

ONTRACK



46 YEARS IN LAW ENFORCEMENT

Kenny Africa shares his career journey

ALCOHOL AND ROADS
Help us to create #BoozeFreeRoads

FOCUS ON CHILDREN
Making our children safer on the roads

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VISION:

To lead in the delivery of government infrastructure and related services.

MISSION:

The Department of Transport and Public Works delivers infrastructure and services to promote socio-economic outcomes and safe, empowered and connected communities.

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HOD'S HOLIDAY MESSAGE



As 2019 draws to a close, let us pause and reflect on what the year has brought for us both personally and professionally. Let's remember what went well and be grateful. Let's remind ourselves about what could have been better and commit ourselves to build on what we have learned.

The Western Cape came to the brink of a "dry taps" scenario during the 2015-2018 drought. While there have been good rains this year, our dams have not yet completely recovered, and the

dry parts of the province remain in the grip of drought. We can no longer take water for granted. South Africa is a water-stressed country, and climate change is likely to make the weather even less predictable. Let's keep bringing awareness to how we use every precious drop of water.

This year, Provincial Top Management launched a campaign to foster good mental health. The Department of Transport and Public Works is proud of having a high-performance culture; of serving the public to the best of our ability. This can be stressful. I am committed to creating a caring culture in the Department. I encourage all of you to look after your own well-being and the well-being of your fellow employees. If you need free professional help, do not hesitate to call the toll-free number 0800 611 155.

A key highlight of 2019 was the

Springboks winning the Rugby World Cup. The national pride that this well-deserved victory brought about in South Africans across lines of race, gender and age was truly inspiring. When we act together, we can achieve great things.

I want to thank every one of you for the part you played in making the work of the Department a success this year. For those of you who will be taking leave, I wish you a restful and relaxing time with friends and family. For those of you who will be on duty over the festive season, I thank you for your service. I look forward to all of you coming back in the new year with renewed determination to keep improving the lives of all the residents of the Western Cape. For those celebrating Christmas, may it be a peaceful time, with your family and loved ones.

Jacqui Gooch



REMEMBER ALCOHOL AND ROADS DON'T MIX

And so, another year has almost come to an end and we are about to enter the 2019 festive season. For some of us, this is a time of joy where we reconnect with family and friends. For others, this is a time to relax and take a well-deserved break from work and travel to an inland holiday town, or a destination next to the sea. Unfortunately, this is also a time where we have to keep our eyes on the road fatality barometer to determine whether, this year, we will have managed to secure a decrease in fatalities.

Every year we sing the same song - requesting motorists to please plan their trips and prepare well so that they do not have to rush,

but rather to make travelling time part of the holiday. As we plan our trips, we should add in rest periods, so that we take a planned rest-break every two hours or 200 km of travel. This is important to deal with the creeping fatigue that affects our perceptive abilities and slows down our reactions.

The importance of a wide-awake, sober driver cannot be over-emphasised. It goes without saying that drivers should refrain from using alcohol when getting behind the wheel, regardless of how far they will be driving. Alcohol and roads don't mix. A special force of Random Breath Testing (RBT)

Continued on page 4 >

traffic officers will be deployed over this time to stop drivers and test them at any time of the day, and at random locations. This effort to curb the scourge of driving under the influence has been strengthened by our mobile Evidentiary Breath Alcohol Testing (EBAT) unit, a specialised vehicle with equipment that can collect evidence next to the side of the road for use in criminal prosecutions.

During this time, let's not overtake in the face of oncoming traffic or at any place where we are not

100% sure it is safe. In fact, it is seriously dangerous, and there is no guarantee that we will arrive at our destination any earlier. Giving way and displaying some courtesy as we all share the road will help ensure that we all get there safely.

Many of the most gruesome crashes that we see are due to excessively high travelling speeds. The danger increases dramatically during holiday periods because roads are generally much busier. So, keep to the speed limit at all times, and slow down when you notice pedestrians near the road,

especially children.

We have all worked hard and deserve a well-deserved break at the end of the year. Let us celebrate responsibly as we also spare a thought for all law enforcement and medical personnel who will be on duty during this time.

