



**SPEECH NOTES BY KWAZULU-NATAL MEC FOR TRANSPORT,
COMMUNITY SAFETY AND LIAISON MR B. H. CELE DURING THE LAUNCH
OF 10 YEARS OF ASIPHEPHE ON TUESDAY, 18 NOVEMBER 2008**

All Protocol Observed

- This year we are celebrating ten years of Asiphephe - the flagship of the KwaZulu-Natal Department of Transport. This is a research based, co-ordinated road safety strategy led by our road safety project management team and implemented by provincial traffic forces, local authority partners, and by road safety education and engineering.
- You will recall that KwaZulu-Natal entered into a road safety partnership with the State of Victoria in Australia to develop a pilot project for road safety in South Africa. Many of the principles and strategies of Asiphephe emanated from the research and preparatory work being conducted as part of the Victoria Project.
- Asiphephe is a sound, comprehensive strategy that involves effective sanctions that cannot be escaped from. It was developed to tackle the culture of impunity that exists in our society. Our message to people who commit offences and try to get away with it is always clear: "You can run but you can't hide".

- The success of the programme so far has been the shared commitment and joint responsibility from all sectors of society. We have seen the taxi industry, the hospitality industry, the business sector, educational institutions, religious institution, local government, the media and a range of organisations coming out in support and rallying behind our road safety initiatives.

- As per recommendations of the law enforcement strategies emanated from the Victorian project, the following has been achieved in KwaZulu-Natal:
 - The reduction in alcohol levels for drivers from 0.08 gram per 100 millilitres of blood to 0.05 gram per 100 millilitres and 0.02 gram for professional drivers.
 - Manpower was increased from 350 enforcement officers to present 906 officers.
 - The evidential breath testing instrument was rolled out and legislation was changed to support it.
 - The Traffic and Transport Investigation Unit was formed to deal with fraud and corruption at driving licence test centres.
 - Booze buses were rolled out province wide.
 - Camera enforcement was introduced and legislation was amended to support it.
 - The high tech camera office in Pinetown was opened.
 - The Code of Practice for the RTI was introduced.
 - The special operations group was introduced but was later replaced by Shanela.
 - Training standards were revised nationally by the RTMC.
 - The pilot project AARTO being rolled out presently in Tshwane.

- Asiphephe is a powerful concept which transcends the boundaries of road safety to diffuse into all aspects of transport. While the principle goal of the Department of Transport is to provide access to the people we serve, Asiphephe calls for collective involvement in creating a safe culture in transport. Having access is not about moving from point A to point B.
- We live in a society where a range of things can happen to you once you leave point A – you can drown in a river where there is no bridge, you can be run over by a speeding car or a drunk driver, you can get shot in the crossfire during a taxi war or you can be disturbed by stray animal.
- Our mission is therefore to address all these factors to allow the movement from point A to point B to be as safe, easy and convenient as possible. This is what Asiphephe requires of us as a society.
- It is against this background that that today we are also launching the Road Monitor Programme as a pilot project undertaken by the Department of Transport, which seeks to address the traffic hazard caused by livestock on provincial roads and at the same time, deals with challenges of unemployment and poverty alleviation.
- Approximately, 70% of the roads managed by the KwaZulu-Natal Department of Transport are found in the rural areas, where animals are kept by the local community for a variety of reasons.
- Fencing of the road reserve has been found to be impractical, as a result of theft of the fencing material, the use of the strips of land as valuable pasture and the need for the communities on either side of the roads to cross in order to interact with one another.

- Unfortunately, accidents involving animals on the roads can be extremely costly and can cause death and injury to both animals and humans. In addition, the loss of even one animal, generally by one of the poorest of our citizens, could mean enormous financial and emotional hardship, so any reduction in the mortality or injury rate would be welcomed.
- In implementing this programme, a rate of 6 Road Monitors for 20km of road has been proposed. Unlike the Zibambele programme however, the Road Monitors would also be required to operate on busier sections of surfaced roads, where the danger to the travelling public is greatest. The programme has therefore the potential to absorb as many unemployed persons as the Zibambele programme.
- In conclusion, as we begin our Summer Holidays which is a period synonymous with increased activity and festivities as locals, visitors and tourists traverse the length and breadth of our province, there is usually an unacceptably high level of deviant driver behaviour which contributes to the high levels of road carnage.
- We will therefore continue to reinforce our “100 % compliance” policy which includes programmes that inform and educate the community at large about correct road safety behaviour. I appeal to all road users to obey the rules of the road and JUST DO RIGHT.

I thank you