1422	1422		
Number of courses run for public transport operators	Number (Informal education, no course)					
Outcome						
Number of pedestrians killed		633		660	27	
Number of children pedestrians killed		162		170	8	

Sub-Programme 4.5: Transport Administration and Licencing

The Department is totally committed not only to service delivery, but also to maintaining its reputation as being one of the highest revenue earners in the province. Compliance to Road Traffic Legislation is a priority. Ensuring the roadworthiness of vehicles also means safer public roads. These fulfil the Department's commitment to saving lives. Economic and social reform and Black Economic Empowerment are also high on the department's agenda.

The Department controls seventy one (71) Registering Authorities comprising seven (7) provincial Offices, thirty eight (38) Local Authority Offices and twenty six (26) Post Offices as well as the Traffic Camera Office and seventy two (72) Public and Private Vehicle Testing Stations.

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Table: Transport Administration and licencing

Measurable Objective	Performance Measure	Actual Outputs 2003/04	Target Outputs 2004/05	Actual Outputs 2004/05	% Deviation from Target	
					Unit	%
Output						
Number of vehicles registered and licenced	Number of vehicles registered and licenced	940 000	960 000	960 000		
Quality						
Number of licence fraud cases prosecuted	100%	20 cases finalised	184	180	4	2%
Efficiency						
% of licences paid on time	95%	94%	96%	96%		
Administration costs as % of total licence revenue	Budget Allocated	8%	10%	10%		
Outcome						
Legally licenced vehicles						

Devolution of Vehicle Registration and Licensing Agents

To this end, the Department has devolved the registration and licencing functions to sixty four (64) Registering Authorities consisting of twenty six (26) Post Offices and thirty eight (38) Local Authorities. Six (6) Provincial Offices also form part of the department's "One Stop Shops" in the regions.

Technical Compliance Inspections

During 2004/05 financial year, the Department had established a Technical Compliance Section which received a significant number of applications reflected in the following table.

Table: Applications Received

Nature of application	Quantity of applications
Special Classification	869
Tare Weight Changes	276
Motor Trade Numbers	40
Total	1 185

In addition to the above, three hundred and twenty seven (327) roadworthy certificates were investigated and 3 088 motor trade numbers were withdrawn.

In an endeavour to combat fraud and corruption, eleven (11) vehicle examiners registrations were cancelled, while four (4) vehicle examiners were suspended and twenty two (22) suspects were arrested. Of the twenty two, eight (8) had been convicted. Twelve (12) vehicles from a Transport Company were also seized. To this end, approximately R360 000 has been recovered in respect of outstanding licence fees due by the company in question.

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The Department in conjunction with the Special Investigation Unit recovered a total of R700 000 for tare weight fraud and the money is due to be handed over to the Department in due course.

Administration Compliance Inspections

The State Attorney's Office has been requested to recover a total of R1,2 million which the State has been defrauded by, by various Registering Authorities throughout KwaZulu-Natal. In addition, two (2) Agency Office staff members were charged both criminally and departmentally and had subsequently been dismissed.

Vehicle Testing Stations

There are forty seven (47) private Testing Stations and twenty (20) Municipal Testing Stations. During the financial year 2004/05, the Department won a high court case and one (1) private Testing Station had been deregistered.

South African Bureau of Standards (SABS) has also been requested to audit testing stations bi-annually. The team work between SABS and the Department had ensured proper regulation of the industry and compliance to Road Traffic Legislation.

Overall, the Department won all court cases (civil and criminal), thus achieving a 100% success rate.

Revenue Improvement Measures

In an effort to increase the provincial revenue base, the Department discovered that approximately R100m in respect of vehicle registration and licencing was outstanding. The Department is in the process of establishing a Debt Collection Section. However, to this end, the department had exceeded it's revenue target.

Personalised Licence Numbers

Sales of personalised licence numbers continued to exceed expectations. The sale of black on white personalised licence numbers to Taxi Industry also had a positive effect on revenue generated.

Table: Revenue realized from the sale of Personalised Licence Numbers

Financial year	Amount
2003/2004	R6, 1m
2004/2005	R8, 2m

The Department was the first to introduce personalised licence numbers in the country in 1997 and to this end, has realised R 36m in revenue.

Traffic Camera Office

The Department's Traffic Camera Office is responsible for the processing and administration of camera speed violations on the Trafman System, including the Remote Communication System (Remcom) which provides remote communication from Trafman at roadblocks, by identifying offenders with outstanding fines, summonses and warrants of arrest. These operations are conducted in conjunction with the Department's Road Traffic Inspectorate and Metros.

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During the period 2004/05 financial year, approximately 105 000 speeding violations, at a total value of R5m were captured, while the following Remcom activities were recorded:

Table: Traffic Camera Operations

Nature	Quantity	Amount
Driving licences scanned	3113	
Summons served	619	R 154 848
Warrants of arrests	82	R 45 150

Official Vehicle Procurement

In an endeavour to upgrade the existing provincial vehicle fleet, the Department managed to procure approximately 937 new provincial vehicles.

To ensure efficiency and enhanced service delivery, provincial Registering Authorities have been allowed to register and licence provincial vehicles. Thus, the turn around time including acquisition of a fleet management card and licence plates has been decreased by two (2) days. This has been implemented in line with the Department's One Stop Shop Concept.