I wish you a blessed festive season and a most enjoyable new year.

Kenny Africa
Provincial Traffic Chief



Alcohol and road safety

Through its Safely Home road safety calendar, the Department is appealing to road users to help create booze-free roads during December and January. We answer some frequently-asked questions from people who are interested in learning more about the **#BoozeFreeRoads** campaign.

Q *Why has the Department chosen to target alcohol as a road safety issue over the festive season?*

A *In line with the Department's vision of zero fatalities on Western Cape roads, the Safely Home calendar theme for December and January is "Alcohol and roads don't mix". Driving under the influence will always remain a very strong focus for our law enforcement and road safety awareness efforts. Too often the role of alcohol in pedestrian road deaths does not get the same attention.*

Q *But why target pedestrians? Is drunk driving not a bigger issue?*

A *Driving under the influence of alcohol is a serious crime, and we will continue to utilise widespread and regular alcohol blitz roadblocks and Random Breath Testing vehicle checkpoints to arrest offenders. However, pedestrians now account for 49% of fatalities in the Western Cape. In other words, almost as many pedestrians are killed as all other categories of fatality combined. While these fatalities are concentrated in the City of Cape Town area, there are numerous hotspots throughout the province where pedestrians are regularly killed on the road.*

Q *What is the link between these deaths and alcohol?*

A *Forensic Pathology Services takes blood samples from people killed on the road. What we have found is that road deaths are strongly linked to alcohol, which impairs judgement and leads people to make serious errors. Pedestrian deaths spike on weekends, especially Saturday nights. Among pedestrian fatalities where we have a blood alcohol content (BAC) test result after death, 61% were found to be BAC-positive. More than 66% of the BAC-positive results showed over 0,20 grams of alcohol per 100 millilitres of blood, meaning that the individual was severely intoxicated when he or she was killed. Bear in mind the legal limit for driving is 0,05 g/100 ml of blood.*

Q *What role can road users play?*

A *The simple fact is that alcohol and roads don't mix. Whether you are driving, walking, or riding a motorbike or bicycle, even small amounts of alcohol can impair your ability to make decisions, operate a vehicle, or walk safely near traffic. If you have friends or family who still drive under the influence, speak to them before they get into trouble with the law. Be a model of responsible behaviour for other road users to follow.*

KNOW YOUR OWN LIMIT

**3 units:
STOP!**

You may be unfit to drive.

**2 units:
CAREFUL!**

You may be over or nearing your personal limit.

1 unit:

Can affect your ability to drive.

Alcohol limit for motorists: $<0,05$ g/100 ml of blood*

0,02 = 1 UNIT

- Your age, weight and general health all count towards staying within the legal limit.
- For example: as little as 2 units of wine or 2 cans of beer in an hour could put you over the limit.
- If you drive over the limit, you can be charged by the Police.
- Worse still, if you kill someone while driving drunk, you could be charged with culpable homicide and face a prison sentence.
- Know your limit. Stick to it.
- Or appoint a designated driver. Let's keep our roads safe.

What removes alcohol from the body?

- It takes one hour to eliminate one unit of alcohol.
- Neither coffee nor water removes alcohol – ONLY TIME.

*NB Professional Drivers' limit is <0.02 /100ml of blood

Average units:



1 tot/25 ml
brandy, vodka,
whiskey or cane

1



1 tot/25 ml
tequila

1



75 ml red/
90 ml white
wine

1



300ml
spirit
cooler

1.2
to 1.9



500ml
Sorghum
beer

1.5



340ml
beer

1.5
to 1.7



340ml
cider

2



1 cocktail
Various %

2 to 4



750 ml/
quart
beer

3.5
to 4

WE CAN MAKE OUR ROADS SAFE **BETTER TOGETHER.**

 #BoozeFreeRoads | safelyhome.westerncape.gov.za



Western Cape
Government

safely
home



Provincial Minister sets his term priorities

At the beginning of October Transport Month, Provincial Minister of Transport and Public Works Bonginkosi Madikizela announced that the top four priorities for his five-term of office would be:

1. Working together with the City of Cape Town and other municipalities across the province to improve road safety and road infrastructure;
2. Working together with other spheres of government to improve public transport including rail, minibus bus taxis, metered taxis and e-hailing;
3. Working together with national government, municipalities and other stakeholders on spatial integration; and
4. Working with all relevant stakeholders to develop skills and empower entrepreneurs and emerging contractors.

