



**SOUTH AFRICAN ROAD FEDERATION /  
ROAD TRAFFIC MANAGEMENT CORPORATION  
ROAD SAFETY CONFERENCE**

**7 – 8 JUNE 2011**

**ROAD SAFETY INITIATIVES TOWARDS A  
DECADE OF ACTION**

**CONFERENCE DECLARATION AND ACTION  
PLAN**

## Declaration and Action Plan

The United Nations proclaimed 2011-2020 the Decade of Action for Road Safety. The guiding principles underlying the Global Plan for the Decade of Action are those included in the 'Safe System' approach. This approach aims to develop a road transport system that is better able to accommodate human error and take in to consideration the vulnerability of the human body.

The South African Road Federation and the Road Traffic Management Corporation hosted a Conference on 'Road Safety Initiatives towards a Decade of Action' on 7 and 8 June 2011 in the City of Tshwane, South Africa.

The speakers of the Conference addressed a wide variety of issues under the five pillars of the Global Plan for the Decade of Action, namely:

- Pillar 1: Road safety management
- Pillar 2: Safer roads and mobility
- Pillar 3: Safer vehicles
- Pillar 4: Safer road users
- Pillar 5: Post crash responses

The conference delegates called for measures and actions to be implemented to ensure that the issues raised at the conference are addressed in an integrated manner. The deliberations and discussion demonstrated a high level of commitment from those in attendance to deliver key actions.

The conference delegates formulated the following recommendations:

### General Resolutions:

1. That the Conference be held on an annual basis to track and facilitate implementation of recommendations.
2. A road safety advisory council consisting of representatives from government, business, civil society and non-governmental sector be established to monitor progress and provide advise on the implementation on the road safety safety programmes.

### Pillar 1: Road safety management

- **Funding:**
  - That the creation of a dedicated Road Safety Fund be investigated to ensure funding for road safety.
  - Road safety audits be given priority and corrective action implemented as preventative intervention.
- **Road Safety Capacity and Skills Development:**

- That road safety is made part of curricula in schools and that the matter is taken up with the Department of Basic Education, including pre-school levels.
  - That a Chair in Road Safety is established at Tertiary Institutions in order to coordinate the necessary training courses to address the shortage of Road Traffic Safety Engineers and practitioners.
  - That skills development is pursued through partnerships between government, private sector and tertiary institutions.
  - That management and skills capacity in the road safety sector is improved through appropriate interventions.
  - That there be continued interaction by authorities, agencies, organisations and non-governmental organisations with schools and universities to identify students with technical and mathematical skills who can study to become civil engineers and technicians, and road safety practitioners.
- **Road Safety Databases:**
    - That reliable crash data management systems be implemented enhanced or improved.
    - That the implementation of a pilot project of the "Road Accident Analysis and Management of Data Base" as developed by the Malaysian Institute of Road Safety Research (MIROS) to determine relevance on applicability to South African conditions, be investigated.
- **Institutional Matters:**
    - That the Road Traffic Management Corporation be capacitated to carry out its mandate.
    - That the National Road Traffic Management, AARTO and RTMC Acts be fully implemented.
    - That the Road Accident Fund (RAF) to be transformed from a fault based system to a Benefit Scheme system.
    - That corruption in the traffic industry is eradicated especially at testing centers.
    - That road safety initiatives by different role players (government, public, private and NGO) are integrated.
    - That international traffic, especially transport of hazardous goods ('special vehicles') is investigated to determine responsibilities for 'hazardous' carriages. Cross Border Road Agency (CBRA) to be approached and to work in collaboration with other agencies to clarify issues such including procedures regarding international vehicles.
    - That the driving schools be regulated and given capacity to produce competent drivers.
    - That the RTMC be adequately funded to allow it to execute its mandate.

- That there be collaboration between the Trauma Society of South Africa, The Road Accident Fund, The Road Traffic Management Corporation and the Department of Health.

## **Pillar 2: Safer roads and mobility**

- **Road Safety Infrastructure Plans:**
  - That road safety assessment programmes be implemented to develop road safety infrastructure intervention programmes for road authorities.
  - That authorities be encouraged to develop road safety plans to identify hazardous locations and integrate engineering, enforcement and education.
- **Road Safety Designs and Standards:**
  - That designs and provision of infrastructure also focus on the needs of vulnerable road users such as pedestrians and cyclists.
  - That specialist road safety courses be develop for practitioners, including Road Safety Audit courses, Road Safety Investigations and Road Safety Assessments.
  - That National guidelines/ standards on road design, road safety manual, law enforcement and the SADC Road Traffic Signs Manual be updated.
  - That the National Standards for Level Crossings be implemented at Railway Level Crossings.
  - That Chapter 13 of the SADC RTSM be updated as a matter of urgency.
  - That a safe physical environment be established through low cost improvements and measures – e.g. pedestrian crossing, roundabouts, speed humps and lowering of speed limits (especially near schools and places of recreation or areas with high pedestrian activity).