Fleet Management

During November/December 2004, an annual physical vehicle verification of the provincial vehicle fleet was conducted and approximately 3500 vehicles were physically inspected and verified. A comprehensive report on the condition of each department's fleet was produced to enable informed decision making by departments on assessing the efficiency of their fleets.

The Department has ensured that 80% of the repairs and maintenance undertaken on provincial vehicles was allocated to Black Economic Empowerment (BEE) Companies, with special preference to black owned companies. By the end of the financial year under review, 53% of all repair and maintenance with a value of approximately R19,5m had been allocated to Previously Disadvantaged Individuals (PDI's). This constitutes an increase of 4% compared to 2003/04 financial year.

The following policies and procedures had been drafted and/or updated:

- Policy on Official Use of Government Owned Vehicles;
- General Transport Delegations of Authority; and
- Provincial Subsidised Vehicle Allocation Policy

The Department also facilitated a SAQA accredited Project Fleet Management Course that was conducted by the University of Pretoria for twenty five (25) Transport Officers across the user departments in the Province. The Department also held successful negotiations with the National Department of Transport for 100% bursaries for attendees.

Sub-Programme 4.6: Overload Control

It is estimated that at least 25% of all heavy vehicles travelling on South African roads are overloaded. However, statistics have shown that the rate of overloading is approximately 12% in KwaZulu-Natal.



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Overloading Control Strategy in KZN (Weighbridges)

During 2004/05 financial year, a total of 109 224 vehicles were weighed at the thirteen (13) operational provincial weighbridges. Of these, 25 719 (24%) were overloaded and 6 387 (6%) were charged. Of the total, 76 887 (72%) were weighed on the N3 corridor and 17 197 (22%) were found to be overloaded, while 3 714 (5%) were charged.

The number of vehicles weighed during 2004/05 represents an 8 % increase, compared to 101 248 vehicles weighed during the 2003/04, financial year. The number of vehicles overloaded decreased by 10% from 28 152 to 25 719 and the number of vehicles charged decreased by 13% from 7 104 during the 2003/04, financial year to 6 166 during 2004/05, financial year. However, there has been a significant decrease in the number of vehicles weighed in the province during the past two financial years. In the 2002/03 financial year, 187 960 vehicles were weighed and in 2003/04, 101 248 were weighed constituting a 40% decrease. In the 2004/05 financial year, there was a further 6% decrease in the number of vehicles weighed.

All provincial weighbridges were calibrated and / or tested and preventative maintenance was carried out on a quarterly basis. The total cost of tests, maintenance and repairs was R 1, 48m.

The highest overload was 29 400kg, whereas distribution of overloading changed, positively. Since 1996, there has been a sharp increase in the percentage of overloaded vehicles that are marginally overloaded by 0 to 2 tons and a general decrease in 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% tolerance. During 2004/05 financial year, this was 76%, whereas prior to 1990 it was less than 10%. This trend indicated that the 5% tolerance is being utilised by many operators to maximise vehicle payloads. These tolerances are presently under review and it has been recommended that the tolerance be reduced to 2%.

The Marburg weighbridge was upgraded to a 22m concrete multi-deck weighbridge. This is the first concrete deck weighbridge constructed for the Department and will be monitored to check whether it is more effective and requires less maintenance than the standard steel decks.



Before: Marburg Weighbridge



After: Marburg Concrete Multi-deck

The Mkondeni weighbridge was overhauled in October 2004 which entailed sandblasting all the rusted steel deck plates, all the steel beams and to sandblast and paint the 4 steel decks.

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Excellent monthly and annual overloading control reports are produced for the Department by the CSIR, which is used extensively to monitor overloading in the Province and to highlight the habitual transport offenders. The Chief Executive Officers of the most frequent offending companies had been given notices to refrain from the practice by the Department and SANRAL.

There has however been a continued decrease in the extent of overloading on the N3 corridor from 16% prior to March 2000 to between 10% to 12% during the past financial year. There has also been a continued improvement (reduction) in the degree of overloading in the Province. The following table represents output that had been achieved during the financial year under review.

Table: Weigh Bridges

Measurable Objective	Performance Measure	Actual Outputs 2003/04	Target Outputs 2004/05	Actual Outputs 2004/05	Deviation from Target	
					Unit	%
Input						
Number of weigh bridges	Number	14	18	14	(4)	(22%)
New weigh bridges to be constructed	Number	5	3	0	(3)	(100%)
Process						
Hours weigh-bridges to be operated	Number	20471	27220	61048	33828	55%
Number of transport vehicles inspected	Number	101248	180000	109224	(70776)	(39%)
Output						
% of vehicles overloaded (i.e. over the 5% tolerance)	Percentage	6.2%	4.5%	6%	1.5%	33%
Number of vehicles impounded	Number	7104	8100	6387	(1713)	(21%)
Quality						
Efficiency						
Number of hours weighbridges operated as % of total hours in year	Percentage	2.5%	3%	6%	3%	100%
Number of vehicles inspected per hour	Number	4	4	2	(2)	(50%)
Outcome						