With regard to the first priority, he highlighted the importance of the Provincial Sustainable Transport Programme (PSTP); the Transport Hub; and the additional capacity to Provincial Traffic Law Enforcement, specifically a specialised Interception Unit, a Highway Patrol, and a Public Transport Inspectorate.

With regard to the second priority, the Provincial



Minister highlighted the role of technology to improve public transport.

Regarding spatial integration, Madikizela said he had met with Minister of Public Works and Infrastructure Patricia de Lille regarding the transfer of national land to municipalities. He went on to describe progress that has been made on the Conradie Better Living Exemplar Project, work on centrally located land in Cape Town for inner city housing, and the Draft Two Rivers Local Spatial Development Framework that has now been released for public comment.

Regarding the fourth priority area, Madikizela described ongoing skills development and empowerment work done by the Expanded Public Works Programme.



RBT means you need a plan B

Provincial Minister Bonginkosi Madikizela will be making his way onto the streets this coming festive season. He will be supporting our traffic officers at roadblocks and help assisting the initiative to keep our roads booze-free. Madikizela will be at roadblocks and also have a media launch at the World Rugby Sevens tournament to be held at the Cape Town Stadium.

More than 1 300 people are killed on Western Cape roads every year. Alcohol played a part in at least 60% of these deaths. Drinking and driving robs families of loved ones every day, and it costs the economy an estimated R29 million per day.

Random Breath Testing units were introduced in 2017 as part of Department's efforts to curb



driving under the influence on our roads. These units move fast and operate anywhere, at any time, across the Western Cape. If you have been drinking you can be arrested, then tested in a mobile Evidentiary Breath Alcohol Testing unit. If you are over the limit you face jail, a fine, and having your licence suspended.

As we head into the summer months and the festive season, the Department's RBT teams will be working with our municipal traffic partners to target events and venues associated with alcohol consumption. Motorists planning on attending music and cultural festivals, trance parties, and sports events are advised to make travel arrangements that avoid the risk

of drinking and driving.

In other words, RBT means you need a Plan B.

Cape Town and the Western Cape are renowned for their amazing events, fantastic hospitality and great atmosphere. As we leave winter behind, we are tempted outdoors by the great weather, and many wonderful music and sporting events. We love that people enjoy our province and we want to encourage everyone to do so.

But we are very serious when we say that if you drink and drive in the Western Cape, we will arrest you. Be safe and remember alcohol and roads do not mix.



The road to child safety

A message from ChildSafe South Africa

Road traffic injuries have consistently featured amongst the top 10 leading causes of death (World Health Organization [WHO], 2015), recently rising to the 8th leading cause of death (WHO, 2018). A 2016 study by the Road Traffic Management Corporation (RTMC) and the Council for Scientific and Industrial Research (CSIR) found that road fatalities were costing South Africa R142.95 billion every year, and robbing the country of much of its potential through premature and avoidable deaths. In South Africa, road deaths are the leading cause of death for children, with death rates double the world average in certain age categories. For children aged 5-14 years, road injuries rank as the second leading cause of death.

Globally, numerous interventions have been implemented to reduce road fatalities and injuries involving children based on the four E's: traffic law enforcement, safety education, engineering, and evaluation. These interventions can only work if they are well coordinated.

In 2018, Childsafe partnered with the United Nations Children's Fund (UNICEF) by undertaking a review of literature, local data and legislation in order to strengthen efforts to reduce child road injuries. One of the key findings was that, over and above being a transport challenge, road injuries are a public health concern. This means effective action to reduce the burden of child road fatalities goes beyond

departments of transport and must include departments of education and health, their private partners and non-governmental organisations (NGOs).

“The first intervention aims to reduce speed in school and residential areas from 60 km/hour to 30 km/hour...”