## **Pillar 3: Safer vehicles**

- **Vehicle Standards:**
  - That interventions from government be initiated and implemented to monitor industry standards for vehicles
  - That South Africa and other African countries develop a New Car Assessment Programme (NCAP) to assess the safety performance of its vehicles.
- **Vehicle Testing:**
  - That mandatory annual testing of vehicles to be implemented.
  - That focused law enforcement be done on roadworthiness of vehicles. Special emphasis on public transport and heavy-duty vehicles.

- The Brake and Tyre project to empower traffic officers must continue.

#### **Pillar 4: Safer road users**

- **Traffic Law Enforcement:**
  - That the Blood Alcohol Content levels be standardized in Africa.
  - That the reduction of urban speed limits be investigated.
  - That 24-hour traffic law enforcement be instituted.
  - That a high level of seat belt enforcement be ensured and penalties be increased to at least R1 000 per infringement.
  - That drink driving enforcement be increased especially on weekends starting Thursday to Sunday.
  - That special operations focusing on passenger safety be launched.
  - That heavy vehicle testing be carried out in appropriate weight vehicles, loaded and training and testing procedures to be improved.
  - That clarity on legislative requirements for children in respect to seat belt wearing, and public relations/education around that issue be obtained.
  - That child restraints be mandatory with every new vehicle sold.
  - That helmets be mandatory with every bicycle sold.
  - That emphasis is given to moving violations enforcement.
- **Road Safety Education and Awareness:**
  - That a comprehensive National Road Safety Campaign Strategy developed and adopted.
  - That the current driver test be reviewed.
  - That Road Safety Campaigns be integrated with the National Rolling Enforcement Plan.
  - That road safety media coverage be improved through partnerships with the media.
  - That road safety education be reintroduced into the school curriculum.
  - That a driver education / training programme be introduced at Secondary School level.
  - That the public transport industry be engaged in road safety education and awareness campaigns.
  - That a probation period be introduced for new drivers (introduction of novice driver category).
  - Specific Road Safety Education / Awareness Initiatives:
    - That seat belt usage be improved through education and enforcement projects/programmes.
    - That spending on community education programmes be increased.
    - That baseline data on behavioral changes (human error) be obtained.

- That more initiatives/prosecutions on distractive driving be implemented e.g. cell phone driving.
- That a motorist education programme on rules and regulations be launched.
- That safe scholar transport be provided for school children (including seat belts and no overloading).
- That the scholar patrol programme be expanded to all areas in South Africa, especially in historically black areas.
- That safe facilities be provided for children to cross the roads e.g. pedestrian crossing bridges.


## **Pillar 5: Post-crash responses**

- **Incident Management Systems:**
  - That effective tools be developed to track progress / monitor compliance of incident management.
  - That legislation be amended to align IM with Disaster Management (more backing by political portfolio committees) with more focus on IM.
  - That effective cleanup of crash scenes be implemented.
  - That training be done on the dangers of post crashes.
  - That coordination of stakeholders at crash site be improved.
  - That a facility be established for public to report / highlight dangerous road situations, e.g. signs not visible, traffic lights not working, road markings not visible, potholes, etc.
- **Institutional Matters:**
  - That Incident Management (IM) be developed further to incorporate and improve coordination and integration between the parties.
  - That more focus be given on prevention of accidents and lack of resources (challenge to implementation).
  - That training of emergency medical technicians and physiotherapists be prioritised to alleviate the shortage.
- **Health and Emergency Medical Care:**
  - That rehabilitation be improved to enable more survivors to go back to work. For example 85% of survivors could go back to work (Anglo Mine example).
  - That trauma centres be funded.
  - That new legislation be drafted to enable 'bypass' of small hospital where there are inadequate resources (discretion of EMT Society of SA / others or authorities).
  - That a trauma information database be established.
  - That the removal of victims of crash be improved by inculcating information on modern vehicles into the orientation of crash site management staff.
  - That post-crash management be improved by:

- Involving all stakeholders.
  - Enabling for better education and coordination (ETM training)
  - Improving efficiency by sending victims to the appropriate facilities to avoid overloading emergency rooms and yet save lives.
  - Making data on post-crash victims accessible to all stakeholders.
- That there be improvement on availability of ambulance services in all provinces.
  - That country capacity to provide emergency care and definitive treatment be increased by considering geographic availability of the service and upgrading of existing facilities and their accreditation.
  - That the rate of rehabilitation be increased to reduce time involved with patients.
  - That relevant stakeholders (including RAF) be involved to improve access to rehabilitation for rural dwellers.
  - That there be an increase in the number of rehabilitation centres for accident victims.

  
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