In July 2019, ChildSafe and the DTPW Directorate: Road Safety Management coordinated their efforts to advocate for two interventions that are proven to reduce road fatalities and injuries. The first intervention aims to reduce speed in school and residential areas from 60 km/hour to 30 km/hour, and the second aims to increase child restraint usage through education and enforcement. Reducing speed from 60 to 30 km/hour reduces the likelihood of death for children in a crash from 90% to 10%; and always using an age-appropriate child restraint increases the survival chances of a child passenger by up to 80%.

Since then, this collaboration has raised awareness through meetings and presentations at all levels of government. Getting the necessary buy-in and support for these interventions to be implemented will take time, but the message is clear: by working together we have the potential to save one life at a time.





DRIVER SAFETY EVENT HELD AT GOLDEN ARROW BUS DEPOT

Recently the DTPW Road Safety Management partnered with RTMC to organise a driving safety awareness event at the Golden Arrow bus depot in Montana. The aim was to speak to drivers around road safety issues such as driver fatigue, overloading, and the dangers of drinking and driving.

Also present at the event were the City of Cape Town's Traffic Services, the Road Accident Fund, and the Western Cape QuadPara Association. During her input, Maria Bekker of the RTMC used "drunk driving" goggles which make it very clear how alcohol can affect a driver's judgement. DTPW officials used the "seatbelt convincer" to demonstrate how seatbelts improve safety in a moving vehicle.



DTPW AND THE CITY OF CAPE TOWN RECOGNISE SCHOLAR PATROL TEAMS

In October, DTPW Road Safety Management and the City of Cape Town's Traffic Services hosted an appreciation day for scholar patrols from 75 schools across the four Cape Town Metro education districts. Also represented at the event were the RTMC, the Western Cape Education Department, and the Road Accident Fund.

Scholar patrols make learners safer by facilitating the crossing of roads near schools at busy times. Learners at the event were handed medals and their schools received new scholar patrol equipment and uniforms.

Heathcliff Thomas, Traffic Chief of the City of Cape Town, thanked the schools and their learners for the dedication they have shown to the scholar patrol programme.

Speaking on behalf of learners at the event, Tristen Cooper, a learner from Grassy Park EC Primary School, thanked DTPW and the City of Cape Town. She promised to keep up the good work and make sure that learners abide by the rules when they cross the road.



RSM JOINS HANDS WITH TAXI ASSOCIATION

DTPW Road Safety Management hosted a workshop in Paarl East with the local taxi association to improve road safety awareness amongst taxi drivers. Past interventions involved handing out pamphlets at taxi ranks. However, because of the volatile atmosphere between rival taxi associations, the Department opted for a more integrated educational intervention which included officials from Provincial Traffic Law Enforcement and the Provincial Regulatory Entity (PRE). Traffic officers at the event demonstrated what a thorough vehicle inspection looks like and spoke about fatigued driving, taxi licensing, and vehicle impoundment.

New strategy for more efficient freight transport

The Western Cape Freight Strategy emphasises transport network safety as one of its five principles. The other principles are: 1) freight network efficiency; 2) inclusive economic growth; 3) sustainability; and 4) cost optimisation. The Freight Strategy and its Implementation Plan create a framework for collaborating and coordinating with all stakeholders to tackle the challenges at hand, including road safety. More than 90% of the province's general freight moves by road, so road freight can be seen as the lifeblood of the Western Cape's economy. The efficient movement of freight is critical to growth and prosperity, particularly because this province is far from South Africa's industrial heartland.

Demand is expected to increase by 50% in the next 15 years. In some places, businesses struggle to connect to markets. Some infrastructure is deteriorating, deficient, or lacking capacity. Overloaded trucks damage roads. Driver fatigue and unroadworthy vehicles cause road crashes. Limited consolidation means there are more trucks on the road than necessary. A lack of good data hampers well-informed decision making. Accidents, emissions and congestion cost the Western Cape economy R9bn a year.

Perhaps the biggest challenge is an over-reliance on road freight and the underutilisation of alternative means of transporting goods. The result is that transporting goods takes longer and costs more than it should. That increases the prices of products in the Western Cape, decreases the province's competitiveness, and has a negative impact on the economy. While rail has challenges, like historical underinvestment, ageing infrastructure, and inconsistent service, it is often cheaper than road freight. Making more use of rail to transport freight would help to mitigate the congestion, road crashes and environmental damage caused by road freight vehicles.

The Western Cape Government is improving infrastructure, promoting the use of technology to improve freight efficiency and reduce the number of trucks on the road, enhancing traffic law enforcement, and improving security. The development of more well-located logistics hubs will help in this endeavour. The aim is to work together to make freight transport safer, more efficient, more cost-effective and environmentally more sustainable.



Reducing the number of freight-related heavy vehicle crashes

A total of 1 631 people were involved in freight-related crashes in the Western Cape between 2016 and 2019, and 68 of them died. Road freight crashes and policing cost the Western Cape over R2.7bn a year. The causes include: driver fatigue; poor vehicle condition; speeding; unsafe road conditions; unsafe or illegal parking; a lack of adequately skilled drivers; and the behaviour of other road users.

The relevant Freight Strategy objective is to reduce the number of freight-related heavy vehicle crashes. The actions that are being implemented are: 1) to develop and support freight-related

safety campaigns; 2) to work with all stakeholders to improve driver skills; 3) to develop and support initiatives to improve driver wellness; 4) to identify obstacles to voluntary compliance with the Road Transport Management System (RTMS) and support its adoption; and 5) to assess one-stop sites for traffic-law compliance. These actions are in various stages of implementation.

Through its Safely Home campaign, the WCG promotes road safety through monthly themes distributed through a variety of media, including variable message sign (VMS) boards, newspapers, Twitter, Facebook, YouTube, and radio. The October theme #SaveKidsLives included the road freight safety message #DontTruckAround. Messages include the dangers of children playing “chicken” by running in front of oncoming trucks, teaching children good road safety habits around trucks, and the dangers of “trucksurfing” (hanging onto moving trucks).

Kenny Africa shares his career journey

Farewell Mr K

A husband, a father, a grandfather and a road warrior well known to many road users in the Western Cape and beyond. Kenny Africa, Provincial Traffic Chief, also known as Mr K or, the way he refers to himself, Mr 24/7, always available to anyone in need. Over the years, he has built a great rapport with the media and law-abiding road users. He's also made it clear that Traffic Law Enforcement will deal decisively with anyone who endangers road safety. Mr K started his career as a young traffic officer 46 years ago and is finally ready to hang up his uniform.

Becoming a traffic officer

My dream was to become a lawyer, but money was an issue. I was the youngest of 11 children, living in a small town called Genadendal in the Overberg. I lost my father when I was 2 years old and my mom raised 11 children and had to work hard to give us the best. I wanted to make a difference in the community and other people's lives. In 1974 as an 18-year-old, I applied at the traffic college (before Gene Louw, we were trained at the Ottery Traffic Training College). During the apartheid years, coloured trainees were not allowed to be trained with white ones in Cape Town. My first traffic job was in Worcester in 1974 and after 6 months I wanted to resign because of apartheid. Coming from a predominantly coloured community, it was difficult to adapt to the circumstances we were placed under. Another 6 months passed and I wanted to resign again, but my friend Officer Cupido convinced me to stay and said that I would become the chief of traffic some day.

Targets and awards

In 1974 a traffic officer was expected to write an average of 30 tickets per month, arrest 1 drunk driver a month, and attend to 1 motor theft case a year. I set higher personal targets for myself in that year and achieved all of them - 360 tickets, 15 arrests and 1 motor theft case per month. I was promoted to supervisor in 1975, the first coloured traffic officer to be appointed in the Western Cape (then known as Cape Province). In 1976, I received the annual Class 1 merit promotion award.

In 1997, I become the first coloured traffic chief, was promoted to Deputy Provincial traffic chief in 2001, and have been Provincial Traffic Chief Director since 1 April 2010. I furthered my studies, first through Lyceum College and attained an Intermediate Traffic Diploma in 1982 and completed a bachelor's degree in Road Traffic and Municipal Police Management through the University of Tshwane, which I passed cum laude. The University of Tshwane then appointed me as a part-time lecturer from 2006-2010. Some of the awards I have received over time include Best Traffic Officer of the Year (1990), Best Overall Batho Pele Public Servant award (Bronze) in 2016, Best Public Service Innovator - Employee Award (Silver) in 2017 and Best Male Employee in Transport in South Africa in 2016, awarded by the then Minister of Transport, Minister Dipuo Peters (MP) in Umthatha.

One career highlight

In 1984 I was transferred to Beaufort West for 2 years. The roads were very quiet and there were not many cars on the road, which means there was not much to do. During that quiet time I

developed a sense of whether a car was stolen or was carrying drugs. I stopped a vehicle that had been stolen from a man murdered in Kuils River and arrested the three murderers. I had to testify in the High Court and was able to help bring the guilty parties to justice.

What I would say to newly appointed traffic officers

Thank the Lord for the opportunity to be able to keep our motorists and pedestrians safe. Be early always, be willing to go the extra mile, and be wise enough to pick up when someone is lying to you. Don't allow anyone to make you negative about your job. Remember why you decided to become a traffic officer and that should motivate you to stay in this job. Stay strong and don't be afraid to take on any challenge.



Engagement with the media

I have engaged with the media every day for 10 years through my WhatsApp group, radio interviews and print media interviews.

My biggest challenge on the job

Being the one fighting for equality and fairness during the time of apartheid in Worcester was the biggest challenge of my career. I went into disputes with the senior management to fight for equal treatment of white and coloured officers. I was seen as a troublemaker as I fought for the rights and privileges that all traffic officers have today. I was turned down so many times, but my perseverance and willingness to stand my ground meant I eventually achieved my goal.

What happens next?

A possible political career may follow after my 46 years as a traffic officer to be there for people. I'll be taking on this new journey to fight for the rights of the citizens of the Western Cape standing together to achieve what is needed, Better Together.



Deadline for comments on proposed new licence mark approaches

On 15 November 2019, Provincial Minister of Transport and Public Works Bonginkosi Madikizela published a notice of his intention to determine that the licence mark for the Province of the Western Cape is “WC”. The deadline for comments is 13 December 2019.

Key features of the proposed new system are as follows:

- WC licence numbers will consist of a combination of two letters, two numbers and two letters, and end with the licence mark “WC”. No licence numbers may contain the letters A, E, I, O, U or Q. Licence numbers beginning with the letter G will be reserved for government vehicles.
- The intended implementation date is 1 February 2020.
- The existing personalised licence number system (licence numbers ending in “WP”) will not be affected by the introduction of the proposed WC licence mark.
- All existing town-specific licence numbers (e.g. CA and CX) will be phased out by 31 January 2025. From 1 February 2025, all vehicle owners still using town-specific licence numbers will have to apply for a WC licence number.
- Owners who have paid for the use of special town-specific licence numbers (personalised numbers) will not receive a refund. However, they may exchange that number with a personalised WP licence number of the user’s choice, free of charge, and in line with existing policy guidelines.
- Because 8-character CAA (Cape Town) and CAW (George) town-specific licence marks are about to run out, special arrangements have been made for 9-character CAA and CAW combinations until such time as the new system comes into effect.

More information may be found at: <https://www.westerncape.gov.za/general-publication/new-western-cape-provincial-licence-mark-faqs>.



CAA 12345

Improving truck safety and efficiency through the RTMS



The Council for Scientific and Industrial Research (CSIR) says ideally road transport in South Africa would be efficient and safe and characterised by a high standard of infrastructure (capacity, road surface, road markings, road signs, stopping facilities, road reserve); minimum incidents/crashes including breakdowns; a high level of compliance with traffic regulations; a high level of safety and security underpinned by effective law enforcement; efficient emergency response; and seamless cross-border transit.

In fact, the industry is characterised by: overloading; poor vehicle fitness (servicing and maintenance); poor driver fitness (fatigue, health and training); reckless driver behaviour; border post delays; bribery and corruption (which has an impact on both compliant and non-compliant operators); and inadequate periodic road maintenance.

In 2014, the adoption of South African National Standard (SANS) 1395-1 provided the basis for the Road Traffic Management System (RTMS). The RTMS is a voluntary integrated and holistic self-regulation scheme for truck operators and drivers that focuses on: 1) fleet management and loading control; 2) compliance with legislative road safety requirements; 3) support for driver wellness; and 4) support for safer driving. Case studies show that, in addition to improving safety and protecting the road network, there are real efficiency and cost benefits too.

RTMS Criteria (SANS 1395-1:2014)			
(Clauses 1 - 2) Fleet / Loading Control <ul style="list-style-type: none"> • Fleet Inventory • Control of Loading • Prevent Overloads • Optimise Payload 	(Clauses 3 - 5) Safety / Compliance <ul style="list-style-type: none"> • Vehicle Maintenance • Basic roadworthiness • Minimising breakdowns • Speed management • Accident analysis • Traffic violations • Risk management 	(Clause 6) <ul style="list-style-type: none"> • Driver Wellness • Medical fitness • Chronic illness management • Fatigue management (Shift / Driving hours) • Wellness initiatives • (Nutrition ect.) 	(Clause 7-8) <ul style="list-style-type: none"> • Providing skills development to ensure drivers obtain and retain competency to be safe, compliant and a minimal risk on public roads
(Clauses 9-13) Documents + Records + Monitoring + Corrective Actions + Internal Audit + Management Review			

In 2007, there were only 74 RTMS-certified vehicles in South Africa. There are now almost 300 fleets comprising approximately 18 000 trucks and buses. This includes four bus operators: Buscor (420 buses), Intercape (160 coaches), Golden Arrow Bus Services (11 000 buses), and Interstate Bus Services in Bloemfontein (237 buses). RTMS adopters also include 30 abnormal load operators with 258 vehicles (plant hire, construction, engineering and mobile crane vehicles); and 2 commercial abnormal load operators (108 vehicles). A City of Cape Town case study of the impact of RTMS on its fleet of 994 electricity maintenance services vehicles shows a number of improvements. At least 98% of all planned services are completed in the planned month. Fleet

availability has improved, and the average number of repairs and maintenance work orders to vehicle per year has decreased. Traffic violations have gone down, as has the fleet incident rate. Driver overtime has been reduced by 61%. Fuel consumption has improved from 17 litres/ 100 km to 13 litres/ 100 km. The carbon footprint has improved by 24%. Between 2013 and 2017, the adoption of the RTMS enabled Dawn Logistics to improve its fuel consumption by 23%. This is primarily the result of good maintenance processes and good driver behaviour in respect of speeding, defensive driving, braking behaviour, and driving economically, of which are promoted by the RTMS accreditation scheme.





GENE LOUW TRAFFIC COLLEGE

Consider a career in traffic law enforcement

The Gene Louw Traffic College offers 12-month traffic officer's training courses for young people who meet the requirements.

The College has a well-deserved reputation for producing dedicated and well-trained traffic officers. Courses usually start in August every year. Trainees must be employed in a vacant traffic officer post at a local authority or provincial administration. They get some practical experience through various deployments.

What:

Accredited traffic officer's training course

e.g. the National Road Traffic Act and the Criminal Procedure Act

- First aid training
- Fire-fighting training

Where:

Gene Louw Traffic College, Brackenfell, Cape Town

Requirements:

- Appointment in a vacant traffic officer post in a local authority or provincial administration
- No criminal record
- Senior certificate or equivalent
- Code B driving licence
- Able to perform strenuous physical exercises
- Not older than 35 years
- Able to undergo firearm training

Qualification:

Further Education and Training Certificate (FETC) in Road Traffic Law Enforcement

Key training areas:

- Firearm competency training
- Training in applicable legislation,

More information

website: www.westerncape.gov.za/gene-louw-traffic-college | **tel:** 021 983 1500



BETTER TOGETHER.

Our traffic officers make us proud by improving law enforcement on our roads

BETTER TOGETHER.